

REZONING REVIEW – Briefing Report

Date of referral	13 August 2020	
Department ref. no	RR_2020_CBANK_001_00	
LGA	Canterbury-Bankstown	
LEP to be amended	Canterbury Local Environmental Plan 2012	
Address	124-142 Beamish Street and 16-18 Ninth Avenue, Campsie	
Reason for review	<input type="checkbox"/> Council notified the proponent it will not support the proposed amendment	<input checked="" type="checkbox"/> Council failed to indicate support for the proposal within 90 days, or failed to submit the proposal after indicating its support
Is a disclosure statement relating to reportable political donations under s10.4 of the Act required and provided?	<input type="checkbox"/> Provided <input checked="" type="checkbox"/> Not required Comment: No donations or gifts to disclose.	

1. SUMMARY OF THE PROPOSAL

The rezoning review request relates to the planning proposal for 124-142 Beamish Street and 16-18 Ninth Avenue, Campsie (**Attachment E2**).

The proposal seeks the following amendment to the Canterbury Local Environmental Plan (LEP) 2012 to enable a maximum building height control of 86 metres for the site:

- retain the existing B2 Local Centre zone;
- retain the existing development standards on the Height of Buildings and Floor Space Ratio (FSR) Maps; and
- introduce a new site-specific provision that allows buildings to exceed the maximum height shown on the Height of Building Map to up to 86m, if the site area is at least 3,000 sqm and the street frontage is at least 50m.

The existing maximum building height for the site is 21m. The existing LEP FSR Maps do not identify a maximum FSR for the site.

The proposal was accompanied by an indicative concept design package seeking to demonstrate the potential future built form on the site that will be facilitated by the proposal. The concept design illustrates a mixed use development, comprising two towers of 25 storeys (plus an additional storey for plant rooms) and providing approximately 320 residential apartments, a mix of office, supermarket, retail, restaurant and medical centre uses (total commercial floor area - 4,745sqm), as well as courtyard and through site links

at street level. The proposal notes that the FSR of the development based on the concept design is 8.03:1, but no FSR is proposed to apply to the site.

The proposal states that the concept design is intended to inform the site-specific provisions to be incorporated in the Canterbury Development Control Plan (DCP) 2012.

The proposal indicates that the proponent is prepared to enter into a Voluntary Planning Agreement (VPA) with Canterbury-Bankstown Council (Council) to provide at least 5% of the increased residential floor space as affordable housing dedicated to Council, or the equivalent cash payment towards affordable housing in another location.

1.1 Background

The planning proposal outlines the following events relevant to the proposal:

14 October 2015

The proponent, J Group Pty Ltd, submitted a planning proposal to the former City of Canterbury Council, which sought to amend the Canterbury LEP 2012 Height of Buildings Map to enable buildings on the site up to 79 metres. The proponent states that the proposal was in response to the NSW Government's announcement of the Sydney Metro City and South West project, and the *draft Sydenham to Bankstown Urban Renewal Corridor Strategy* exhibited by the Department in late 2015 / early 2016.

12 May 2016

The Councils of the City of Canterbury and City of Bankstown were amalgamated, and an interim administrator was appointed for the new Canterbury-Bankstown Council.

26 July 2016

The administrator resolved to defer Council decisions on planning proposals submitted in the area subject to the *draft Sydenham to Bankstown Urban Renewal Corridor Strategy* until the strategy is finalised and reflective of local planning needs.

11 August 2016

The proponent received correspondence from Council advising that Council would not be making a decision in relation to the planning proposal until the detailed strategic investigations for the corridor have been finalised.

14 September 2016

The proponent lodged a rezoning review request (PGR_2016_CBANK_001_00) due to the Council's failure to indicate its support of the planning proposal within 90 days.

6 December 2016

The Sydney South Planning Panel considered the rezoning review request and determined that the proposal should not be submitted for a Gateway determination because it has not demonstrated strategic merit.

The reasons for the decision were as follows:

"There is strategic merit in a substantial development of the site in the context of the Sydenham – Bankstown Metro Extension, associated draft Sydenham to Bankstown Urban Renewal Corridor Strategy and the designation of Campsie as 'district centre' under the South District Plan.

However, to support the proposal in its current form would be premature given the corridor strategy will be re-exhibited by State Government and a master plan, planning controls and infrastructure improvements for the Campsie centre are yet to be determined.

The planning proposal under consideration, given the site's location within the centre and the scale, form and use of the intended development, has the scope to

substantially define the character of the centre and its economic role within the broader South District.”

24 April 2020

A revised planning proposal, the subject of this rezoning review application, was submitted to Council based on the built form envisaged in the revised draft Sydenham to Bankstown Urban Renewal Corridor Strategy exhibited by the Department of Planning and Environment in 2017.

In late 2019, the Minister for Planning and Public Spaces announced a new approach to precinct planning in NSW. This will mean a change of approach to planning for the Sydenham to Bankstown corridor. Further discussion regarding this new planning approach for the corridor is detailed in Section 2 of this briefing report.

24 July 2020

The subject rezoning review request was lodged with the Department after Council failed to indicate its support for the proposal after 90 days.

1.2 Locality and context

The site is located at 124-142 Beamish Street and 16-18 Ninth Avenue, Campsie in the Canterbury-Bankstown Local Government Area (LGA) (**Figure 1**). It is approximately 15km south-west of the Sydney CBD, 8km west of Sydney Airport and 7km east of Bankstown.

The site is in the northern part of the Campsie town centre which is a significant administrative, business and cultural centre. The town centre is characterised by a main commercial street (Beamish Street) with small scale retail / business premises and shop-top housing, a train station and a shopping centre (Campsie Centre) and several public open spaces including Anzac Square (or Anzac Mall) and Carrington Square.

The Campsie Railway Station is approximately 200m south of the site. Cooks River and adjacent open space is approximately 600m north of the site.



Figure 1: Locality map (source: Nearmap)

Existing development and land use in the immediate locality are as follows:

- A mix of two storey to six / seven storey mixed use developments that include ground floor retail and business premises and residential uses on levels above to north of the site along Beamish Street to the intersection with Brighton Avenue (**Figure 2** and **3**). Other development to the north is primarily medium to low density residential buildings;
- To the east (**Figure 4**) is the Orion Centre (former Orion Theatre) which is an interwar theatre building and is listed as a local heritage item in the Canterbury LEP 2012. North of the Orion Centre are Canterbury-Bankstown Council building (Campsie Branch) and Lofts Garden;
- To the south (**Figure 5**), the town centre extends along the Beamish Street which is characterised by traditional low scale two storey commercial buildings and an extensive range of retail, business and office uses. Central to the Beamish Street is the Campsie Railway Station; and
- To the west (**Figure 6**), the area is characterised by predominantly medium density residential buildings that gradually transitions into a low density residential environment dominated by detached dwelling houses.



Figure 2: Commercial and mixed-use developments to the immediate north of the subject site along Beamish Street (source: Google Maps)

