



PACIFIC PLANNING

## Pacific Planning

Property | Planning | Project Management

T 0437 521 110

E [info@pacificplanning.com.au](mailto:info@pacificplanning.com.au)

ABN 88 610 562 760

# SITE COMPATIBILITY CERTIFICATE APPLICATION

## 186-206 Canterbury Road, 98-102 Minter Street & 17-29 Tincombe Street CANTERBURY, NSW, 2193



**Pacific Community Housing**<sup>®</sup>

PROMOTING AND PROVIDING ACCESS TO SAFE  
AND SECURE AFFORDABLE HOUSING

Submitted to Department of Planning  
and Environment  
January 2023

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Appendix E	Aboriginal Design Principles
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## Contact

This report has been prepared on behalf of Pacific Community Housing Pty Ltd by:

James Matthews  
January 2023

### Pacific Planning Pty Ltd

PO Box 8  
Caringbah  
NSW 1495

M 0437521110  
E [jmatthews@pacificplanning.com.au](mailto:jmatthews@pacificplanning.com.au)  
ABN: 88 610 562 760

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# 1. Introduction

## 1.1 Overview

This Report has been prepared by Pacific Planning on behalf of Pacific Community Housing to accompany an application to the NSW Department of Planning and Environment (DPE) for a Site Compatibility Certificate (SCC) under Division 5 of Part 2 of State Environmental Planning Policy (Housing) 2021 (Housing SEPP). The application relates to land located at 186-206 Canterbury Road, 98-102 Minter Street and 17-29 Tincombe Street, Canterbury.

The SCC supports the development of the site which will facilitate 471 dwellings, of which at least 50% (236 dwellings) will be designated affordable housing units, managed by Pacific Community Housing, a registered and accredited housing provider, for a period of 15 years in accordance with the provisions of Clause 40 of the Housing SEPP.

The subject site is zoned part B2 Local Centre and part R3 Medium Density Residential within which development for the purpose of a *'residential flat building'* is prohibited. The site is approximately 60 metres from the entrance to Canterbury railway station and is therefore within the 800 metres designated by Clause 36 of the Housing SEPP. Therefore, as per Section 36(1)(a) the provisions of Division 5 of Part 2 of the Housing SEPP apply.

The project has a long history of planning applications and detailed design work, however this has not led to progression of anything meaningful with council. An opportunity now exists to work with the Department of Planning and Environment (DPE) and the State Design Review Panel (SDRP) to achieve a build-to-rent scheme under the State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP), with 50% affordable housing under the Housing SEPP. A request for the Secretary's Environmental Assessment Requirements (SEARs) will be lodged with DPE via the planning portal upon receipt of the SCC.

This report describes the site, its context and existing environment. It also outlines the proposal, the project justification and provides an environmental assessment of the concept facilitated by the SCC against the provisions of the Housing SEPP and relevant matters for consideration, including relevant legislation, environmental planning instruments, planning policies and strategies. In particular, the report demonstrates:

- The compatibility of proposed development with the existing and anticipated future context.
- The prime location of the site, within the Canterbury Town Centre.
- The unique opportunity to revitalise the centre that this proposal presents, given that the site is the largest and most strategically located landholding within Canterbury Town Centre.
- The ability to provide significant affordable housing opposite a major train station.
- The alignment of the proposal with the strategic planning framework.

The SCC application is supported and should be read in conjunction with the following reports and documentation:

Appendix	Report	Author
Appendix A	Site Survey	ECP Surveyors
Appendix B	Built Form Study	JML Architecture
Appendix C	Heritage Impact Statement	URBIS
Appendix D	Traffic & Parking Assessment	Varga Traffic Planning
Appendix E	Aboriginal Design Principles	WSP
Appendix I	Confirmation of Community Housing Provider	Pacific Community Housing
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**Table 1:** List of SCC supporting documentation

## 1.2 Housing SEPP

The Housing SEPP was introduced on 26 November 2021, to deliver housing to meet the needs of the whole community, by providing for more affordable homes, more choice of homes and creating new types of homes to meet these changing needs. The new SEPP will incentivise the supply of affordable and diverse housing in the right places and for every stage of life and help support the economic recovery of the home building sector in NSW following the COVID-19 pandemic.

Throughout NSW there is a strong need for a range of affordable housing options amongst the community, and it is well recognised that government at all levels, private industry and the non-government sector must work in partnership towards finding innovative ways to provide more affordable housing. The Affordable Housing SEPP is a policy mechanism to facilitate this co-operation.

As stated above, the Housing SEPP applies to the subject land. Clause 36 *Land to which Division applies*, states:

*This Division applies to the following land—*

- (a) land in the Greater Sydney region within 800m of—*
  - (i) a public entrance to a railway station or light rail station, or*
  - (ii) for a light rail station with no entrance—a platform of the light rail station,*
- (b) land in the following towns within 400m of land in Zone B3 Commercial Core or Zone B4 Mixed Use, or an equivalent land use zone—*

*Albury, Ballina, Batemans Bay, Bathurst, Bega, Bowral, Cessnock, Charlestown, Coffs Harbour, Dapto, Dubbo, Glendale–Cardiff, Gosford, Goulburn, Grafton, Lismore, Maitland, Morisset, Newcastle, Nowra, Orange, Port Macquarie, Queanbeyan, Raymond Terrace, Shellharbour, Tamworth, Taree, Tuggerah–Wyong, Tweed Heads, Wagga Wagga, Warrawong, Wollongong.*

Therefore, the SEPP applies as follows:

- the land is within the 800-metre requirement of Canterbury train station (see Figure 1 below); and
- is zoned part B2 Local Centre and part R3 Medium Density Residential under the Canterbury LEP 2012 under which ‘residential flat buildings’ are prohibited.





**Figure 1:** Distance from train station entrance – approx. 60 metres

Further, in accordance with the requirements of the SEPP, this report will demonstrate:

- Compatibility with surrounding land uses.
- Acceptable impact, in respect to bulk and scale, on existing and approved uses.
- Sufficient services and infrastructure to meet the demands arising from the development.
- That the development concerned will not have an adverse effect on the environment.

## 2. Site Description and Context

### 2.1 Site Description

The land to which this SCC application applies is located at 186-206 Canterbury Road, Canterbury as illustrated at Figure 1 below. The site is located to the north east of the Canterbury train station. The subject site is as close as 60 meters to the entrance to the Canterbury train station within the Canterbury CBD.

The site has a primary frontage to Canterbury Road which is approximately 118 metres. The site also has side boundaries to Tincombe Street of approximately 110 metres and to Minter Street of approximately 90 metres. The northern boundary to the adjoining single storey mechanics is approximately 38 metres.

The subject site comprises one lot and is known legally as follows:

Address	Lot details	Area
186-192 Canterbury Road	Lot 1 DP775432	1,603.69 sq.m
194-196 Canterbury Road	Lot Y DP378695	378.18 sq.m
198-200 Canterbury Road	Lot X DP378695	532.75 sq.m
202 Canterbury Road	Lot C DP330240	174.41 sq.m
204 Canterbury Road	Lot B DP330240	181.11 sq.m
206 Canterbury Road	Lot A DP330240	416.17 sq.m
98 Minter Street	Lot B DP376206	499.08 sq.m
100 Minter Street	Lot A DP401315	305.83 sq.m
102 Minter Street	Lot B DP401315	300.35 sq.m
17 Tincombe Street	Lot 4 DP317874	309.85 sq.m
19 Tincombe Street	Lot 3 DP317874	317.04 sq.m
21 Tincombe Street	Lot 2 DP317874	324.09 sq.m
23 Tincombe Street	Lot 1 DP317874	331.03 sq.m
25 Tincombe Street	Lot 101 DP560447	438.35 sq.m
27 Tincombe Street	Lot B DP314268	418.31 sq.m
29 Tincombe Street	Lot 1 DP578769	428.65 sq.m
		<b>Total: 6,958.54 sq.m</b>

**Table 2:** Site details



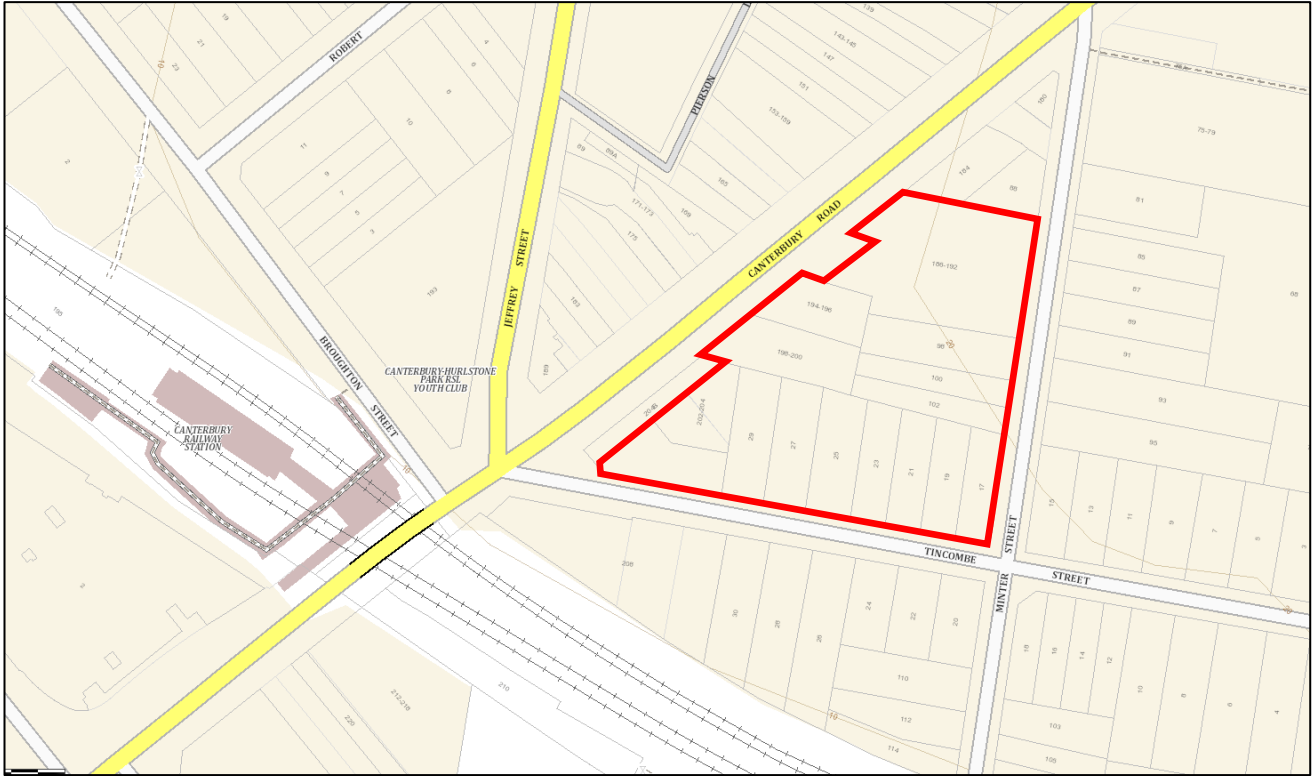


Figure 2: Site Identification (source: sixmaps)



Figure 3: Aerial view of the subject site (source: sixmaps)



## 2.2 Site Context

The site is located within the Canterbury Bankstown Local Government Area (LGA) approximately 9km south-west of Sydney CBD, 5km west of Sydney Airport and 8km east of Bankstown (refer to figure below). The site is within the Canterbury Town Centre, and is located diagonally opposite the Canterbury train station, approximately 60 metres from the station entrance. It is noted that the Canterbury train station is part of the Sydney Metro City and Southwest project that will see an upgrade to all 11 stations between Sydenham and Bankstown to metro standards.

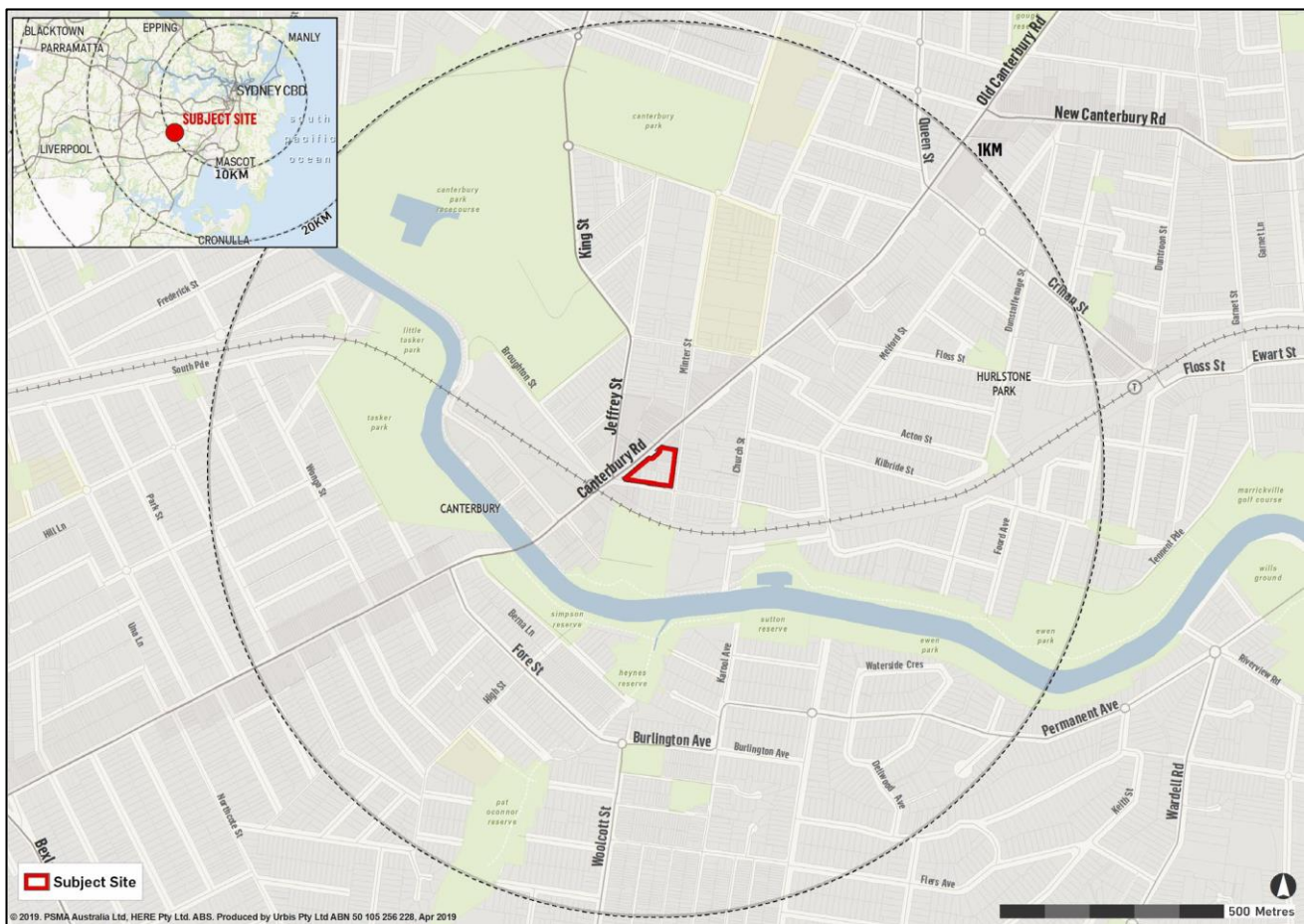


Figure 4: Site Location (source: URBIS Planning Proposal)

The site is currently zoned part B2 Local Centre and part R3 Medium Density Residential under the Canterbury Local Environmental Plan 2012. Division 5 of Part 2 of the Housing SEPP applies as ‘residential flat buildings’ are prohibited in the B2 Local Centre zone and R3 Medium Density Residential zone under the Canterbury LEP 2012. Refer to zoning map in the figure below.

Zoning boundaries are generally defined by existing development rather than anticipated future development. Under the strategic planning framework, Canterbury is identified as a local centre, supporting growth around a key station along the Sydney Southwest Metro. Therefore, zoning is likely to change in the future as the growth of the Canterbury centre is realised. Prior to this occurring, the existing zoning provides a unique

opportunity to support the urban renewal of the site, in accordance with the strategic planning framework that also facilitates the provision of significant affordable housing in a well-connected location through the provisions of the Housing SEPP.

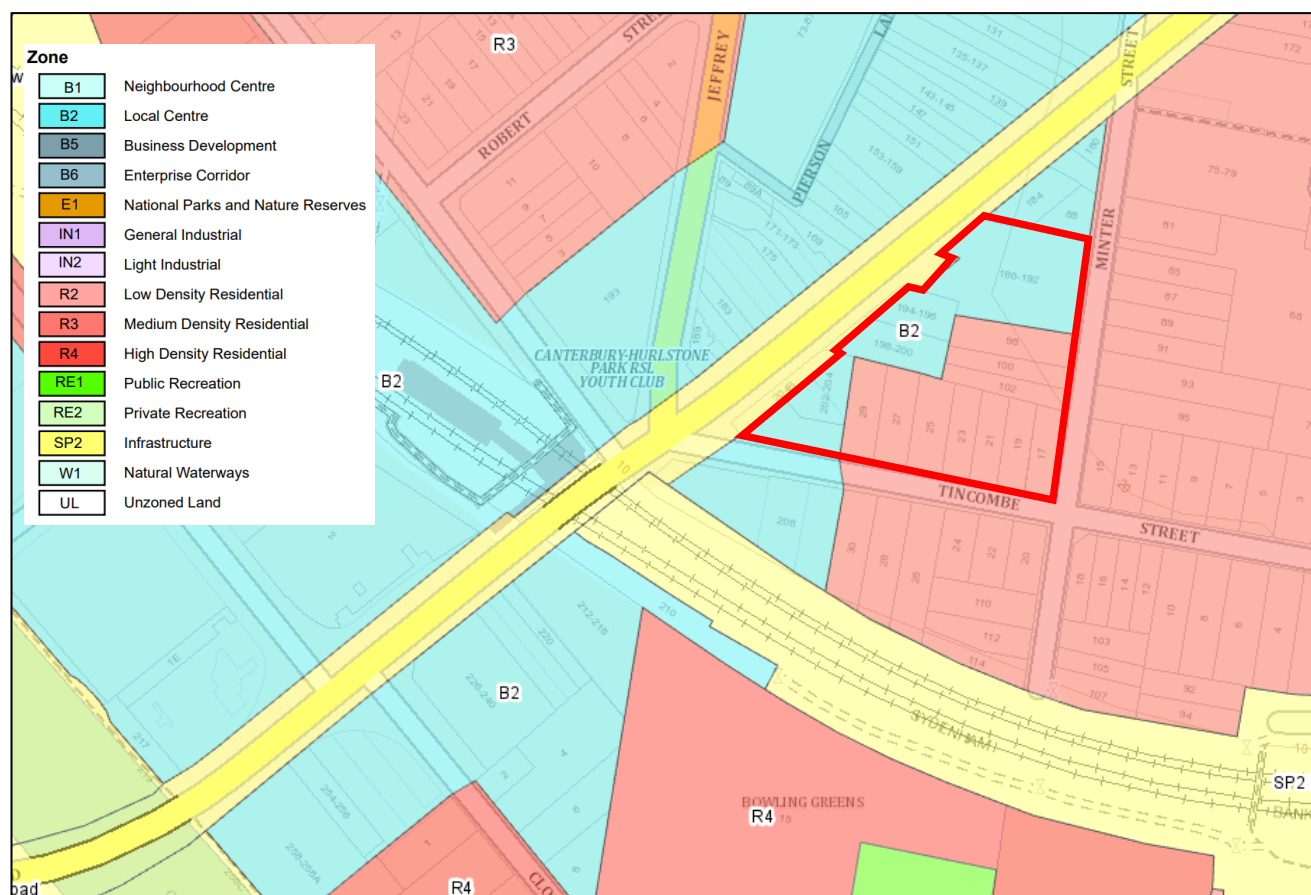


Figure 5: Zoning Map under Canterbury LEP 2012

## 2.3 Existing Environment

Existing development on the site comprises of a mix of commercial and residential uses, with commercial entities along Canterbury Road. Tincombe and Minter Streets are primarily residential in character with low scale, single or double storey dwellings. Whilst there are no known landscape features of significance, there are four trees along Canterbury Road and one tree at the centre of the site.

Existing development and land uses surrounding the site include the following:

- North and west of the site (along Canterbury Road) the urban form of the Canterbury town centre continues with development characterised by a mix of low and mid-rise mixed-use developments that include ground floor retail and business premises oriented towards the street with residential uses on levels above. An ALDI supermarket located directly to the rear of this area reflects the changing nature of the area with a larger retail centre to accommodate a growing population. A rundown local heritage property (Holly's Motor Garage) is located across the northern site boundary.



- South of the site (on the opposite side of Tincombe Street) are detached dwellings with the Canterbury Club Hotel at the Canterbury Road intersection. The Bankstown Railway line is located directly to the rear of these land uses.
- East of the site (on the opposite side of Minter Street) are single storey dwellings similar to that within the site. There are also two medium density developments in the form of townhouses in this area.



Image 1: Corner of Tincombe Street and Canterbury Road



Image 2: Existing residential development at the corner of Tincombe Street and Minter Street





**Image 3:** Existing nearby residential flat development



**Image 4:** Canterbury train station and nearby existing 9/12 storey development

### 3 Description of the Proposal

This report provides a detailed description of the development proposal in support of the application for a SCC that will facilitate 471 dwellings, of which a minimum of 50% (236 dwellings) of the accommodation will be used for the purpose of affordable housing.

#### 3.1 Development Overview

An overview of the development proposal is included in Table 3 below:

Address	186-206 Canterbury Road 98-102 Minter Street 17-29 Tincombe Street
Site Description	Lot 1 DP775432 Lot Y DP378695 Lot X DP378695 Lot C DP330240 Lot B DP330240 Lot A DP330240 Lot B DP376206 Lot A DP401315 Lot B DP401315 Lot 4 DP317874 Lot 3 DP317874 Lot 2 DP317874 Lot 1 DP317874 Lot 101 DP560447 Lot B DP314268 Lot 1 DP578769
Area	6,960sq.m
Community Housing Provider	Pacific Community Housing
LGA	Canterbury-Bankstown
Zoning	Part B2 Local Centre and part R3 Medium Density Residential
Permissibility	The site is zoned part B2 Local Centre and part R3 Medium Density Residential under the Canterbury LEP 2012. <i>'Residential accommodation'</i> is prohibited in both zones. Therefore, Division 5 of Part 2 of the Housing SEPP 2021 applies.
Development Description	This application seeks a SCC to facilitate the progression of a concept for redevelopment of the site, including approximately 471 apartments, of which 236



	<p>will be affordable housing dwellings under the Housing SEPP 2021 should a site compatibility certificate be issued under Division 5.</p> <p>The concept will be subject to a major project application with the Department of Planning and Environment for build-to-rent housing incorporating 50% of the final dwelling yield as affordable housing. The final development outcome, including heights and built form will be subject to a design process through the State Design Review Panel, which will refine the scheme. However, this application demonstrates that the built form designs identified in the attached design documentation are compatible with the existing and future anticipated and proposed development in the Canterbury town centre.</p>
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**Table 3:** Proposal Overview

## 3.2 Development Outline

### 3.2.1 Development Overview

Future development for the site proposes the construction of a three key tower above podium development accommodating approximately 471 units and ground floor commercial and retail uses. The proposed design and development for the site has been well studied over a number of years since the planning and design commenced in 2016. A number of schemes have been considered for the site, with essentially the same dwelling yield, built form footprint, and urban design objectives.

The proposed development outcome for the site follows the key design principles established for the future development of the site having regard to its context and strategic location, the need for affordable housing in the Canterbury-Bankstown LGA, and the compatibility of future development with the existing and preferred future development surrounding the site. The key design principles include:

- A building height that is compatible with surrounding proposed and preferred future heights under the emerging strategic planning framework;
- To maximise the amenity of apartments with generous northern exposure;
- Provide an appropriate interface to Canterbury Road that contributes to the streetscape; and
- Consider built form and orientation in the context of the site location, including northern exposure and potential future development.

## 3.3 Development and Design Principles

While a number of options have been advanced, all schemes follow the same approach to urban form, urban amenity, place and character, and design objectives. Specifically, the objective for the site seeks to ensure development responds to the strategic importance of the site's location to provide density close to public transport, services and amenity, through the following key design outcomes:

1. Direct link to station
2. Pedestrian connectivity
3. A new experience
4. A green Heart
5. Active Streets
6. Consolidated Site Access and Loading

### 3.3.1 Built Form and Scale

The building form will be developed in collaboration with the Department of Planning and Environment, the Government Architect and other stakeholders. The development will be designed to fit within the context of Canterbury Road, proximity to the Canterbury train station and the Canterbury town centre generally.