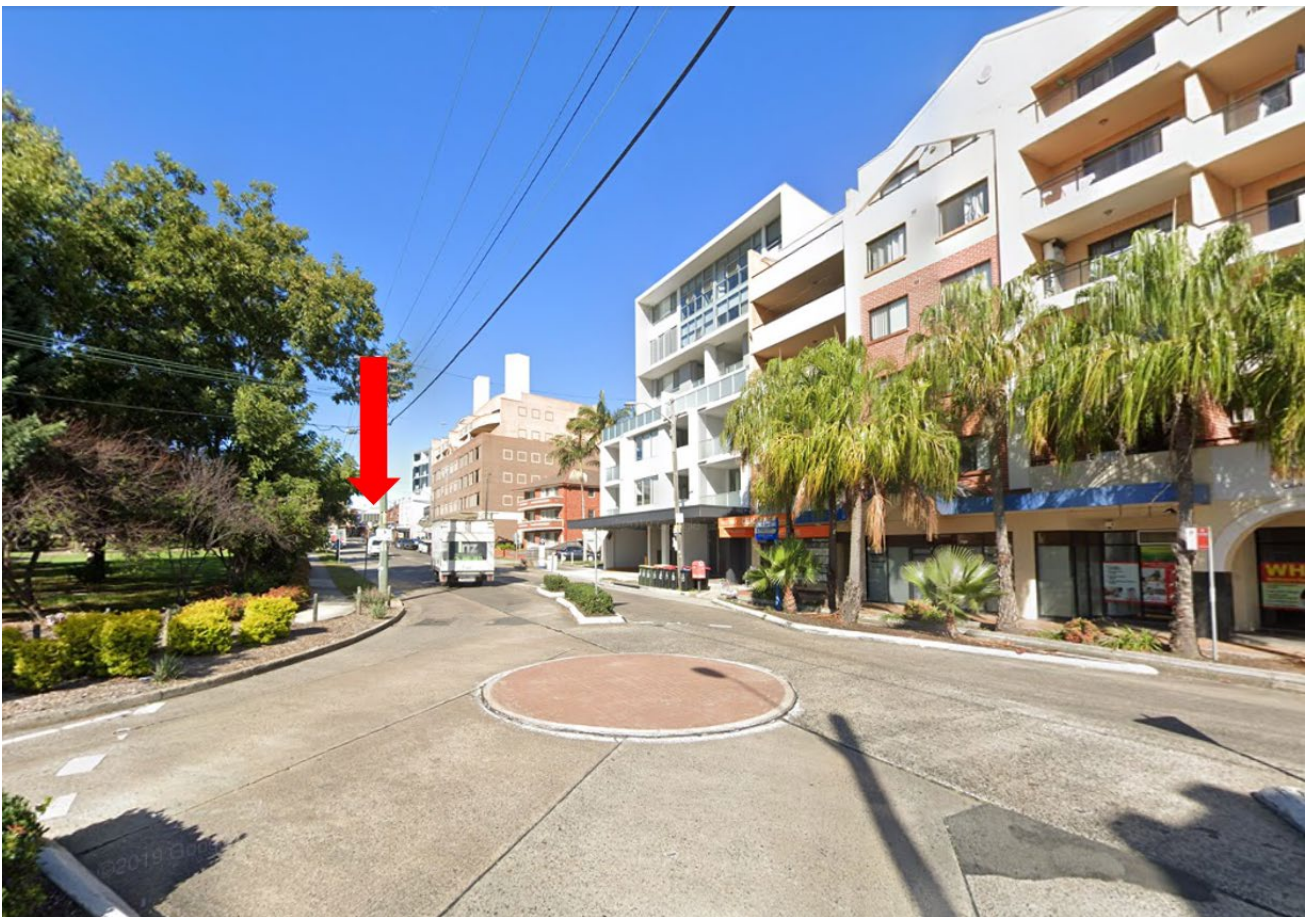


Figure 3: Lofts Garden (left) and mixed-use developments along Beamish Street, north of the subject site (red arrow) (source: Google Maps)



Figure 4: The opposite side of Beamish Street to the east of the subject site with the heritage listed Orion Centre on the left (source: Google Maps)



Figure 5: The view down Beamish Street, south of the subject site (source: Google Maps)



Figure 6: A view along Campsie Street looking east toward the subject site (red arrow) (source: Google Maps)

1.3 Site description

The site (**Figure 7**) consists of several separate allotments, as shown in **Table 1** below.

Table 1: Legal description of the subject site

Street Address	Legal Description
124-128 Beamish Street	Lot 101 DP 739066
132 Beamish Street	Lot 1 DP 575837
134-138 Beamish Street	Lot 2 Section A DP 4190
142 Beamish Street	Lot 1 Section A DP 4190
16 Ninth Avenue	Lot 2 DP 176308
18 Ninth Avenue	Lot 1 DP 176308

The site has a total area of 3,845 square metres and three street frontages, being Ninth Avenue to the north, Beamish Street to the east and Campsie Street to the south.

The existing development on the site consists of two storey commercial buildings containing a mix of retail, business and office uses facing all three street frontages. A small western section of the site's Campsie Street frontage provides vehicular access to the hardstand and car parking area behind the commercial buildings. The site does not appear to contain significant landscape features.



Figure 7: Aerial photograph with the subject site outlined in red (source: Nearmap)



Figure 8: The subject site as viewed from the corner of Beamish Street and Ninth Avenue (source: Google Maps)



Figure 9: The subject site as viewed from the corner of Beamish Street and Campsie Street (source: Google Maps)

1.4 Current planning provisions

Under the Canterbury LEP 2012, the following controls apply to the site:

- Zoning - B2 Local Centre (**Figure 10**);
- Maximum building height - 21 metres (**Figure 11**); and
- FSR - The FSR Maps do not identify a maximum FSR for the site (**Figure 12**).

Land Zoning

The objectives of the B2 Local Centre zone are as follows:

- *To provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area.*
- *To encourage employment opportunities in accessible locations.*
- *To maximise public transport patronage and encourage walking and cycling.*
- *To facilitate and support investment, economic growth and development for active, diverse and well-designed centres.*

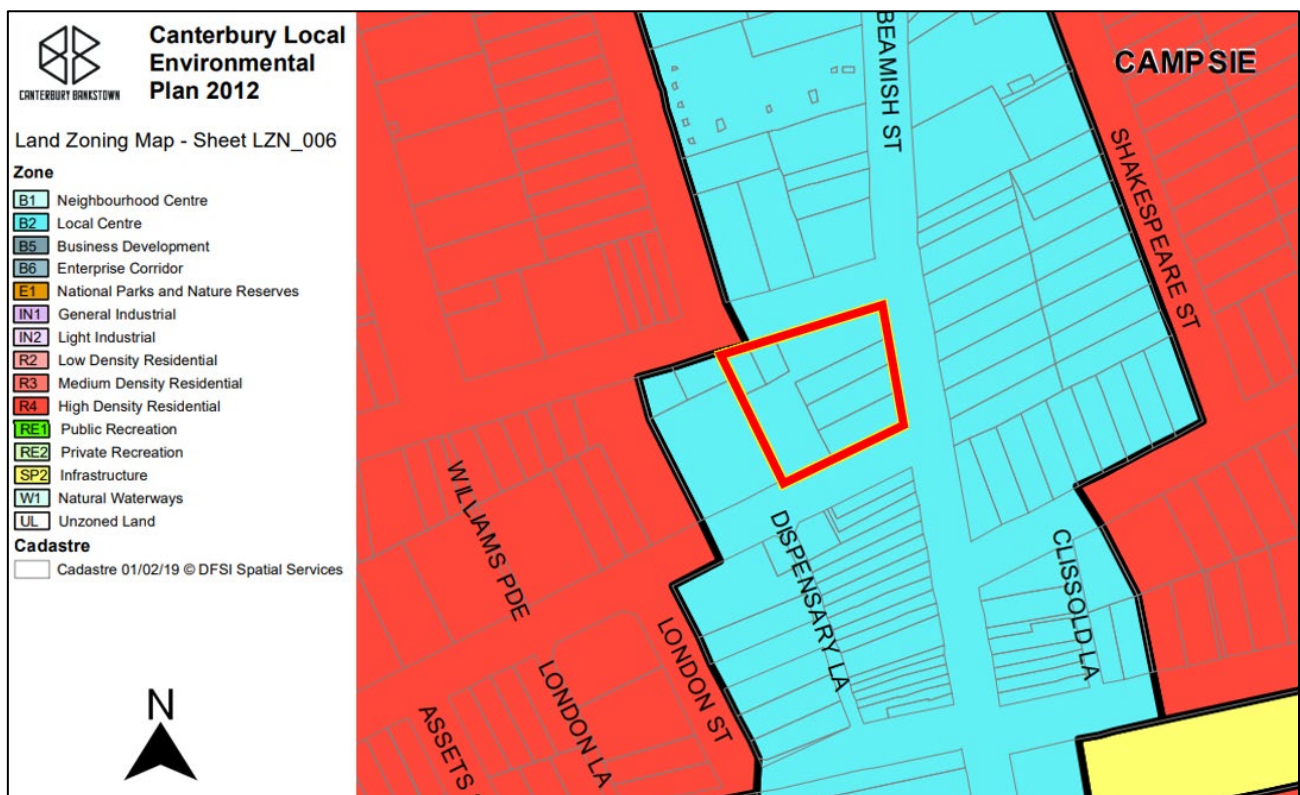


Figure 10: Current Canterbury LEP 2012 Land Zoning Map extract (subject site outlined in red)