The design will generally involve the following subject to further detailed design:

- 3 x 15 storey buildings above a 3 storey podium
- Podium setbacks of 4.5m along Minter Street & Tincombe Street and 7m along Canterbury Road
- Above podium structure setback an additional 1.5m
- FSR – 7.5:1
- 471 dwellings
- Through site links and a central publicly accessible open space
- Rooftop communal open space

Refer to Figure6 and 7 below which illustrate the indicative built form subject to further refinement and input from the NSW Government Architect.

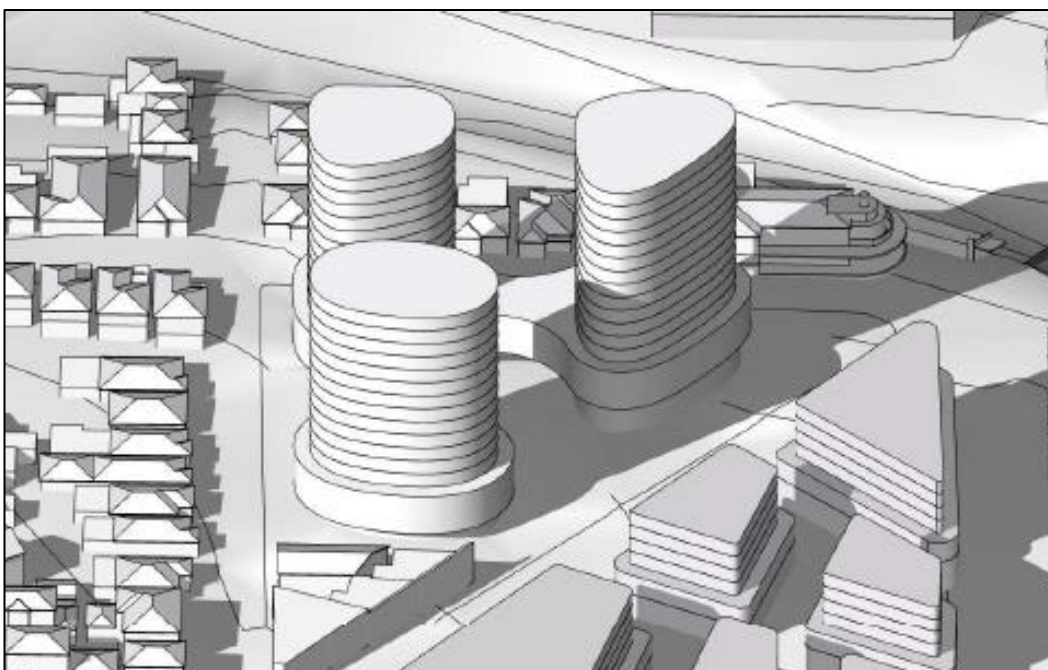


Figure 6: Proposed indicative Canterbury Road elevation



**Figure 7:** Indicative building footprints

### **3.3.2 Access and Vehicles**

While parking is not required under Clause 38(4) of the Housing SEPP, given its proximity to public transport, car parking spaces will be provided as basement car parking, with the final number of parking spaces to be determined through the future development application process.

A Traffic & Parking Assessment was previously prepared by Varga Traffic Planning in relation to the previous planning proposal process to amend the principal development controls for the site to facilitate 471 additional dwellings. The Assessment is included at Appendix D for reference.

The assessment anticipates traffic generation based on RMS Guidelines of 276 vph during the weekday AM peak period and approximately 210 vph during the weekday PM peak period. To understand the impact of the traffic generation, a SIDRA analysis was prepared. This concluded that the traffic generation potential of the proposed development (with RMS traffic generation, noting the SEPP requires no parking), would not have any appreciable effect on the performance of nearby intersections.

However, given the facilitative provisions of the Housing SEPP in relation to parking, the final numbers and mix, and active transport strategies will be determined and prepared through the development application process following receipt of a SCC.

In terms of loading and servicing for the non-residential uses associated with the development, the following is noted from the attached Assessment:

*The proposed new development is expected to be serviced by a variety of light commercial vehicles and rigid trucks up to and including 11m long large rigid trucks. The loading dock and manoeuvring area will ultimately be designed to accommodate the swept turning path requirements of these trucks, allowing them to enter and exit the site in a forward direction at all times, noting that the loading area will include a mechanical turntable.*

*The geometric design layout of the proposed loading facilities will ultimately be designed to comply with the relevant requirements specified in the Standards Australia publication Parking Facilities Part 2 - Off-Street Commercial Vehicle Facilities AS2890.2 in respect of overhead clearances, loading dock dimensions and service area requirements for MRV trucks.*

Vehicular access to the loading area is to be provided via the a driveway located off Tincombe Street.

### 3.3.3 Amenity

The development will be designed to provide excellent amenity to all residents:

- The scheme seeks to maximise opportunity for natural cross ventilation of buildings and increase sunlight access to units.
- From the overall 471 apartments, 229 or 72% receive 2 hours of sun during winter.
- Separation of the buildings over podium will allow better solar access for a significant period of the day while the open connections to the surrounding streets promotes natural cross ventilation of the open public spaces.
- The COS required to support the residential component of the design is located on level 3 and the roof areas.
- The total COS provided is 3,759sq., 2,019sq.m above the required 1,740sq.m.
- There is also 2,866sqm of the site area dedicated to public open space / public movement.
- Weather protection is provided by awnings adjacent to the tenancies.

### 3.3.4 Crime Prevention

- The proposed concept seeks to create an active interface on all streets to allow for greater passive surveillance. A key objective for the project is about the pedestrian and human experience, with a great heart, a publicly accessible ground plane, pedestrian connectivity through the site to other parts of the town centre and the desire to ensure that future development forms a part of the town centre.
- As detailed design advances, the proposal will be consistent and address the principles of Crime Prevention Through Environmental Design (CPTED) and optimise the safety of the public domain.
- Further detailed assessment will occur during the development application process and in accordance with the key design objectives outlined in the attached built form study.

### **3.3.5 Infrastructure and Services**

The site is part of a long established residential and business urban area, which is well served by all urban services and infrastructure. The site is well serviced by utilities infrastructure required to support residential land uses in accordance with the Housing SEPP.

Notwithstanding, utilities, infrastructure and services will be addressed, and relevant utility providers consulted as part of future development applications for the site to support the provision of gas, water, sewer and electricity.

## 4 Statutory Context

### 4.1 Environmental Planning & Assessment Act 1979

The proposal is consistent with the objects of the Environmental Planning & Assessment (EP&A Act) 1979 as it is considered to promote the orderly and economic use and development of land without resulting in an adverse impact on the environment while promoting the delivery and maintenance of affordable rental housing.

Relevant objectives under Section 1.3 Objects of the Act of the EP&A Act 1979 include:

- (b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,*
- (c) to promote the orderly and economic use and development of land,*
- (d) to promote the delivery and maintenance of affordable housing,*
- (g) to promote good design and amenity of the built environment,*

The development is consistent with the above objectives as follows:

- The application for a SCC will facilitate the orderly and economic development of a large key site and the Canterbury town centre, which contains major rail infrastructure.
  - The development is orderly in that it facilitates development of an underutilised site, that has been substantially amalgamated opposite major transport infrastructure.
  - The proposed maximum heights are not significantly dissimilar to those permitted and developed within the Canterbury town centre and align with heights that could be anticipated for Canterbury based on the hierarchy of centres within the Canterbury Bankstown government area.
  - The proposed height is a reflection of the preferred future heights within the site context and future development outcomes within the surrounding area, and given the proximity to major public transport infrastructure the proposed development will contribute to meeting the needs of the community within a high density environment.
  - The development will be designed to ensure that it is economic in that the site is within the Canterbury town centre and is within short walking distance of the Canterbury train station. Given the connectivity of the site to the region and the Sydney CBD, the site could be considered underutilised in its ability to support a social and community need for affordable housing without the need for private transport use.
  - At the scale and yield proposed future development can provide additional affordable housing supply to meet the social needs of the community.
  - The development proposition seeks the orderly and efficient use of land to assist the housing needs of those in need. The proposal is aimed to be sustainable through an appropriate balance of social, economic and ecological considerations.
- The Development will directly achieve the objectives of Section 1.3 of the EP&A Act 1979 to promote the delivery and maintenance of affordable rental housing. It does this by facilitating the development



of 471 dwellings, of which a minimum of 236 will be affordable homes in accordance with the Housing SEPP 2021 in an area of Sydney with increasingly significant housing stress;

- The design, layout and bulk of future development facilitated by this application will be advanced with particular attention to the following:
  - o Compatible height with existing and future development surrounding the site;
  - o An architectural response to the site's location within a residential environment, near the Canterbury town centre and train station;
  - o The architectural character will be compatible with the existing developments in the immediate context, but be clearly defined to give a variety of grain and character within this framework.; and
  - o Layout and orientation of apartments will be designed to maximise amenity.

## 4.2 State Environmental Planning Policies

### 4.2.1 Housing SEPP 2021

The Housing SEPP commenced on 26 November 2021 consolidating five existing housing-related policies, with the intention of delivering more affordable, more diverse forms of housing and create new types of homes to meet the changing needs of people across NSW.

Division 5 of Part 2 of the Housing SEPP applies to land in the Greater Sydney region within 800 metres of a public entrance to a railway station or light rail station but *“does not apply to land on which development for the purposes of a residential flat building is permitted under another environmental planning instrument”*.

The principles of the Housing SEPP are as follows:

- (a) *enabling the development of diverse housing types, including purpose-built rental housing,*
- (b) *encouraging the development of housing that will meet the needs of more vulnerable members of the community, including very low to moderate income households, seniors and people with a disability,*
- (c) *ensuring new housing development provides residents with a reasonable level of amenity,*
- (d) *promoting the planning and delivery of housing in locations where it will make good use of existing and planned infrastructure and services,*
- (e) *minimising adverse climate and environmental impacts of new housing development,*
- (f) *reinforcing the importance of designing housing in a way that reflects and enhances its locality,*
- (g) *supporting short-term rental accommodation as a home-sharing activity and contributor to local economies, while managing the social and environmental impacts from this use,*
- (h) *mitigating the loss of existing affordable rental housing.*

This application is made pursuant to the provisions of Division 5 Part 2 to enable affordable housing to meet the needs of the more vulnerable members of the community, providing residents with a reasonable level of amenity in a location where it will make good use of existing and planned infrastructure and services. The development directly meets the principles of the Housing SEPP listed above.