Height of Buildings

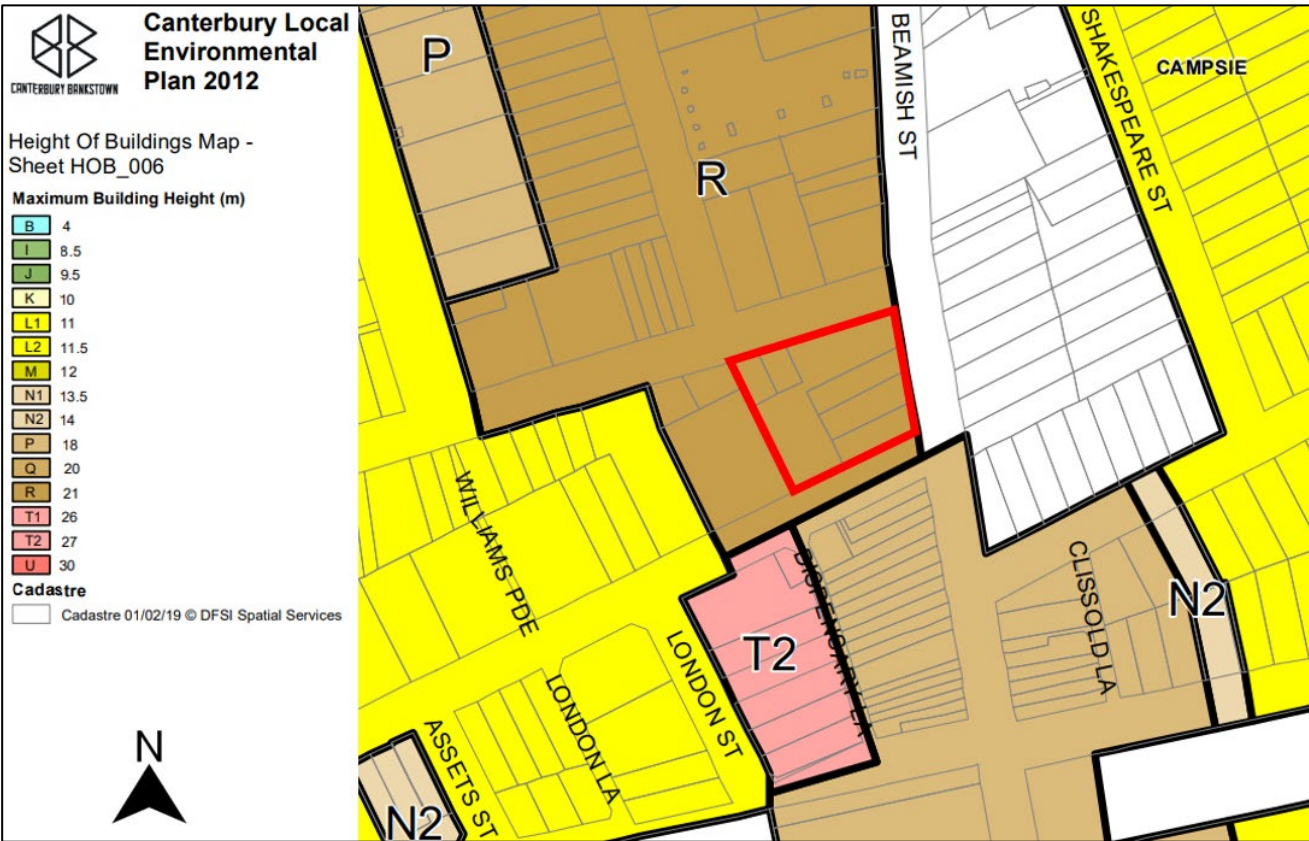


Figure 11: Current Canterbury LEP 2012 Height of Buildings Map extract (subject site outlined in red)

FSR

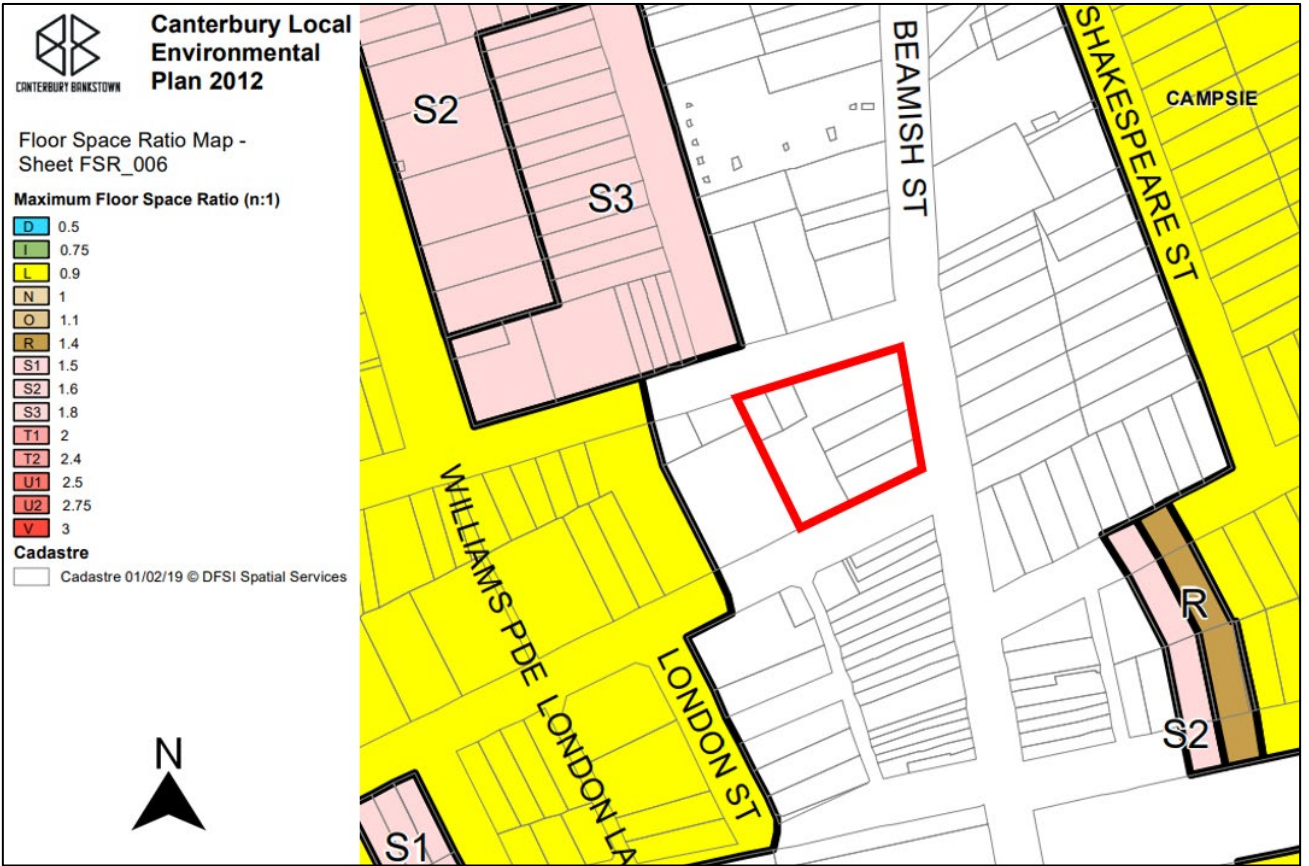


Figure 12: Current Canterbury LEP 2012 FSR Map extract (subject site outlined in red)

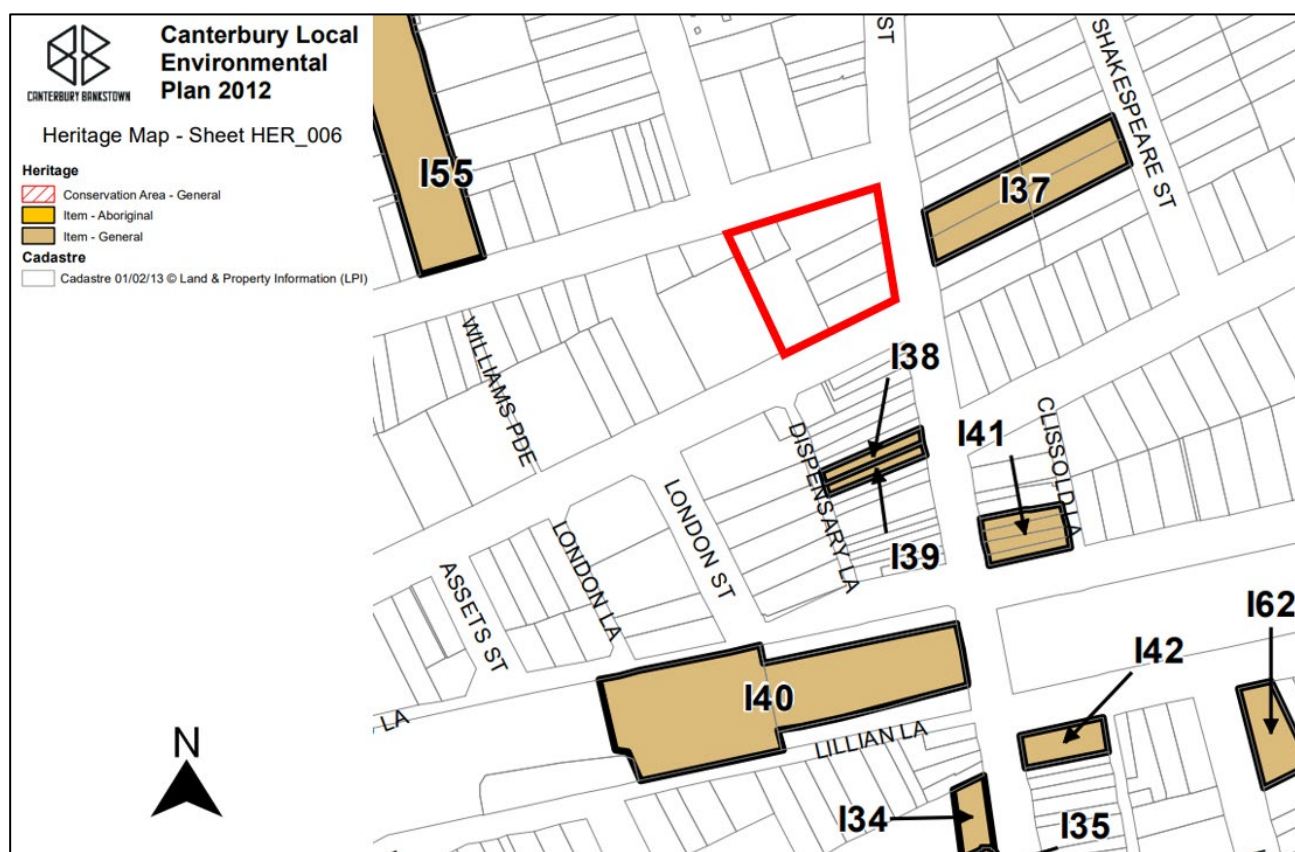


Figure 13: Current Canterbury LEP 2012 Heritage Map extract (subject site outlined in red)

The site does not contain any heritage items and is not located within a heritage conservation area.

Heritage items in the vicinity of the site are listed below:

- **Item I34** - War memorial clock tower, Anglo Road (Anzac Mall);
- **Item I37** - Inter war theatre (former Orion Theatre), 151-155 Beamish Street;
- **Item I38** - Inter war shop with dwelling above, 158 Beamish Street;
- **Item I39** - Inter war shop with dwelling above, 160 Beamish Street;
- **Item I40** - Federation railway station buildings, 184-186 Beamish Street (Campsie Railway Station)
- **Item I41** - Federation commercial building—Coffill's Buildings, 191-197 Beamish Street;
- **Item I42** - Inter war commercial building—Station House, 203 Beamish Street;
- **Item I55** - Inter war street trees, Fifth Avenue (between 83 Fifth Avenue and Ninth Avenue); and
- **Item I62** - Federation villa, 44 South Parade.

1.5 Proposed planning provisions

Proposed LEP amendment

The proposal seeks the following amendment to the Canterbury LEP 2012 to enable a maximum building height of 86 metres for the site:

- retain the existing B2 Local Centre zone;
- retain the existing development standards on the Height of Buildings Maps and Floor Space Ratio (FSR) Maps; and

introduce a new site-specific provision that allows buildings to exceed the maximum height standard shown on the Height of Building Map to up to 86m, if the site area is at least 3,000 sqm and the street frontage is at least 50m. The proposal provides the following draft clause for the proposed site-specific provision:

4.X Exceptions to maximum building height

(1) This clause applies to 124-142 Beamish Street and 16-18 Ninth Avenue, Campsie.

(2) Despite clause 4.3 (2), the height of a building on land to which this clause applies may exceed the height shown for the land on the Height of Buildings Map if:

- (a) the site area is at least 3,000 square metres, and
- (b) the street frontage is at least 50 metres, and
- (c) the height of the building does not exceed 86 metres.

The proposal argues that a site-specific LEP provision will ensure an appropriate urban design outcome as well as site consolidation.

A comparison between the current and proposed controls is provided in **Table 2** below.

Table 2: Comparison between existing and proposed development controls

Control	Current	Proposed
Zone	B2 Local Centre	B2 Local Centre
Maximum building height	21m	<ul style="list-style-type: none"> • 21m; or • 86m - subject to satisfying site area (3000sqm) and frontage (50m) requirements (specified in a site-specific LEP provision)
Maximum FSR	N/A	N/A (concept of 8.03:1)

Indicative concept design

The planning proposal was accompanied by an indicative concept design package (**Attachment E3**) and an urban design report (**Attachment E4**) which seeks to demonstrate the potential future built form on the site that will be facilitated by the proposal (**Figure 14-19**).

The concept design illustrates the following:

- mixed-use development with two towers of 25 storeys (plus an additional storey for plant rooms) -
 - Building A (located at the eastern portion of the site) steps down to 8 storeys at the Ninth Avenue frontage and the north eastern corner of the site;
 - Building B (located at the western portion of the site) steps down to 4 storeys at the Campsie Street frontage;
 - the two buildings are connected on first floor level, forming a 2-storey podium;
- courtyard addressing Ninth Avenue, through site links and a mix of uses, including retail, medical centre and restaurant, on street / ground floor level;
- medical centre and office on first floor;

- residential apartments on level 2 and above;
- five levels of basement accommodating a supermarket and car parking spaces; and
- communal open space / terrace on podium and rooftop levels.

Table 3: Key data relating to the indicative concept design identified in the planning proposal

Element	details
Total gross floor area (GFA)	30,777m ²
Residential floor area	26,032m ²
Commercial floor area	4745m ²
Total FSR	8.03:1
Indicative number of dwellings	320

The planning proposal notes that the final yield would be subject to detailed planning at the development application stage.



Figure 14: Concept design indicative ground floor plan (source: Turner)

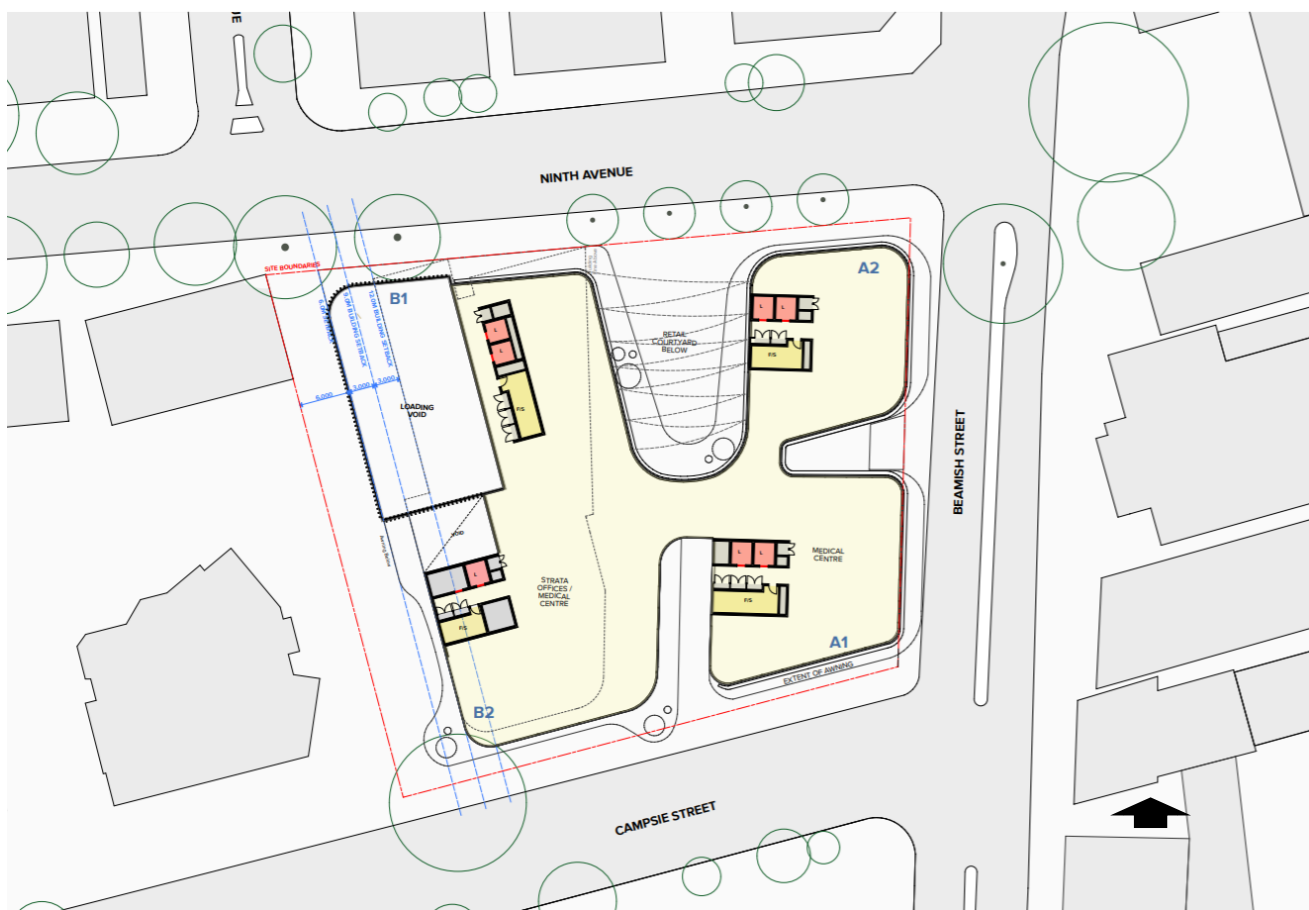


Figure 15: Concept design indicative first floor plan (source: Turner)



Figure 16: Concept design indicative floor plans – upper levels (source: Turner)



Figure 17: Concept design – artistic impression (source: Turner)