Housing SEPP 2021	
Clause	Comment
<p><b>3 Principles of Policy</b></p> <ul style="list-style-type: none"> <li>(a) enabling the development of diverse housing types, including purpose-built rental housing,</li> <li>(b) encouraging the development of housing that will meet the needs of more vulnerable members of the community, including very low to moderate income households, seniors and people with a disability,</li> <li>(c) ensuring new housing development provides residents with a reasonable level of amenity,</li> <li>(d) promoting the planning and delivery of housing in locations where it will make good use of existing and planned infrastructure and services,</li> <li>(e) minimising adverse climate and environmental impacts of new housing development,</li> <li>(f) reinforcing the importance of designing housing in a way that reflects and enhances its locality,</li> <li>(g) supporting short-term rental accommodation as a home-sharing activity and contributor to local economies, while managing the social and environmental impacts from this use,</li> <li>(h) mitigating the loss of existing affordable rental housing.</li> </ul>	<p>The SCC will facilitate the development of 236 affordable dwellings (50% of the development) to be managed by a community housing provider for a minimum of 15 years in an area where it is urgently required.</p> <p>The NSW Communities &amp; Justice Local Government Housing Kit database, states that as of September 2017, only 32.7% of rental stock in the Canterbury-Bankstown LGA was affordable for low income housing households and 4.7% of rental stock was affordable for very low-income households. As a comparison to NSW standards as a whole, 54.1% of rental stock was affordable for low income housing households and 1.1% of rental stock was affordable for very low-income households. The comparison to NSW as a whole paints a bleak outlook for low and very low income families in the Canterbury-Bankstown LGA.</p> <p>Further, the 'Supporting Economic Recovery in NSW' report, released on 14 May 2020 to help the state recover from the COVID-19 pandemic argues the most immediate challenges are rapidly rising unemployment, the widespread failure of small and medium enterprises, falling incomes and wealth, and rising inequality and disadvantage.</p> <p>As noted earlier, the rental crisis in Canterbury is profound and requires affordable rental housing to be built to ensure supply.</p> <p>The ideal policy response would simultaneously address these issues, with greater investment in social and affordable housing presenting a possible solution, the report states.</p> <p>In response to this, the development facilitated by the subject SCC supports the principles of the Housing SEPP by providing affordable dwellings within the Canterbury town centre, within walking distance of the Canterbury train station, connecting future</p>



	<p>residents to places of work, services and amenities and entertainment and recreation.</p> <p>The subject site is such land that the Housing SEPP contemplates for such a development. The subject site is zoned part B2 Local Centre and part R3 Medium Density Residential under which 'residential flat buildings' are prohibited. However, 'shop top housing' is permissible in the B2 Local Centre zone and 'shops' are permissible in the R3 Medium Density Residential zone. The site is therefore well equipped to support the proposed use, is within the town centre, is located near existing residential flat buildings and is within walking distance of major transport infrastructure. The ability to gain the additional permitted use not available to other market sectors specifically supports the project financial model to deliver the social need.</p> <p>The proposed development is therefore consistent with the principles and meets the locational requirements for compatibility.</p>
<p><u>36 Land to which Division applies</u></p> <p>(1) This Division applies to the following land—</p> <p>(a) land in the Greater Sydney region within 800m of—</p> <p>(i) a public entrance to a railway station or light rail station, or</p> <p>(ii) for a light rail station with no entrance—a platform of the light rail station,</p> <p>(b) land in the following towns within 400m of land in Zone B3 Commercial Core or Zone B4 Mixed Use, or an equivalent land use zone—</p> <p>Albury, Ballina, Batemans Bay, Bathurst, Bega, Bowral, Cessnock, Charlestown, Coffs Harbour, Dapto, Dubbo, Glendale–Cardiff, Gosford, Goulburn, Grafton, Lismore, Maitland, Morisset, Newcastle, Nowra, Orange, Port Macquarie, Queanbeyan, Raymond Terrace, Shellharbour, Tamworth, Taree, Tuggerah–Wyong, Tweed Heads, Wagga Wagga, Warrawong, Wollongong.</p>	<p>As illustrated in Figure 1, the land is within 800 metres of the entrance to Canterbury train station, as it is diagonally opposite the station entrance.</p> <p>The site is zoned B2 Local Centre and R3 Medium Density Residential under the Canterbury LEP 2012 under which 'residential accommodation' is prohibited, which includes 'residential flat buildings'.</p> <p>Therefore, Division 5 of Part 2 of the Housing SEPP applies to the subject site.</p>

<p>(2) This Division does not apply to land on which development for the purposes of residential flat buildings is permitted under another environmental planning instrument.</p>	
<p><u>37 Development to which Division applies</u></p> <p>(1) This Division applies to development for the purposes of residential flat buildings carried out on land to which the Division applies —</p> <ul style="list-style-type: none"> <li>(a) by or on behalf of a public authority or social housing provider, or</li> <li>(b) by a person who is carrying out the development with the Land and Housing Corporation.</li> </ul> <p>(2) The Division does not apply to —</p> <ul style="list-style-type: none"> <li>(a) development to which this Part, Division 1 applies, or</li> <li>(b) development to which Chapter 3, Part 4 applies.</li> </ul>	<p>Future development will be on behalf of Pacific Community Housing who will manage the affordable housing component of the future development for a period of 15 years.</p> <p>See Appendix F for communication from the community housing provider.</p>
<p><u>38 Development may be carried out with consent</u></p> <p>(1) Development to which this Division applies may be carried out with consent.</p> <p>(2) Development consent must not be granted under this Division unless the consent authority is satisfied that—</p> <ul style="list-style-type: none"> <li>(a) the Planning Secretary has certified in a site compatibility certificate that, in the Planning Secretary’s opinion, the residential flat building is compatible with the surrounding land uses, and</li> <li>(b) if the development relates to a building on land in a business zone—no part of the ground floor of the building that fronts a street will be used for residential purposes unless another environmental planning instrument permits the use.</li> </ul> <p>(3) Nothing in this section prevents a consent authority from—</p> <ul style="list-style-type: none"> <li>(a) consenting to development on a site by reference to site and design features that are more stringent than the ones identified in a site compatibility certificate for the same site, or</li> </ul>	<p>This application seeks a SCC for land at 86 - 206 Canterbury Road 98-102 Minter Street, and 17-29 Tincombe Street, Canterbury. For the purpose of a residential flat building with a 50% component of affordable housing in accordance with the Housing SEPP.</p> <p>‘Residential accommodation’ is prohibited in the existing B2 Local Centre zone and R3 Medium Density Residential zone under the Canterbury LEP 2012.</p> <p>The development outcome facilitated by the SCC application seeks to provide a development up to 15 storeys supporting the provision of approximately 471 units (236 affordable units), open space, a landscaped ground floor and parking spaces.</p> <p>This application specifically considers the compatibility of residential flat buildings within the context of the surrounding area and the future anticipated development within the Canterbury town centre associated with the Sydenham to Bankstown metro development and associated urban renewal corridor. Residential flat building development is already common in the area, the site is diagonally opposite the entrance to the Canterbury train station</p>

<p>(b) refusing consent to development by reference to the consent authority's own assessment of the compatibility of the residential flat building with the surrounding land uses, or</p> <p>(c) considering another matter in determining a development application.</p> <p>(4) Car parking is not required to be provided in relation to development to which this Division applies.</p>	<p>and is a large, amalgamated key site in the centre of Canterbury. Therefore, the use itself is not uncommon in the area, and this also informs the anticipated future uses in the area.</p> <p>In terms of the compatibility of the bulk and scale, the proposed future development facilitated by the SCC has been designed to provide heights that are similar to existing development in the area and what could be anticipated in the future, noting the ambitious and facilitative provisions of the Housing SEPP to deliver and achieve affordable housing supply in areas of need. The final design and heights will be subject to a rigorous and detailed assessment process including input from the state design review panel associated with the lodgement of a state significant development application. The built form will be designed to ensure the development responds to its context and surroundings to ensure compatibility, including supporting the provision of ground floor non-residential uses given the existing and future business zones (refer to clause 38(2)(b)).</p> <p>The site currently has three different density controls applying to it which illustrates the scale and size of the site and extent of the amalgamation already achieved to provide a key site in Canterbury town centre. The density sought through the SCC process would be enough to facilitate a minimum of 236 affordable homes for a minimum of 15 years. In the context of the site's location, surrounding controls and existing adjoining development, the proposal is considered compatible.</p> <p>Finally, noting the location of the site to the train line and local bus network, active transport is encouraged. The development seeks to provide car parking spaces and bicycle parking and will support green modes of transport through a travel plan. Final parking and bike spaces will be subject to the assessment process under a future development application and preparation of the EIS.</p>
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<p><u>39 Site compatibility certificates</u></p> <p>(1) An application for a site compatibility certificate under this Division may be made to the Planning Secretary:</p> <p>(a) by the owner of the land on which the development is proposed to be carried out, or</p> <p>(b) by any other person with the consent of the owner of that land.</p> <p>(2) An application under this clause:</p> <p>(a) must be in a written form approved by the Planning Secretary, and</p> <p>(b) must be accompanied by the documents and information required by the Planning Secretary, and</p> <p>(c) must be accompanied by the fee, if any, prescribed by the regulations.</p> <p>(3) The Planning Secretary may request further documents and information to be furnished in connection with an application.</p> <p>(4) Within 7 days after the application is made, the Planning Secretary must provide a copy of the application to the council for the area in which the development is proposed to be carried out, unless the Planning Secretary refuses, before those 7 days have elapsed, to issue a certificate.</p> <p>(5) The Planning Secretary may determine the application by issuing a certificate or refusing to do so.</p> <p>(6) The Planning Secretary must not issue a certificate unless the Planning Secretary—</p> <p>(a) has taken into account comments, if any, received from the council within 14 days after the application for the certificate was made, and</p> <p>(b) is of the opinion that the residential flat building is compatible with the surrounding land uses considering the following matters—</p> <p>(i) the existing uses and approved uses of land in the area,</p> <p>(ii) the impact that the residential flat building, including its bulk and scale, is likely to have on the existing uses,</p>	<p>This report supports the application for a SCC to facilitate the development of affordable housing, in an area, being the Canterbury-Bankstown LGA, in urgent need, on land within an established town centre and train station.</p> <p>The report addresses in detail the issues of compatibility with the surrounding uses, the impact the development may have on surrounding approved uses and uses that, in the opinion of the Planning Secretary, are likely to be the preferred future uses of that surrounding land. In summary, the key findings of the assessment of compatibility with surrounding development include:</p> <ul style="list-style-type: none"> <li>• The site is ideally situated within the Canterbury town centre, diagonally opposite the entrance to the Canterbury train station.</li> <li>• Large scale change is anticipated to the existing character of the area, associated with the Sydenham to Bankstown urban renewal corridor and councils urban renewal and housing supply programme outlined by the local strategic planning framework.</li> <li>• While there are a number of single storey dwelling houses on and in proximity of the site, the current development controls that apply to the site provide for heights up to 5 to 6 storeys. Nearby existing development and height controls provides for residential flat development and shop top housing of approximately 9 storeys. While future development facilitated by the SCC seeks to exceed this with development up to 15 storeys, the proposed height is not inconsistent with the envisaged within a local centre within the Canterbury Bankstown government area and will facilitate urban renewal of a key site and support the provision of affordable housing.</li> </ul>
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<p>approved uses and uses that, in the opinion of the Planning Secretary, are likely to be the preferred future uses of the land,</p> <p>(iii) the services and infrastructure that are or will be available to meet the demands arising from the development, and</p> <p>(c) is of the opinion that the development is not likely to have an adverse effect on the environment and will not cause unacceptable environmental risks to the land.</p> <p>(7) A certificate may certify that development is compatible with the surrounding land uses only if it satisfies certain requirements specified in the certificate.</p> <p>(8) A certificate continues to apply to the land in relation to which it was issued despite any change in the ownership of that land.</p> <p>(9) A certificate is valid for—</p> <p>(a) 5 years, or</p> <p>(b) otherwise—the period specified in the certificate.</p>	
<p><u>40 Must be used for affordable housing for 15 years</u></p> <p>(1) Development consent must not be granted under this Division unless the consent authority is satisfied that, for at least 15 years from the date of the issue of an occupation certificate—</p> <p>(a) at least 50% of the dwellings to which the development relates will be used for affordable housing, and</p> <p>(b) the dwellings used for affordable housing will be managed by a registered community housing provider.</p> <p>(2) Subclause (1) does not apply to development on land owned by the Land and Housing Corporation or to a development application made by a public authority.</p>	<p>It is proposed that 50% of the accommodation of the future development will be used for the purpose of affordable housing.</p> <p>The community housing provider that will manage the affordable housing is Pacific Community Housing. See Appendix F for confirmation.</p>
<p><u>41 Continued application of SEPP 65</u></p> <p>Nothing in this Policy affects the application of <i>State Environmental Planning Policy No 65—Design</i></p>	<p>It is noted that SEPP 65 applies to any DA lodged against the site compatibility certificate as it relates to the land.</p>

<p><i>Quality of Residential Flat Development to development to which this Division applies.</i></p>	<p>While this application is for a SCC and is not for development, the built form will achieve compliance with SEPP 65.</p> <p>A request for SEARs associated with an SSD application will be lodged on receipt of the certificate. The EIS process will ensure a design that addresses the principles of the SEPP relevant to the assessment of the SCC application that relates to context, neighbourhood character, built form and scale, and density. It is noted that there is some flexibility in the application of certain design requirements and criteria of the ADG as per Clause 75 of the Housing SEPP.</p>
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**Table 4:** Assessment of Housing SEPP

#### **4.2.2 Relationship with other environmental planning instruments**

This application demonstrates the proposed development of a residential flat building at the controls sought, is compatible with the existing and future surrounding uses of the land.

#### **4.2.3 SEPP (Resilience and Hazards) 2021**

Clause 4.6 of State Environmental Planning Policy (Resilience and Hazards) 2021 requires the consent authority to consider whether land is contaminated during the development application process.