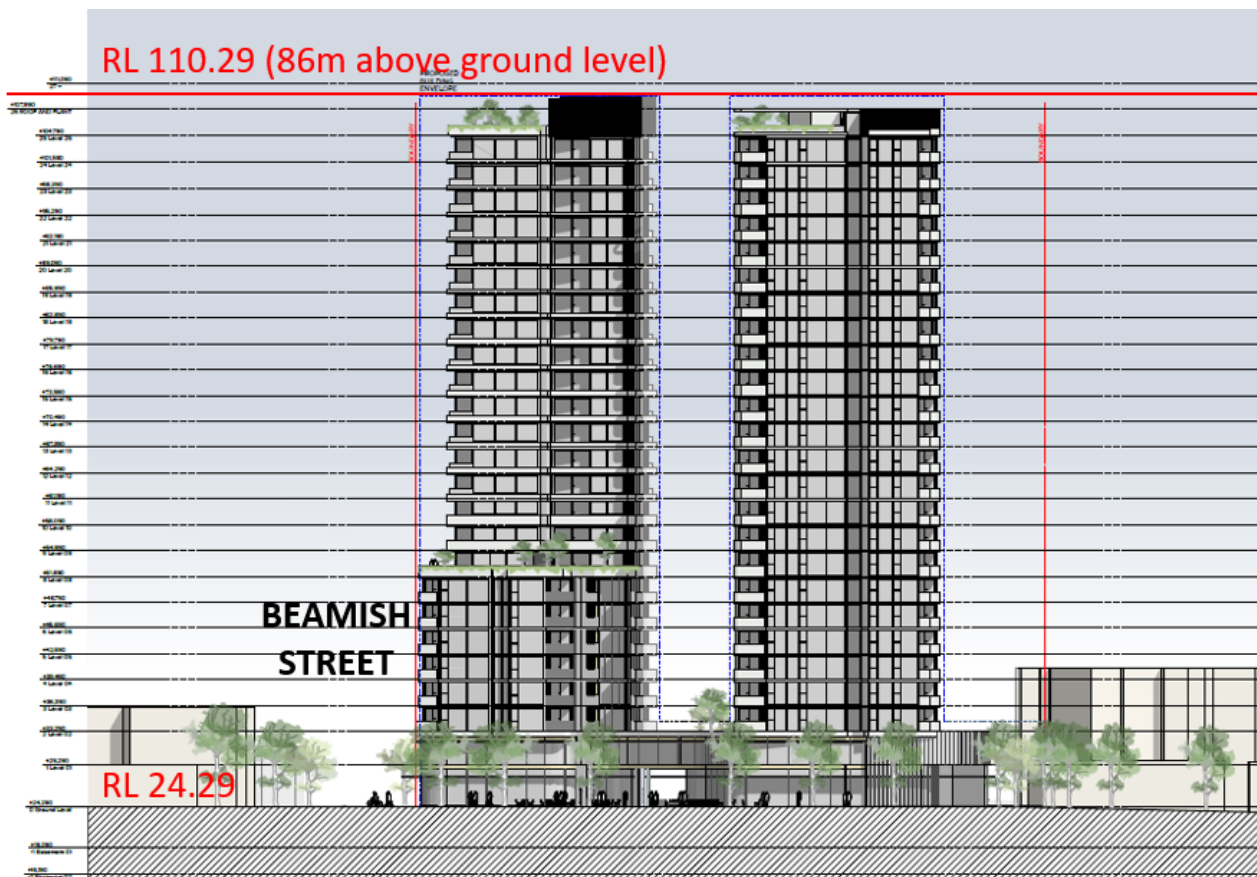


Figure 18: Concept plan – Ninth Avenue (north) elevation (source: Turner, annotation by DPIE)

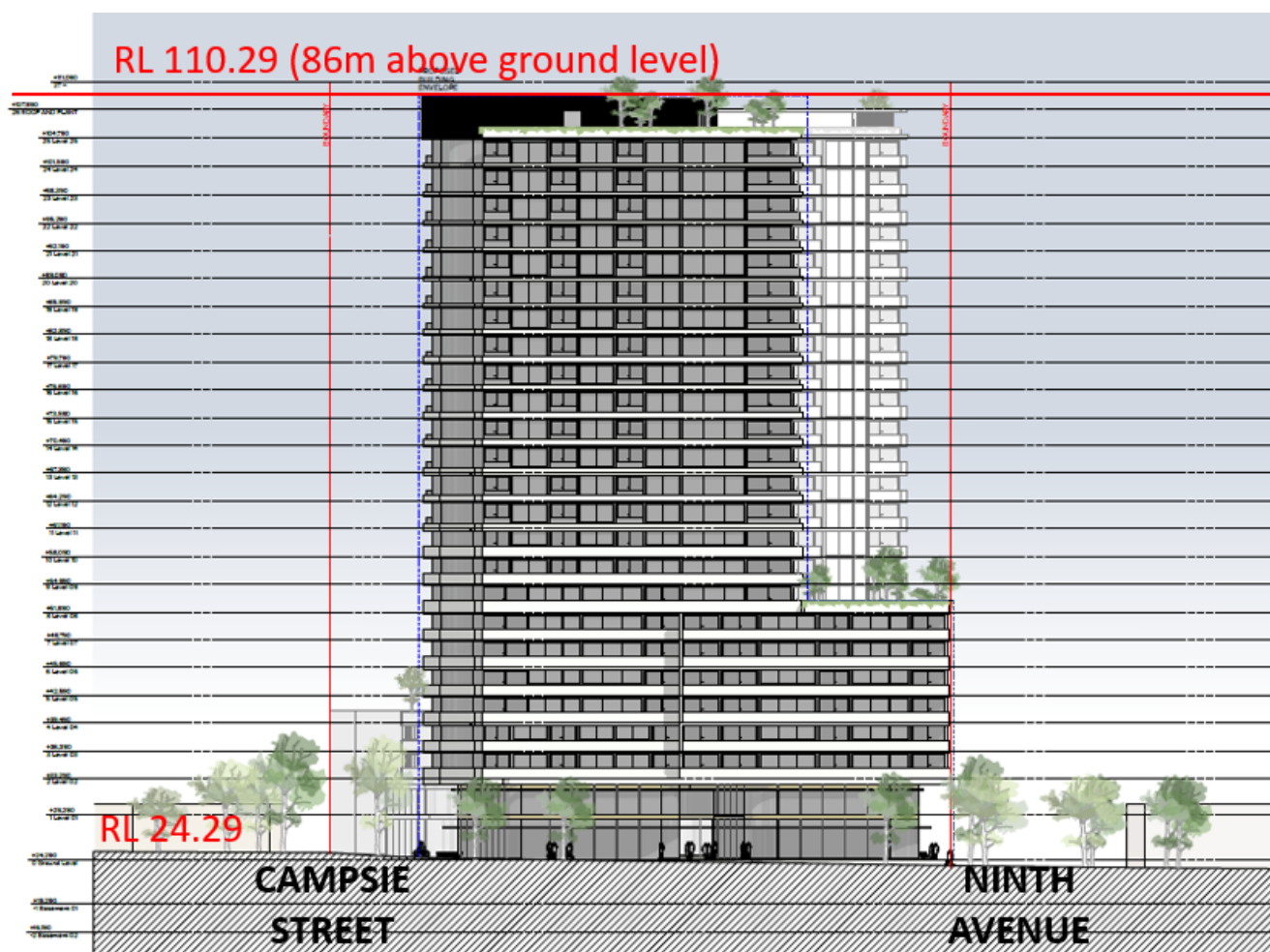


Figure 19: Concept plan – Beamish Street (east) elevation (source: Turner, annotation by DPIE)

Site-specific DCP

The proposal notes that the concept design package and the urban design report contain built form parameters that can be incorporated into the Canterbury Development Control Plan (DCP) 2012.

The proposal notes that further refinements of the site specific DCP controls are expected to be undertaken in collaboration with Council following the progress of the planning proposal through the Gateway process.

2. INFORMATION ASSESSMENT

Does the proposal seek to amend a zone or planning control that is less than five years old?

No. The Canterbury LEP 2012 commenced on 1 January 2013.

2.1 Strategic merit test

Consistency with the relevant regional plan outside the Greater Sydney region, district plan within the Greater Sydney region, or corridor/precinct plans applying to the site, including any draft regional, district or corridor/precinct plans released for public comment.

Proponents will not be able to depend on a draft regional, district or corridor/precinct plan when the Minister for Planning and Public Spaces or the Department of Planning, Industry and Environment have announced that such a plan will be updated before being able to be relied on.

Greater Sydney Region Plan and South District Plan

The *Greater Sydney Region Plan - A Metropolis of Three Cities* identifies a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places.

The site is within the area covered by the South District Plan, which is one of five district plans to guide implementation of the Region Plan. The District Plan sets out a 20-year plan and aims to enhance liveability, productivity and sustainability. Campsie is a strategic centre identified by the District Plan.

The proponent has provided comments regarding the proposal's consistency with the priorities of the Greater Sydney Region Plan and South District Plan. The proponent has also outlined the strategic and site-specific merits of the proposal in **Attachment E12**.

The following table (**Table 4**) details how the proposal addresses consistency with the District Plan priorities.

Table 4: Alignment of the planning proposal with the Region Plan and District Plan

South District Planning Priority	Planning Proposal Response
Planning Priority S3: Providing services and social infrastructure to meet people's changing needs. Planning Priority S4: Fostering healthy, creative, culturally rich and socially connected communities	<i>(The proposal) is consistent with the identified directions for liveability planning priorities in that it will provide for residential accommodation concentrated in an accessible urban environment close to social infrastructure.</i>
Planning Priority S5: Providing housing supply, choice and affordability with access to jobs and services	<i>(The proposal) seeks to increase the maximum building height for the site to enable its development for taller buildings containing a greater number of residential dwellings.</i>
Planning Priority S6: Creating and renewing great places and local centres and respecting the District's heritage	<i>This Planning Proposal reflects a place-based approach to the land use planning for the site. It provides for the urban renewal of the Campsie strategic centre as envisaged in the Plan and will assist in achieving the specified housing targets for the Canterbury-Bankstown LGA.</i>

Revised draft Sydenham to Bankstown Urban Renewal Corridor Strategy and the new planning approach

The planning proposal references the *revised draft Sydenham to Bankstown Urban Renewal Corridor Strategy* (the revised draft strategy), which was exhibited by the Department from June to September 2017.

The proposal states that Campsie is in the Sydenham to Bankstown corridor identified for urban renewal by the Greater Sydney Region Plan. It further states that the proposal for a mixed-use high density development on the site is consistent with the desired future outcomes envisaged in the revised draft strategy and specifically in Chapter 7 Campsie Station Precinct.

An extract of Chapter 7 Campsie Station Precinct of the revised draft strategy is included in the planning proposal (**Figure 20**).

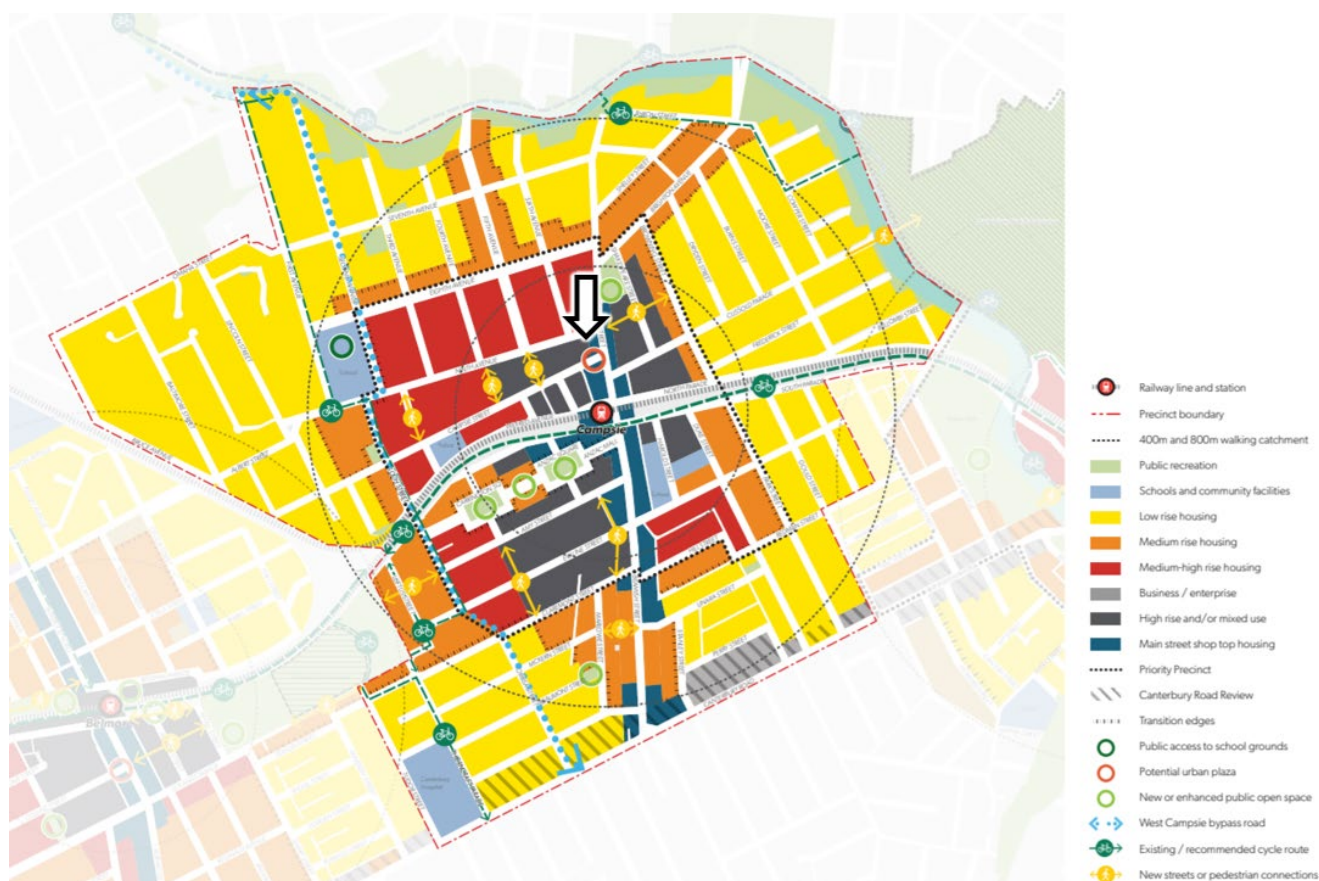


Figure 20: Draft Campsie Station Precinct Plan showing the subject site (arrow) as high-rise and/or mixed use and main street shot top housing (source: DPIE)

In late 2019, the Minister for Planning and Public Spaces has announced a new approach to precinct planning in NSW. Under the new approach, the Department will work in collaboration with Inner West and Canterbury Bankstown Councils to undertake strategic planning work for the corridor, which will address the community's aspirations and Councils' vision for their areas.

Both Councils have since finalised their Local Strategic Planning Statements (LSPS).

Canterbury Bankstown Council has a program of master planning for key centres within the corridor to give effect to the LSPS and District Plan directions and priorities. Master planning for Campsie and Bankstown is in stage 1 of Council's program.

The Department has granted funding (\$300,000) to Canterbury-Bankstown Council to deliver master plans and supporting technical studies for the Bankstown and Campsie Strategic Centres. Council has indicated that the master planning for Campsie is scheduled to be completed in March 2021.

The Department's website states that the previous draft corridor strategies, which have not been adopted, will not influence planning decisions.

It is noted that the planning proposal does not reference the new planning approach for the corridor.

Consistency with a relevant local strategy that has been endorsed by the Department.

The following local strategic plans were referenced by the planning proposal. However, they are not local strategies endorsed by the Department.

Canterbury-Bankstown Local Strategic Planning Statement - Connective City 2036

The *Canterbury-Bankstown Local Strategic Planning Statement (LSPS) - Connective City 2036* has been finalised by Council on 10 December 2019 and assured by the Greater Sydney Commission on 16 March 2020. The Canterbury-Bankstown LSPS sets out a 20-year land use vision to guide land use planning for the LGA.

The proposal contains a high-level discussion regarding consistency of the proposal with the LSPS, with the key points being:

- The site has an important role to play in providing housing and supporting job growth and local economies in line with transport infrastructure investment;
- The site is identified for an increase in density and land use mix. Incentive is required to attract investment to ensure intentions of the *Connective City 2036* are realised.
- The proposal seeks to deliver the increase in density and land use consistent with the intentions of the *Connective City 2036*.

The planning proposal states that the proposal is consistent with the following local strategies and strategic plans:

- *City of Canterbury Economic Development and Employment Strategy (Towards 2032), 2009*
- *Canterbury Residential Development Strategy, October 2013*
- *Canterbury Bankstown draft Affordable Housing Strategy, February 2020*

However, these plans do not form part of the strategic merit test, as they have not been endorsed by the Department.

Note: The proponent also included a letter (**Attachment E13**) as part of the rezoning review application supporting documents. The letter does not form part of the strategic merit test as it contains comments relating to the draft *Special Infrastructure Contributions Guidelines*, exhibited by the Department from 15 April 2020 until 12 June 2020.

Responding to a change in circumstances, such as investment in new infrastructure or changing demographic trends that have not been recognised by existing planning controls.

The proposal states that:

- *“The planning proposal has been prepared in response to the announcement of new transport infrastructure in the Sydenham to Bankstown Urban Renewal Corridor and the identification of Campsie as a strategic centre in Sydney’s metropolitan urban structure.*
- *The proposal aims to optimise the site’s proximity to public transport infrastructure as well as enabling development that will provide increased housing and jobs on a large consolidated site close to Campsie Railway Station”.*

2.2 Site-specific merit test

The natural environment (including known significant environmental values, resources or hazards).

Built Form and Scale

The proposal states that the increase in building height would enable future development of the site as an iconic, gateway site at the northern end of the town centre. It also states that the built form standards associated with the proposal can be incorporated into the

Canterbury DCP 2012 and will help achieve high quality built form as part of any future development.

The proposal was accompanied by an indicative concept design and urban design analysis seeking to demonstrate the potential future built form on the site that will be facilitated by the proposal (**Figure 21-23**).