The site is a large, fragmented site that has been amalgamated. It includes at least 10 lots that contain single storey dwelling houses along Minter Street and Tincombe Street with some commercial uses along Canterbury Road. The majority of the non-residential uses along Canterbury Road are office based land uses and are unlikely to have contributed to any potential contamination on the site.

There is a mechanic and garage use to the north of the site, but does not form part of the site.

With the majority of the site already utilised for residential purposes and zoned for uses that include residential, there is unlikely to be any contamination on the site that would prevent or impact on a future residential use.

Notwithstanding, during the development application process, and as access to the site improves as the development process advances, an assessment of contamination will be undertaken at that time.

#### **4.2.4 SEPP 65 Design Quality of Residential Apartment Development**

SEPP 65 seeks to improve the design quality of residential apartment development and enhance streetscapes and neighbourhoods in New South Wales to deliver a better living environment for the residents now choosing

this form of housing. It does this by establishing a consistent approach to the design and assessment of apartments and the way they are assessed.

Compliance with SEPP 65 and the Apartment Design Guidelines (ADG) informed the building footprint and proposed massing envelope sought by the proposed development outcome.

While the application is for a SCC and not development itself, it is important to ensure and understand how future development can and will comply with the requirements of the ADG. While all development scenarios have been tested against the requirements of the ADG, the 15 storey option advanced as part of the SCC application has been tested for compliance. The following is noted:

- Section 2F (Building Separation) of the ADG has been used as a guide for the separation distances between the residential elements. The separation distances indicated in the attached report are measured from the external face of the facade.
- The COS required to support the residential component of the design is located on level 3 and the roof areas. The total COS provided is 3,759m<sup>2</sup>, 2,019m<sup>2</sup> above the required 1,740m<sup>2</sup>.
- The deep soil zone is a continuous 6m wide zone, which wraps around the perimeter of the site to allow for street trees. The deep soil zone is 1,439m<sup>2</sup> (20%), 951m<sup>2</sup> above the required 488m<sup>2</sup> (7%).
- Envelopes are optimised to obtain solar access. The reference plans demonstrate that 72% of apartments receive 2hrs solar midwinter.
- The reference plans demonstrate 62% of the apartments are naturally cross ventilated.

Further details and compliance will be addressed in a future DA, however for the purpose of the SCC application, the design report demonstrates that the requirements of the ADG can be achieved for a residential flat development up to 15 storeys.

### 4.3 Canterbury LEP 2012

Canterbury Local Environmental Plan (LEP) commenced on the 21 December 2012 when it was published on the NSW Government Legislation website.

Table 5 below summarises the Canterbury LEP 2012 principal development standards that currently apply to the subject site:

Land Zoning	Maximum Building Height	Maximum Floor Space Ratio (FSR)	Minimum Lot Size
B2 Local Centre R3 Medium Density Residential	Part no height limit 8.5 metres 11 metres 18 metres	0.5:1 2:1 2.5:1	460 sq.m (R3 zoned land only)

**Table 5:** Site Development Standards

The development is consistent with the objectives of the Canterbury LEP 2012. The following are of relevance:

- a) to provide for a range of development that promotes housing, employment and recreation opportunities for the existing and future residents of Canterbury,
- (b) to promote a variety of housing types to meet population demand,
- (c) to ensure that development is of a design and type that supports the amenity and character of an area and enhances the quality of life of the community,
- (d) to create vibrant town centres by focusing employment and residential uses around existing centres and public transport nodes,

The site is within the Canterbury town centre and diagonally opposite the train station entrance, so is perfectly located with regards to access to public transport infrastructure and services and public amenities. This also connects residents to the region, the Sydney CBD and Greater Sydney. Concentrating development, such as that proposed, in such a location, and a large amalgamated site that is compatible with its surroundings and more importantly anticipated future development directly achieves the objectives, while also providing housing choice for residents within the Canterbury Town Centre and broader Canterbury-Bankstown LGA.

#### 4.3.1 Zoning

The site is zoned part B2 Local Centre and part R3 Medium Density Residential under the Canterbury LEP 2012. *'Residential accommodation'* is prohibited in the B2 Local Centre zone and R3 Medium Density Residential zone. Therefore, Division 5 of Part 2 of the Housing SEPP applies.

#### B2 Local Centre

##### 1 Objectives of zone

- 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.

##### 2 Permitted without consent

Home occupations

##### 3 Permitted with consent

Boarding houses; Centre-based child care facilities; Commercial premises; Community facilities; Educational establishments; Entertainment facilities; Function centres; Hostels; Information and education facilities; Light industries; Medical centres; Oyster aquaculture; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Respite day care centres; Restricted premises; Roads; Service stations; Shop top housing; Tank-based aquaculture; Tourist and visitor accommodation; Any other development not specified in item 2 or 4



#### **4 Prohibited**

Agriculture; Air transport facilities; Airstrips; Animal boarding or training establishments; Biosolids treatment facilities; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Environmental facilities; Exhibition homes; Exhibition villages; Extractive industries; Forestry; Freight transport facilities; Heavy industrial storage establishments; Helipads; Highway service centres; Home occupations (sex services); Industrial retail outlets; Industrial training facilities; Industries; Jetties; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Pond-based aquaculture; Recreation facilities (major); Recreation facilities (outdoor); Research stations; Residential accommodation; Resource recovery facilities; Rural industries; Sewage treatment plants; Storage premises; Transport depots; Truck depots; Vehicle body repair workshops; Waste disposal facilities; Water recreation structures; Water recycling facilities; Water supply systems; Wharf or boating facilities

### **Zone R3 Medium Density Residential**

#### **1 Objectives of zone**

- To provide for the housing needs of the community within a medium density residential environment.
- To provide a variety of housing types within a medium density residential environment.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.

#### **2 Permitted without consent**

Home occupations

#### **3 Permitted with consent**

Attached dwellings; Bed and breakfast accommodation; Boarding houses; Building identification signs; Business identification signs; Business premises; Car parks; Centre-based child care facilities; Community facilities; Dual occupancies; Dwelling houses; Environmental protection works; Exhibition homes; Flood mitigation works; Group homes; Home businesses; Home industries; Multi dwelling housing; Neighbourhood shops; Office premises; Oyster aquaculture; Places of public worship; Recreation areas; Respite day care centres; Restaurants or cafes; Roads; Semi-detached dwellings; Seniors housing; Shops; Tank-based aquaculture

#### **4 Prohibited**

Any other development not specified in item 2 or 3

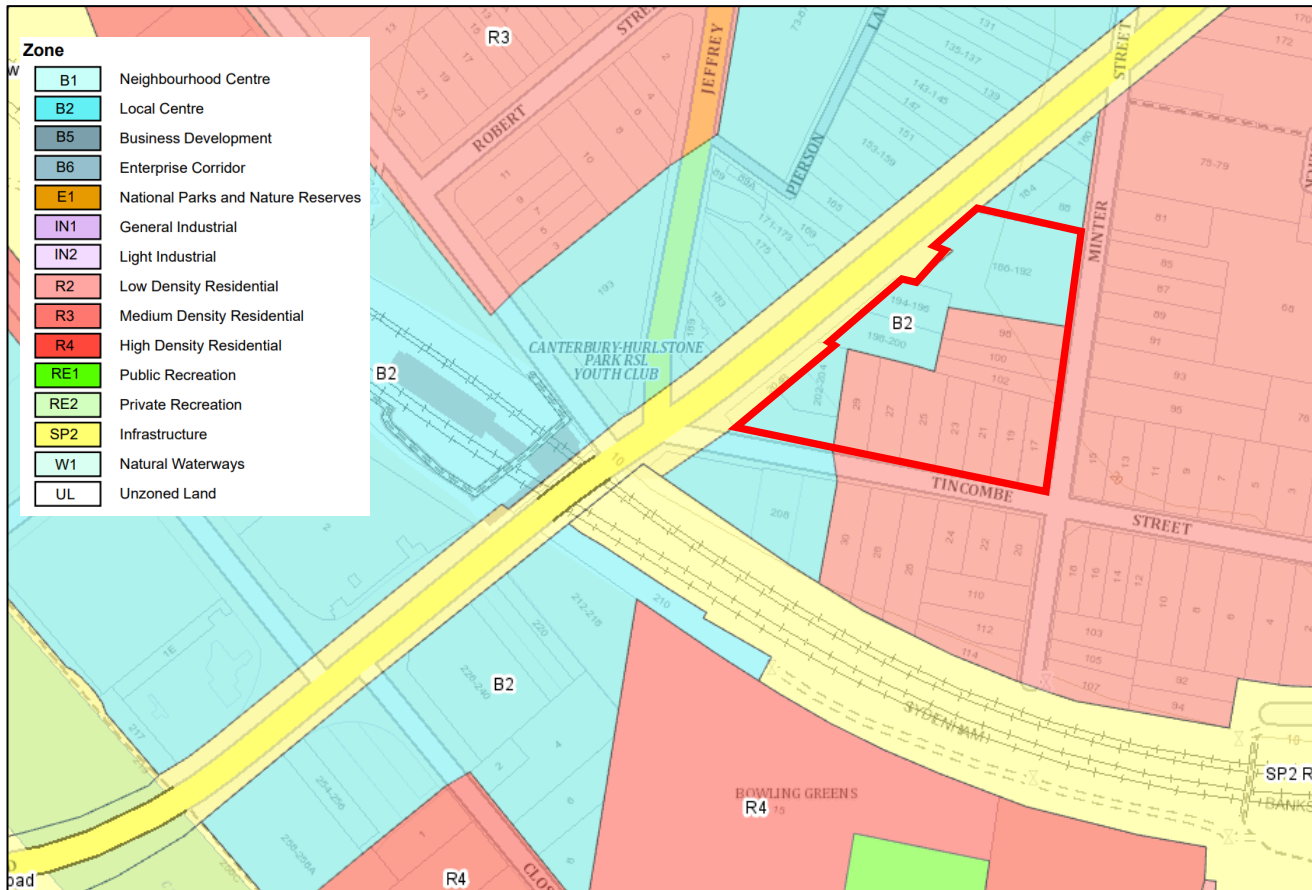


Figure 8: Zoning Map under Canterbury LEP 2012

Clause 36 of Division 5 of Part 2 of the Housing SEPP states:

*This Division applies to the following land:*

- (a) *land in the Greater Sydney region that is within 800 metres of:*
  - (i) *a public entrance to a railway station or light rail station, or*
  - (ii) *for a light rail station with no entrance—a platform of the light rail station,*

*This Division does not apply to land on which development for the purposes of residential flat buildings is permitted under another environmental planning instrument.*

As discussed, residential accommodation is not permitted in the B2 Local Centre and R3 Medium Density Residential zones. The site adjoins and is opposite B2 Local Centre zoned land, which forms part of the Canterbury town centre. The site contains land zoned R3 Medium Density residential, which also extends to the south and east. The controls on the R3 Medium Density land include height of 8.5 metres and densities of 0.5:1, which is not really representative of the future anticipated growth of the Canterbury town centre and for land in close proximity to a metro train station.

While existing development on the site is generally of a small scale, the site has not been developed to its existing mapped controls. This is in part due to the emerging strategic planning framework and the need for housing and development to reflect its unique location and proximity to infrastructure.

In this regard, the extension of permissibility of ‘residential flat building’ development to this site would be consistent with nearby existing neighbouring development, the anticipated future development and character of the area, and the desired future development intensity of the Canterbury town centre. It is noted the minimal redevelopment has occurred to date as the controls do not facilitate and encourage viable redevelopment.

#### 4.3.2 Height of Buildings

Under the Canterbury LEP 2012, the maximum height of building control that applies to the subject site is part 8.5 metres, part 11 metres and part 18 metres, as illustrated in Figure 9 below. Part of the site adjacent to Canterbury Road does not have a height limit applied to it.