The urban design report outlines the following design strategy which has informed the proposed development:

- *“The concept plan for the Site proposes a composition of two towers of 25 Storeys supported by lower 8-4 storey linear buildings over a two-storey podium base supporting the intent to establish a dense and active Town Centre.*
- *The proposed built form and massing has been considered through:*
 - *A strategy to free up the ground plane for improved public domain benefit;*
 - *Design of the upper, medium to high rise residential built-forms to respond to the anticipated density for the site which meets the intended strategic vision for the town centre and the growth corridor;*
 - *Absorbing most of the density within two towers of 25 storeys;*
 - *Appropriate positioning of the towers to minimise adverse impact onto the amenity of the surrounding sites;*
 - *Orientating the towers to maximise ADG compliance;*
 - *Providing transition in the skyline to adjoining sites via the stepped built form of four, eight,*
 - *Substantial reduction in the height of the lower buildings fronting Beamish Street, improving the proportion of the streetscape.*
- *The Beamish Street 25-storey landmark tower (Building A1) addresses the corner of Beamish and Campsie Streets, nearest to the train station and the sculptured and highly articulated tower form offers a gateway statement for Campsie’s Town Centre.*
- *The proposed tall buildings are designed as a slender tower forms to reduce visual and shadow impacts while absorbing significant density intended for the site. The tall slender tower forms reduce the footprint of the building on the ground plane footprint significantly, allowing for the delivery of a significant public plaza and landscaped through-sitelink.*
- *The cascading building height reduces towards the north and the west with the proposed lower 8-4 storey buildings providing transition of height to Beamish and Campsie Streets. This composition allows for a gradual transition in scale and height across the site which provides appropriate response to the neighbouring and anticipated future context.*
- *Proposed street walls and setbacks have been considered through*
 - *Freeing up the ground plane for improved public domain benefit;*
 - *Increasing activation of Ninth Avenue;*
 - *Retention of the fine grain, “High Street” retail attributes of Beamish Street through a two storey retail/commercial podium;*
 - *Appropriately placed retail to facilitate a vibrant, permeable and active public realm which connects and ties into the surrounding context;*
 - *Improved solar access to retail central courtyard.*

- The consistent street-wall provides a clearly define edge to the site, improving the legibility of the streetscape and the proposed active retail offerings, commercial and residential lobbies enable the activation of Campsie Street and Ninth Avenue.
- Through-site-link and the public plaza are defined by the retail premises and provide a safe, protected and enjoyable space for the general public.
- Vehicular and service access has been diverted away from Beamish Street, utilising Ninth Avenue to minimise any direct conflicts between vehicular traffic and pedestrian access. Service vehicles, loading dock and the basement carpark ramp off Ninth Avenue are located away from the public plaza.”

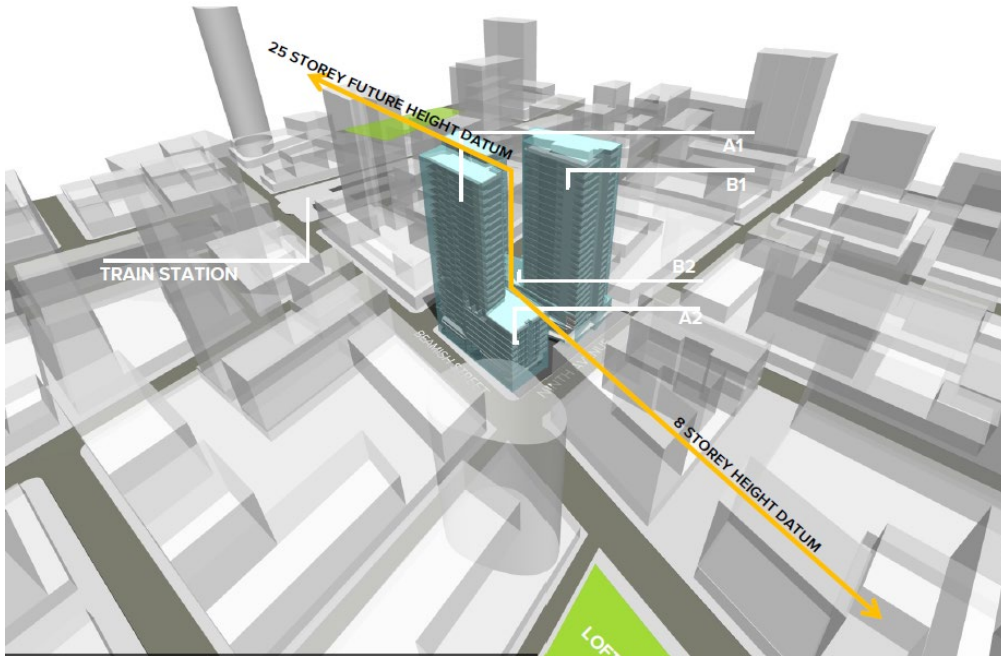


Figure 21: Concept design - potential built form (source: Turner)



Figure 22: View analysis of concept design - looking north from Beamish Street towards the site (source: Turner)



Figure 23: View analysis of concept design - looking south from Beamish Street towards the site (source: Turner)

Overshadowing

The proposal acknowledges that the proposed building height will increase the overshadowing of nearby public domain, including Anzac Square (Anzac Mall) approximately 250m south of the site. The proposal states that the impacts are not unreasonable and can be addressed through appropriate urban design measures at part of the detailed design.

The urban design report illustrates the overshadowing and solar access impacts of the proposed development based on the indicative concept design (**Figure 24 – 26**).

The report states that the north-south orientation and location of the buildings limit self-shadowing and enable high levels of solar access to the rooftop communal open spaces and the public plaza. It further states that the slender footprint minimises overshadowing across the areas to the south and the shadow diagrams demonstrate that solar access of Anzac and Carrington Square will not be affected during the winter months.

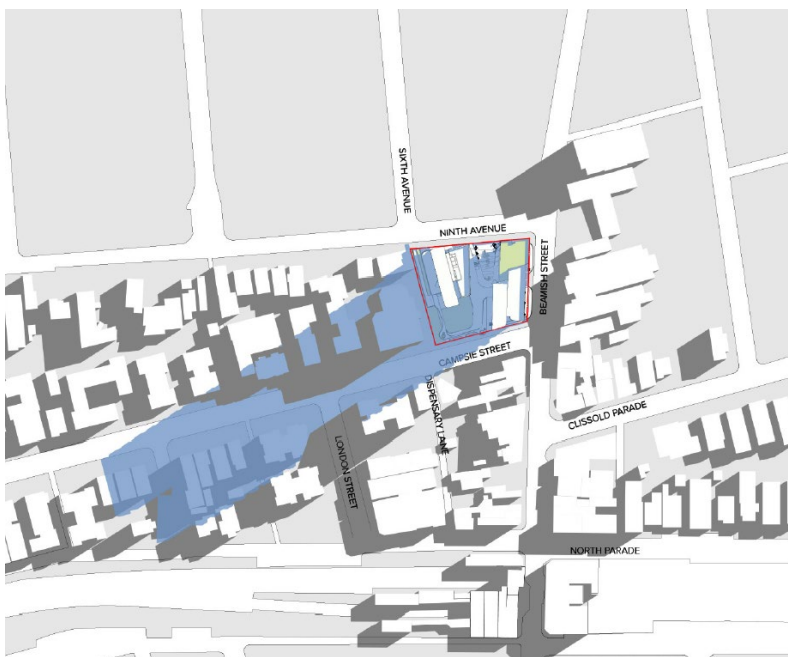


Figure 24: Shadow diagram of proposed concept at 9am on 21st June (Source: Turner)

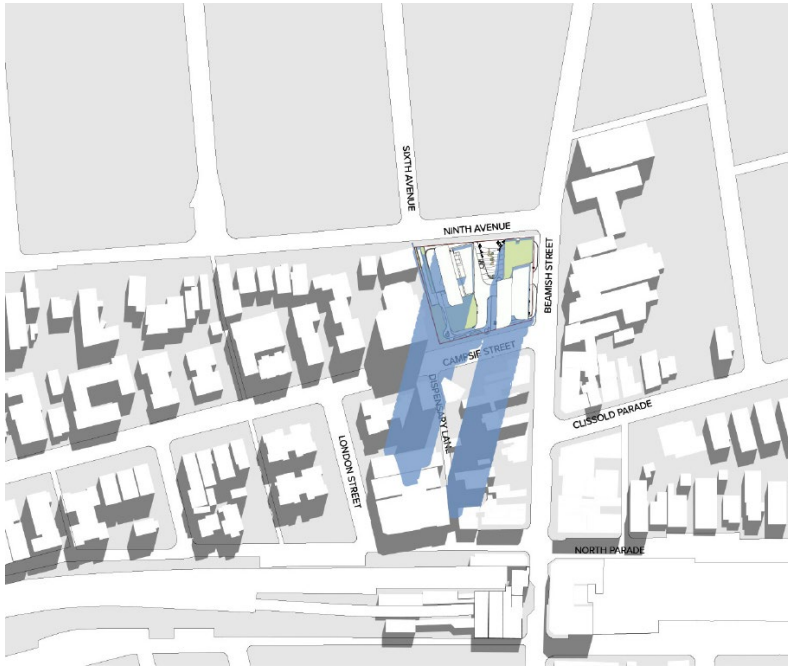


Figure 25: Shadow diagram of proposed concept at 12pm on 21st June (Source: Turner)