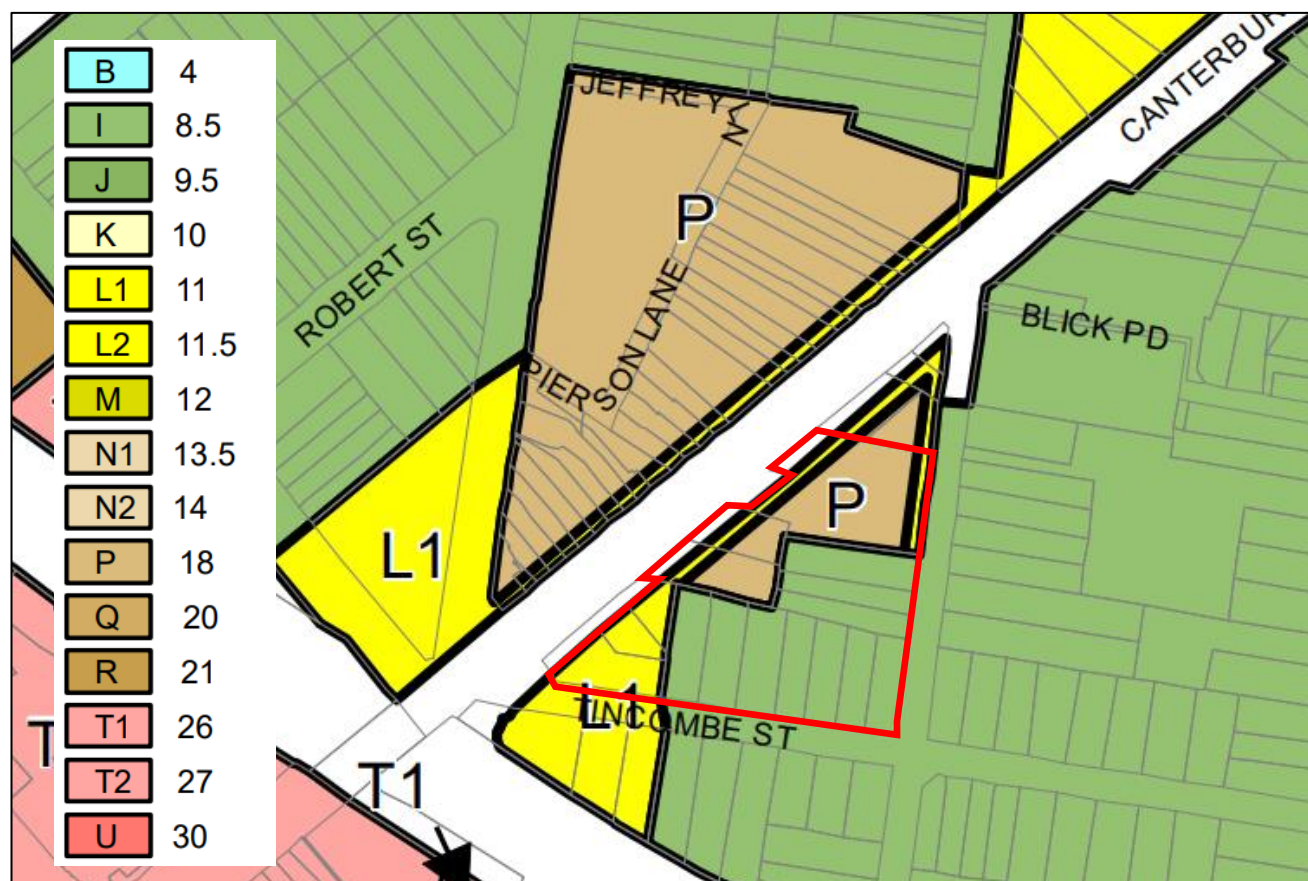


Figure 9: Maximum Building Height Map under Canterbury LEP 2012

The site currently contains a mix of single storey residential dwellings and 1 to 2 storey commercial office buildings. The existing buildings are below the permitted maximum heights and the site has not been redeveloped in accordance with the existing controls and zone objectives.

Maximum heights within the Canterbury town centre extend to 27 and 28 metres which facilitates approximately 9 to 12 storeys. Redevelopment for residential flat development has generally occurred south of the railway line with little to no development to the north of the railway corridor.

Given the extensive redevelopment that has already occurred to the south of the railway corridor, it is obvious that development to support the housing objectives and dwelling targets within the Canterbury town centre will need to occur to the north of the railway corridor. The subject site is large and has been amalgamated over a number of years. Various height schemes have been massed on the site, with these includes for reference in the attached built form study at Appendix B. It is clear that heights and densities will be increased to ensure housing targets can be achieved and the provision of affordable addressed.

#### 4.3.3 Floor Space Ratio

Under the Canterbury LEP 2012, the maximum FSR that applies to the site included 0.5:1, 2:1 and 2.5:1, as illustrated in the figure below. The development concept that supports this SCC application provides approximately 471 dwellings (with 236 affordable dwellings) at a density of 7.5:1. Note the built form study considers a number of scenarios in relation to height, however the density is the same across all the schemes, including the provision of affordable dwellings. The final outcome will be subject to a detailed design through the SSD EIS process and through presentations with the State Design Review Panel.

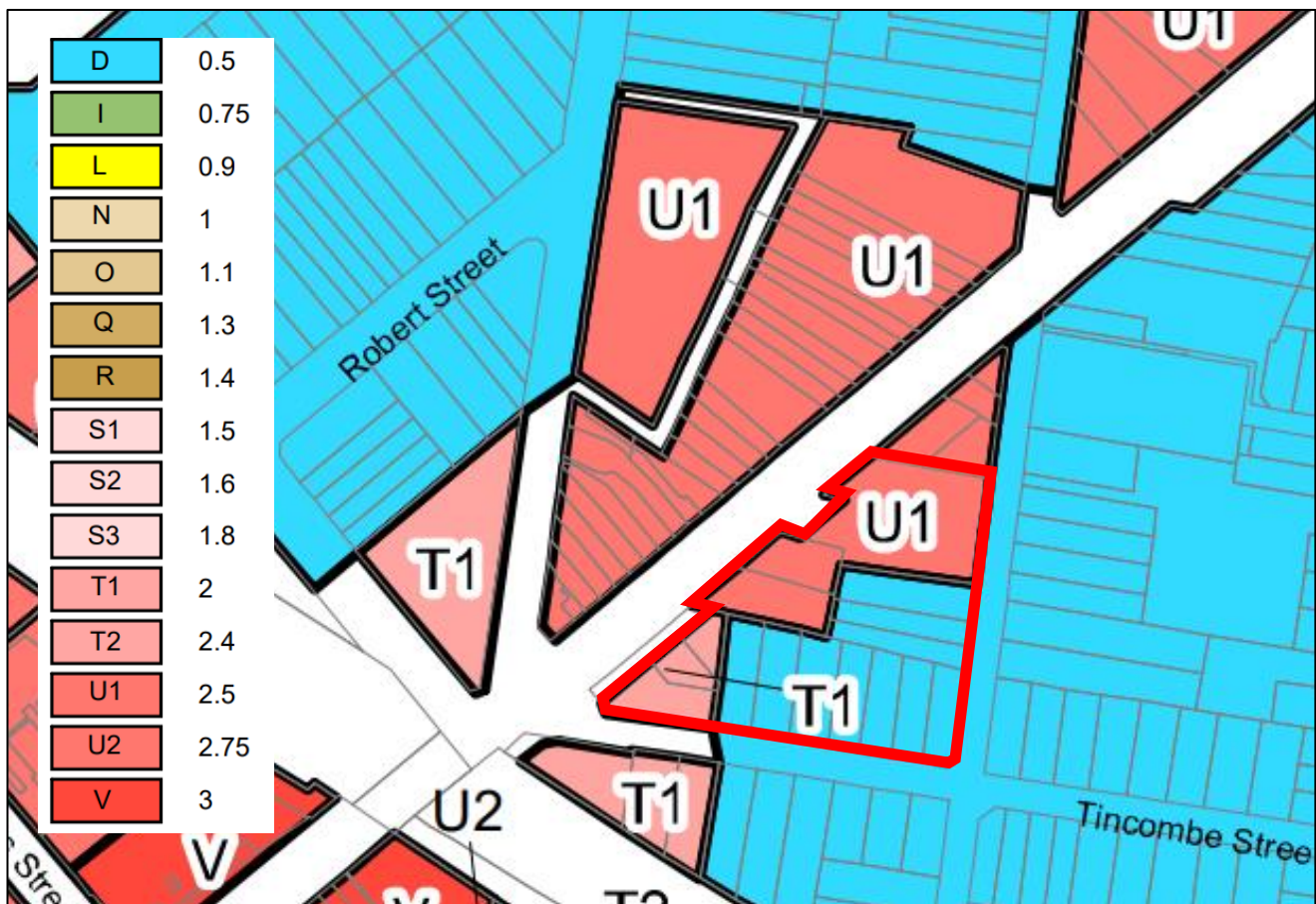


Figure 10: Maximum FSR Map under Canterbury LEP 2012

#### 4.3.4 Heritage



The site does not contain any items of environmental heritage and is not within a heritage conservation zone pursuant to Clause 5.10 of the Canterbury LEP 2012. The site is however, within proximity to a number of heritage items, with one such item adjoining the site to the north (I65 – Holly's Garage). Other nearby heritage items, as depicted in the heritage map extract below include the following:

- I66 – Local – Federation post office building (former Canterbury Post Office).
- I67 – State – Federation railway station buildings.
- I68 – Local – Inter war hotel (former Hotel Canterbury).

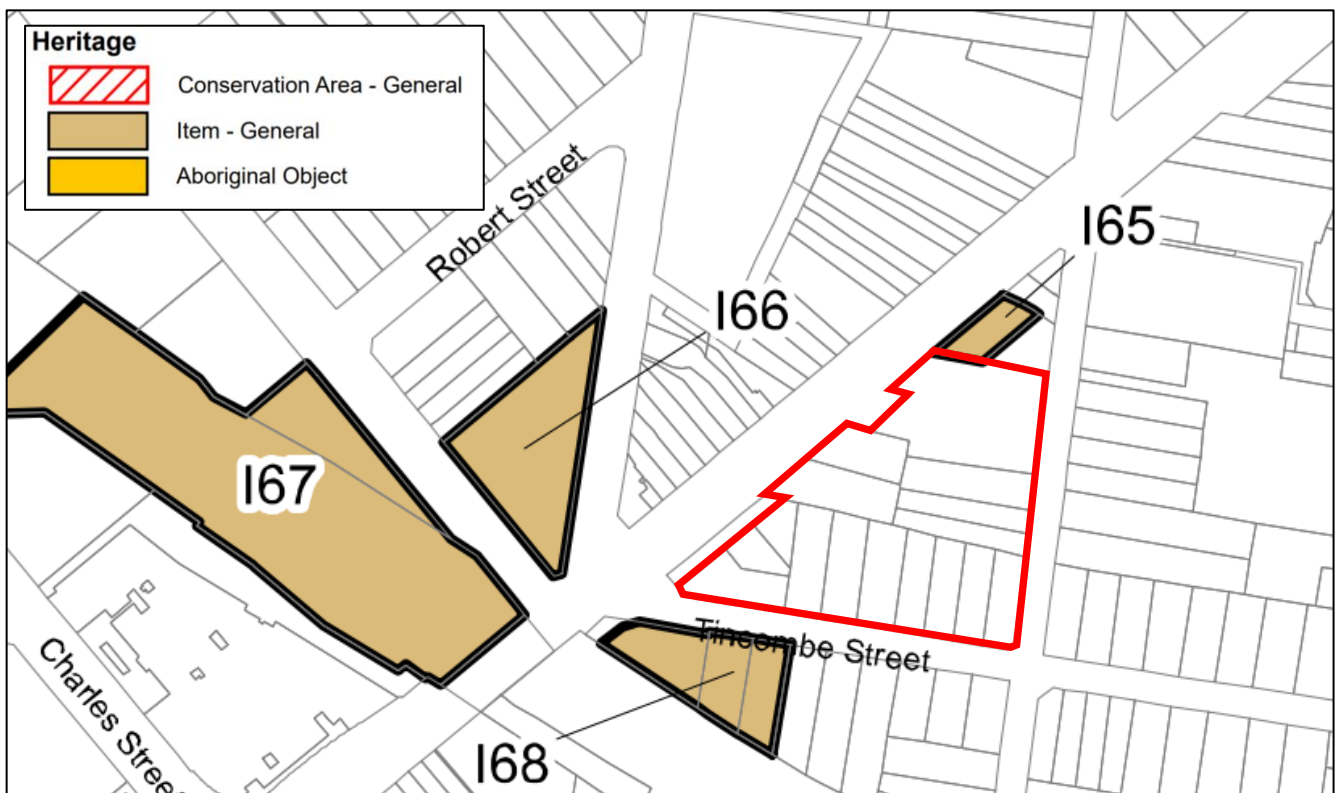
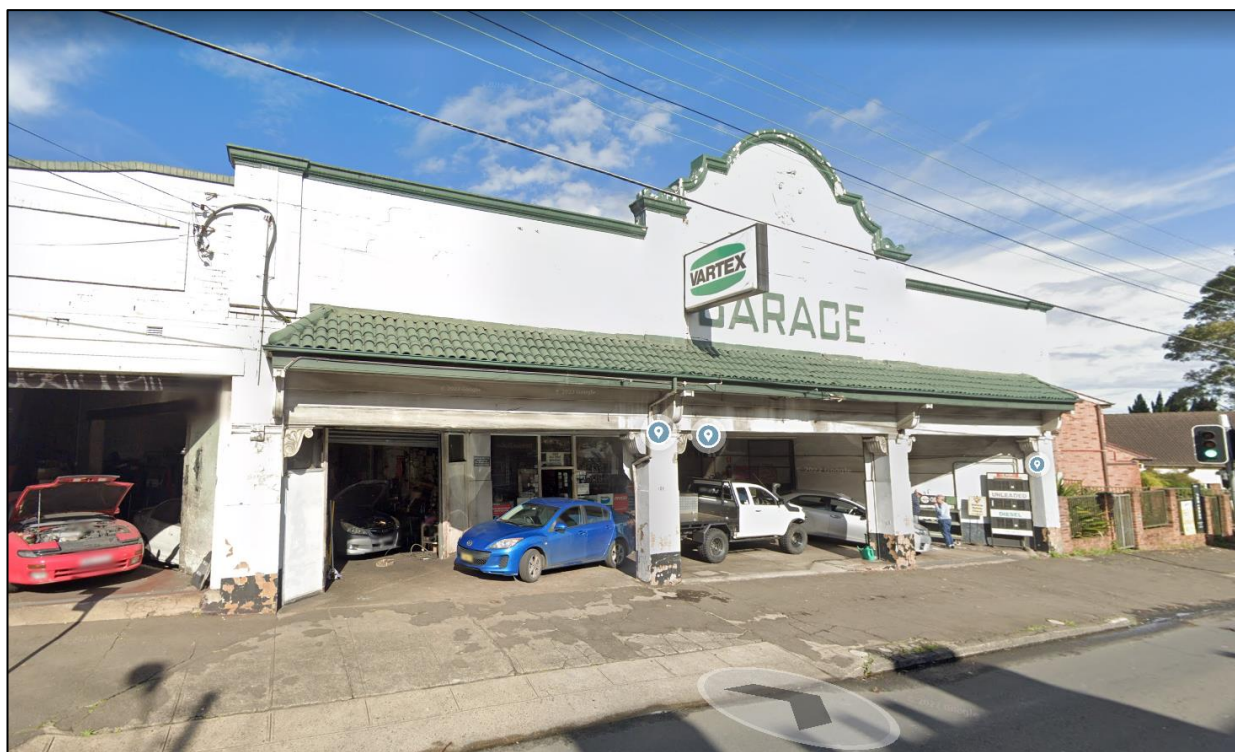


Figure 11: Heritage Map under Canterbury LEP 2012



**Figure 12:** Image of adjoining heritage item (I65 – Holly’s Garage)

A Heritage Impact Statement was prepared by URBIS in May 2022 to accompany a planning proposal that sought to amend the principal planning controls across the site and facilitate more intense forms of development in accordance with the site’s strategic location and the emerging strategic planning framework to focus homes and jobs around infrastructure and transport nodes along the Sydenham to Bankstown corridor. The Heritage Impact Statement is included at Appendix C for reference.

The Statement was prepared in accordance with the NSW Heritage Division guidelines ‘Assessing Heritage Significance’, and ‘Statements of Heritage Impact’ and considered the heritage context of the site and assessed the potential heritage impacts of the proposal.

The heights advanced by this SCC are less than those considered by the URBIS report, and therefore the impact from a visual perspective could be considered to be less than taller buildings on the site. However, it is noted that the immediate interface of the site to heritage items will need particular attention and care during a development assessment process. Notwithstanding, the conclusions of the URBIS Heritage Impact Statement are relevant as follows:

*“This report has concluded that the subject site buildings typically comprise generic early 20th century built stock, with some overlay of later 20th century development. The buildings are not assessed as being of heritage significance.*

*Although the former bank building at 206 Canterbury Road was recommended in the previous Weir Phillips assessment for retention of the façade in future redevelopment, the proposal includes demolition of the former bank building. It has been assessed and is not of heritage significance (this was also the conclusion of the Weir Phillips Assessment) and therefore it is not required to be retained on heritage*

*grounds. Although it does make a contribution to the setting of the former post office and the Canterbury Hotel, as an early 20th century civic building its demolition is not considered to unreasonably impact on the heritage items or their setting.*

*The subject PP amendments and concept proposal have been designed to have regard for the heritage items in the vicinity. This is achieved through the application of a generous landscaped plaza and setbacks to the tower podiums. The identified heritage significance of the items (as defined in section 4.3 above) is not altered by the subject proposal and the concept seeks to respond to these items, while also allowing for the necessary uplift in development”*

*The subject proposal is thus supported on heritage grounds and recommended to Canterbury-Bankstown Council for approval subject to the following recommendation:*

- *Future detailed design should further consider heritage items and area character in façade treatment and materials selection.*
- *An archival recording should be prepared prior to the demolition of the former Commonwealth Bank Building at 206 Canterbury Road. The archival recording should be prepared in accordance with the NSW Heritage Guidelines and should include photographs of the interior and exterior of the building. Photographs should be cross referenced to plans and elevations of the building.*

Pursuant to the above recommendations, further detailed heritage analysis will be undertaken as part of the future development applications process for the site, which will consider the detailed design and interface of development to existing heritage items.

#### **4.3.5 Acid Sulfate Soils**

This clause and associated mapping details acid sulphates soils within the Canterbury-Bankstown LGA. The site is identified in the Canterbury LEP 2012 as having Class 5 Acid Sulfate Soils risk. Although the proposal seeks to intensify the land use on the site, the zone already permits residential development on the R3 Medium Density Residential zoned land and the B2 Local Centred zoned land. Therefore, the risk of potential exposure or disturbance of acid sulfate soils will not increase as a result of the proposal. The consideration of potential acid sulfate soils will be addressed as part of any future development application for the site.

## **4.4 Canterbury Bankstown Consolidated LEP**

The Canterbury Bankstown Consolidated LEP seeks to produce a single set of planning rules for the City by combining and aligning Bankstown LEP 2015 and Canterbury LEP 2012 into a Consolidated Local Environmental Plan.

The Consolidated LEP is currently with the Department of Planning and Environment under assessment. The draft LEP does not amend the controls for the subject site or the town centre at this stage. Despite the objectives of the local strategic planning framework, no change is proposed to the Canterbury town centre to achieve the dwelling targets and facilitate affordable housing which will be subject to separate and future processes. The time constraints are proving challenging for the investment opportunity to deliver affordable housing on the site, and council has not progressed any planning for Canterbury town centre since the Sydenham to Bankstown corridor strategy was released.

## 5 Strategic Context

This section considers the strategic planning framework relevant to the subject site. The strategic context is considered having regard to the existing zones, the surrounding zones and development patterns, and the proposal for the site that seeks to facilitate a minimum of 15 storey development supporting an important affordable housing contribution to the Canterbury-Bankstown LGA.

### 5.1 A Metropolis of Three Cities – The Greater Sydney Region Plan

In March 2018, the NSW Government published A Metropolis of Three Cities – The Greater Sydney Region Plan (The Plan). The Plan is built on a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places. This is consistent with the 10 Directions in Directions for a Greater Sydney which establish the aspirations for the region over the next 40 years and are a core component of the vision and a measure of the Plan's performance.

The Plan further projects the population of Greater Sydney to grow to 8 million over the next 40 years. The Plan seeks to rebalance the economic and social opportunities and leverage that growth and deliver the benefits more equally across Greater Sydney. The goals are for:

- residents to have quick and easy access to jobs and essential services;
- housing supply and choice to increase and meet the growing and changing needs of the community;
- the environment and precious resources to be protected; and
- Infrastructure to be sequenced to support growth and to be delivered concurrently with new homes and jobs.

To meet the needs of a growing and changing population the vision seeks to transform Greater Sydney into a metropolis of three cities:

- the Western Parkland City
- the Central River City
- the Eastern Harbour City.

The site is located in the Eastern Harbour City. The population of the Eastern Harbour City is projected to increase from 2.4 million people to 3.3 million people over the next 20 years.

The subject site is 60 metres of the entrance to the Canterbury train station, connecting the site to the wider region and the Sydney CBD.

The site is within the Canterbury town centre, with the provision of goods, services and convenience shops associated with a town centre. The site therefore achieves many of the locational attributes identified in the Plan having excellent proximity to public transport, jobs and employment opportunities within a walkable catchment area.



Canterbury is identified as being a part of the Sydenham to Bankstown urban renewal corridor under the Greater Sydney Region Plan. Under the Plan, the Sydney Metro City and Southwest connecting Chatswood to Sydenham-Bankstown is a significant rail projects for the Eastern Harbour City to increase its global competitiveness, boost business-to-business connections and attract skilled workers with faster commuting times. The increased development potential for the site facilitated by the SCC will contribute to the provision of jobs and homes identified in the Greater Sydney Region Plan and for Canterbury as part of the key and important urban renewal corridor.

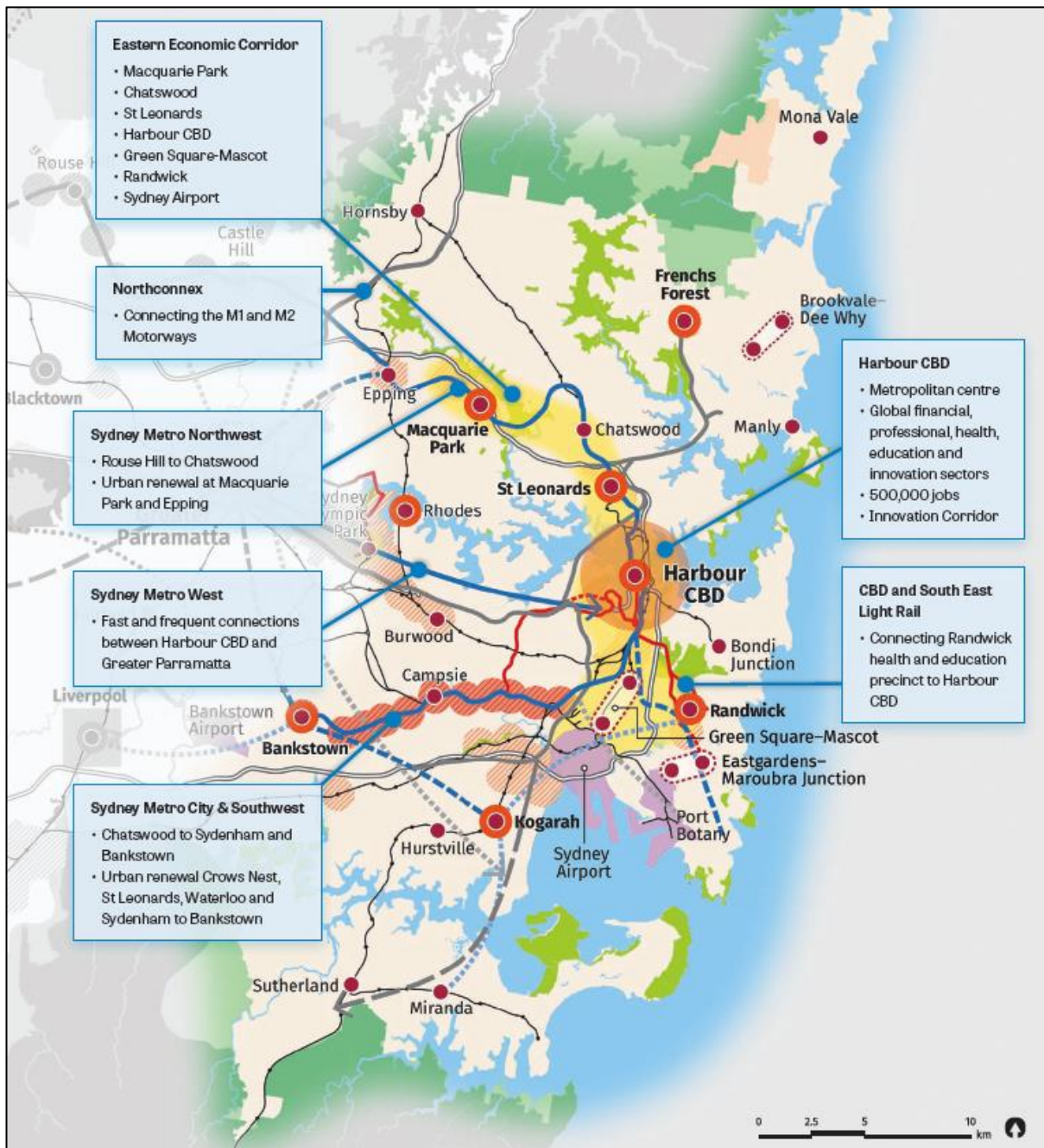


Figure 13: Eastern Harbor City Structure Plan

To achieve the objectives for the Eastern Harbour City, the plan includes 10 directions and 40 objectives, supporting actions and priorities for each “City”.