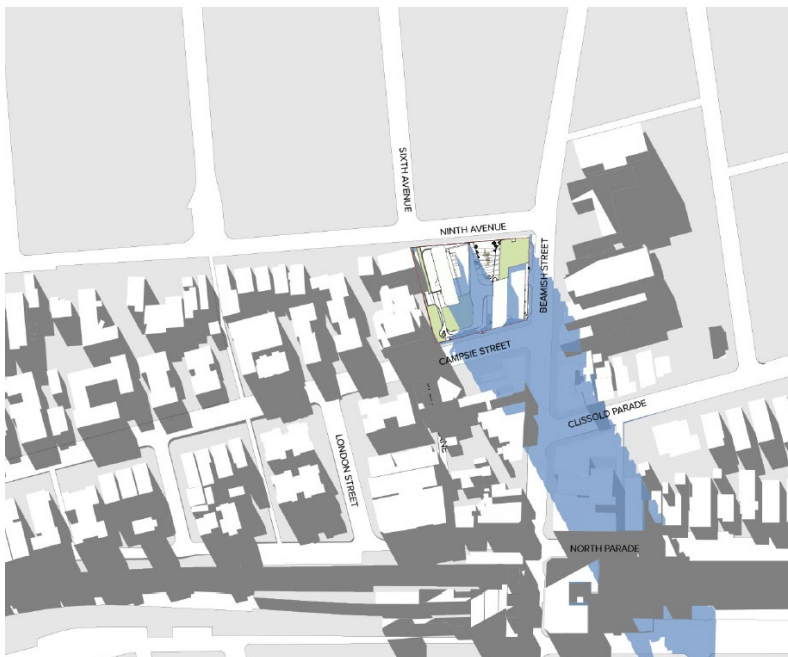


Figure 26: Shadow diagram of proposed concept at 3pm on 21st June (Source: Turner)

Heritage

Directly opposite the site is the former Orion theatre (151-155 Beamish Street), which is an interwar theatre building that has been converted into a function centre. The building is generally referred to as the Orion Centre (**Figure 27**) and is listed under the Canterbury LEP 2012 as a local heritage item. The proposal acknowledges that the proposed building height increase will potentially impact on the values of the heritage item but considers that the impact is insignificant and can be addressed at the development application stage.

Other heritage items in the vicinity include interwar shops (with dwelling above) at 158-160 Beamish Street (local items I38 and I39), the Campsie Railway Station (local item I40) which contains Federation railway station buildings and the Federation commercial building (Coffill's Buildings) at 191-197 Beamish Street (Local item I41).

The proposal was supported by a Heritage Impact Statement (HIS) (**Attachment E6**).

The HIS states that whilst the development will be out of scale with the nearby heritage items, *“the proposed redevelopment seeks to mitigate impacts and respond to the heritage items (in particular the Orion Centre) in the provision of the lower scale podium and consolidating density into two tower forms”*.

The HIS further states that *“the two-storey podium retains the fine grain retail attributes, the prevailing street wall and maintains the human scaled ‘high street’ qualities of Beamish Street. This in turn allows the Orion Centre to be read and remain prominent in that context...”*.

The HIS concludes that the proposal aligns with the strategic vision for the precinct while providing a considered response to preserve the heritage items and the character of Beamish Street.



Figure 27: The heritage listed Orion Centre viewed from the subject site (source: Urbis)

Traffic and Parking

The proposal was accompanied by a Traffic and Parking Assessment report (**Attachment E5**), which assessed the likely impacts of the development based on the indicative concept design submitted in support of the proposal.

The assessment included capacity analysis of nearby intersections using the SIDRA capacity analysis program, which indicated that

- *“the projected additional traffic flow will not have any adverse effects on the operational performance of nearby intersections; and*
- *no road improvements or intersection upgrades would be required as a consequence of the proposal”*.

The assessment report concludes that the proposed, car parking, loading and bicycle parking facilities will be provided in accordance with the relevant Australian standards and Council requirements and that the proposal will not have any unacceptable implications with regard to road network capacity, access or off street parking and loading requirements.

Hazards, Threatened Species and Habitats

The proposal notes that the site does not contain significant natural features and there are no known hazards affecting the site. It also states that any development facilitated by the planning proposal will not adversely impact the natural environment.

The existing uses, approved uses and likely future uses of land in the vicinity of the proposal.

The planning proposal states that it *“has been informed by the Greater Sydney Region Plan, the South District Plan, the draft Sydenham to Bankstown Corridor Strategy and draft Campsie Precinct Plan having regard for the significance of Campsie as a strategic centre and the potential for the future mixed-use development of the site that will increase housing density and yield”*.

The services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision.

The planning proposal states that *“the site is served by all urban utility infrastructure and is located to allow incoming residents to capitalise on the wide range of infrastructure and services existing within the locality. Existing infrastructure can be augmented as necessary to accommodate the needs of future development”*.

3. COUNCIL VIEWS

On 13 August 2020, the Department wrote to Council advising of the rezoning review request. Council provided a written response on 7 September 2020 (**Attachment D**).

Council's response noted that the planning proposal and the supporting reports submitted with the rezoning review request appear to reflect those lodged to Council.

Council stated that a master planning process is currently underway to inform future development in Campsie and is scheduled to be completed in March 2021. As such, it has not indicated its support or disagreement for the proposal.

Council's position is that assessment of the proposal should be deferred until the desired future outcomes with associated design and planning parameters for the Campsie Strategic Centre are established.

Council's response contains detailed reasons for deferred comment and they are summarised below:

1. Sydenham to Bankstown Urban Renewal Corridor

- the *revised draft Sydenham to Bankstown Urban Renewal Corridor Strategy* is not an adopted policy and should not be relied upon for justification;
- Masterplanning for key centres in the LGA is specified in Council's LSPS;
- the masterplan process for Campsie is currently underway and will inform the overall strategy, density and built form controls;
- the masterplan responds to Council's resolution in July 2016 to *“defer planning proposals that primarily rely on the Draft Sydenham to Bankstown Urban Renewal Corridor Strategy for justification ... until the strategy is finalised and reflective of local needs”*; and
- the Department has financially contributed to the masterplans for Campsie and Bankstown.

2. Campsie Masterplan – Status and Timeline

- The Campsie masterplan will be supported by a strong evidence-base to be established through a suite of detailed studies currently underway;

- Assessing the current proposal at the early stage of the masterplanning process is difficult and premature; and
- Proceeding with site specific planning proposals prior to the masterplan finalisation would set an undesirable precedent, lead to ad hoc planning and undermine any future vision.

3. Strategic Merit

- The site's proximity to a future Metro Station and its potential to contribute to housing, jobs and public benefits for the Campsie Strategic Centre are noted;
- The proposed four-fold increase in building height could adversely change the character of the Centre and undermine the future vision;
- Achieving housing and job targets in the Strategic Centre needs to be carefully balanced with place-based planning, precinct wide testing, future resident needs and potential infrastructure / public benefits, having regard to the centre's low-rise fine grain character.

4. Public Benefit

- The public benefit offered is nominal when compared to the significant increase in height and density requested by the proponent;
- The proposed 5% Affordable Housing Contribution does not align with the 15% sought in Council's LSPS and up to 15% in Council's Affordable Housing Strategy;
- The public plaza (approximately 445m²) is small and likely provides minimal contribution to public space in Campsie; and
- Future discussions between Council and the proponent to establish an appropriate public benefit that is commensurate with the scale supported by precinct based urban design.

5. Site Specific Issues

Council identified a number of site-specific issues and matters for further discussions, including:

- Lofts Garden is zoned B2 Local Centre and should not be relied upon as a dedicated green space and to justify the proposal's proximity to open space;
- Lack of contextual analysis to support the significant height increase;
- Amenity of various local heritage items along Beamish Street;
- Urban design considerations, including character, density, ground plane interface, streetscape, setbacks and building separation;
- Traffic impacts on the broader network;
- Servicing and waste management;
- Social impact and community needs assessment; and
- WSUD and Stormwater Design Principles.

ATTACHMENTS

Attachment A – Locality Map

Attachment B – Site Map

Attachment C – Current LEP maps and provisions

Attachment D – Council Comments

Attachment E – Rezoning Review Application Documents

- E1 – Cover Letter Regarding Submission of Planning Proposal to Council
- E2 – Planning Proposal
- E3 – Concept Design Report
- E4 – Urban Design Report
- E5 – Traffic and Parking Assessment Report
- E6 – Heritage Impact Statement
- E7 – Donations Disclosure Statement
- E8 – Owners Consent
- E9 – Rezoning Review Application Form
- E10 – Council Application Form for LEP Amendment
- E11 – Council Email Regarding Planning Proposal Fee Payment 24.04.2020
- E12 – Proponent's Response Regarding Strategic and Site-Specific Merits
- E13 – Proponent's Comments Regarding draft Special Infrastructure Contributions Guidelines

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