To improve liveability, The Plan seeks to create new great places, with well-connected communities which have access to a range of jobs and services, starting with public places, open spaces and transit-oriented developments. This SCC application seeks to deliver affordable housing close to public transport connecting residents to a network of jobs and opportunities.

Direction 4 “Housing the City” of the Greater Sydney Plan seeks to provide housing choice for people, which can be achieved through “greater housing supply”, “increased housing completions” and “more diverse and affordable” housing.

The NSW Communities & Justice Local Government Housing Kit database, states that as of September 2017, only 32.7% of rental stock in the Canterbury-Bankstown LGA was affordable for low income housing households and 4.7% of rental stock was affordable for very low-income households. As a comparison to NSW standards as a whole, 54.1% of rental stock was affordable for low income housing households and 1.1% of rental stock was affordable for very low-income households. This application for a SCC will facilitate and contribute 471 dwellings, increasing housing supply, 50% of which will be affordable homes. The site benefits from its location close to Canterbury train station connecting the site to the region and other parts of Greater Sydney.

The site is underutilised in its context of being within an established town centre, located near a train station connecting the site to Sydney, and a future anticipated built form allowing medium and high density development. The site has the ability to redevelop in the short term, meeting the desire and strategic planning framework of urban renewal in this location, connecting new residents with other parts of the region, the Harbour CBD and nearby residents with new jobs. The site is within the 30-minute city objective.

The purpose of the Housing SEPP is to promote the delivery of housing in locations where it will make good use of existing and planned infrastructure and services and to meet the needs of more vulnerable members of the community, including low to moderate income households. Division 5 of Part 2 of the Housing SEPP seeks to achieve this purpose by supporting affordable housing in locations where development is compatible with its surroundings and context.

The site is located in an evolving high density urban environment. It can be concluded that the application for an SCC meets a key objective of the Act, meets the objectives of the SEPP, and is consistent with the provisions of the LEP; which contemplates provisions of a SEPP that may prevail over the LEP under Section 3.38 of the EP&A Act 1979.

While the subject SCC application does not seek consent for any development, it will facilitate the provision of additional housing while balancing this with high standards of amenity and design. The actions of the Greater Sydney Region Plan will be realised through future applications for development.

## 5.2 South City District Plan

Greater Sydney’s three cities identified in the Greater Sydney Region Plan – A Metropolis of Three Cities reach across five districts. The South District covers the Canterbury- Bankstown, Georges River and Sutherland local government areas. The district connects to the Central River City through Bankstown and to the Western Parkland city through Liverpool.

The South District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney. The goal of the Plan is to “*have well-coordinated, integrated and effective planning for land use, transport and infrastructure*”. The District Plan provides the means by which the Greater Sydney Region Plan can be put into action at the local level.

*“The South District will continue to grow over the next 20 years with demand for an additional 83,500 dwellings. This will be provided through urban renewal, around new and existing infrastructure, and infill developments. The focus of growth will be on well-connected, walkable places that build on local strengths and deliver quality public places.”*

In undertaking strategic planning processes, and/or preparing or considering planning proposals, planning authorities must give effect to the District Plan, specifically the Planning Priorities and Actions. While this application is not for development and does not seek to amend the Canterbury LEP 2012, it does seek to facilitate a significant benefit of affordable rental housing through the provisions if the Housing SEPP, which will be realised through future DAs.

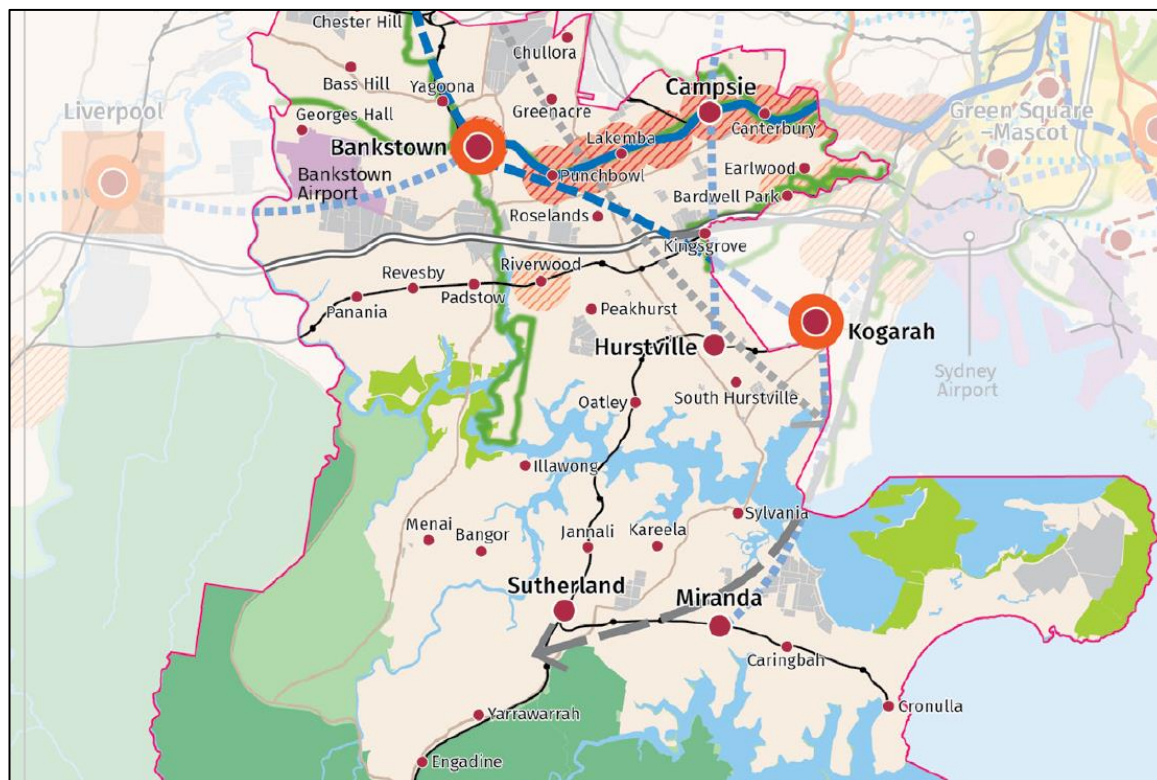


Figure 14: Extract from South District Structure Plan



In the South District the greatest increase in population is expected in Canterbury-Bankstown Local Government Area, where 70 per cent of new residents (142,450 additional people by 2036) will be accommodated due to anticipated urban renewal. *“The South District will continue to grow over the next 20 years with demand for an additional 83,500 dwellings. This will be provided through urban renewal, around new and existing infrastructure, and infill developments.”*

Further, the Plan sets a 0-5 year housing target for the District of 23,250, with 13,250 of these new dwellings targeted to be built in the Canterbury Bankstown LGA. The SCC application will facilitate future development applications that support an additional 471 dwellings of which 50% will be affordable – this is nearly 3.5 per cent of the new dwellings target for the LGA for the next 0-5 years.

### 5.3 Sydenham to Bankstown Urban Renewal Corridor Strategy

The site is within the Canterbury Precinct under the Sydenham to Bankstown Urban Renewal Corridor which has been identified for urban renewal in the Greater Sydney Regional Plan and in conjunction with the increased capacity of the public transport network resulting from the Sydney Metro City and Southwest upgrade of the Sydenham to Bankstown Railway corridor.

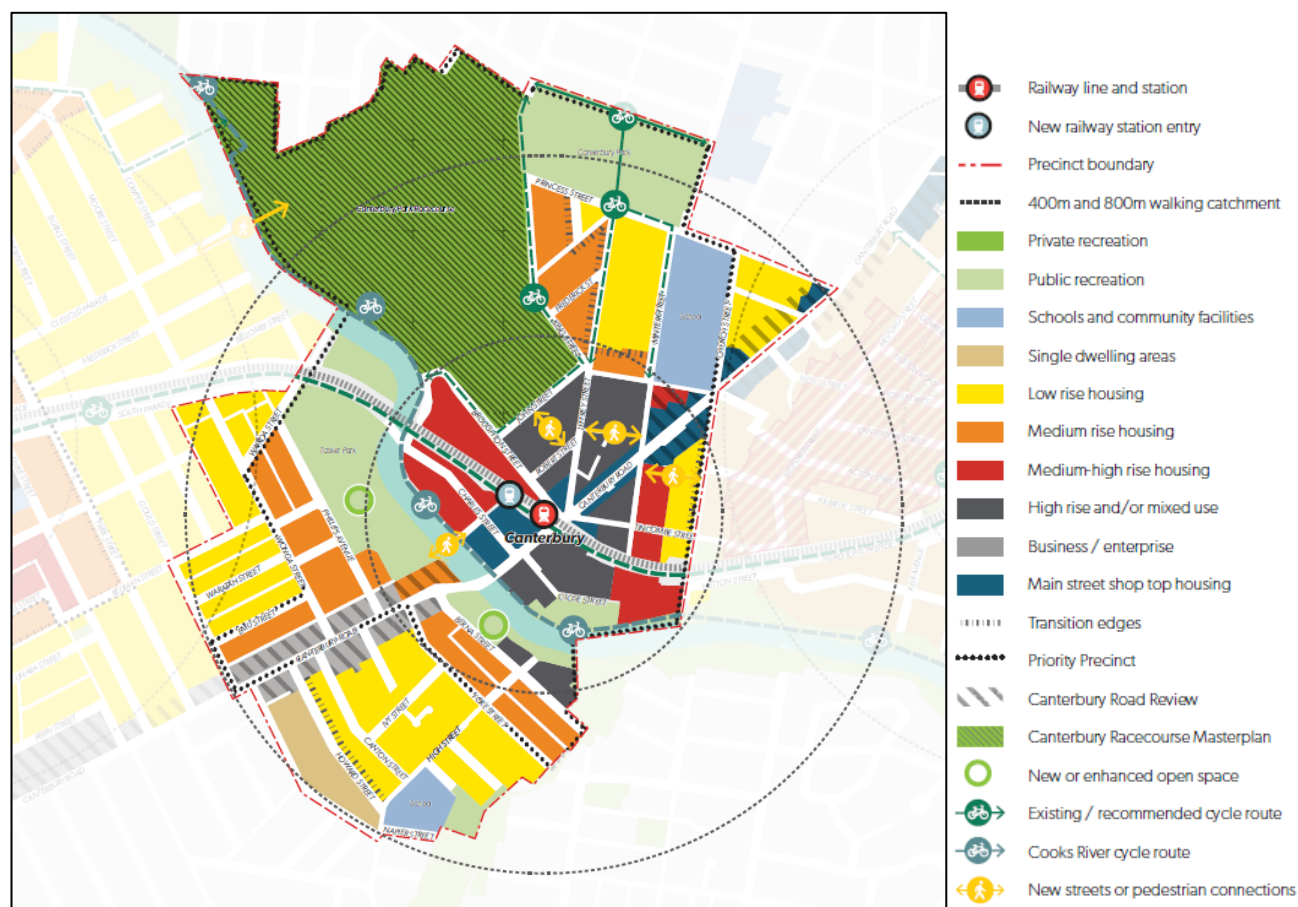


Figure 15: Canterbury Precinct exert (source: Sydenham to Bankstown Corridor Strategy)

While the Department of Planning and Environment has announced a new approach to the corridor to develop a high-level, principle-based planning strategy for the corridor, the Sydenham to Bankstown Urban Renewal Corridor Strategy provided a framework and identified a strategic direction for growth through the corridor. For background context, that strategy proposed changes to land use and built form controls that would provide over 35,000 dwellings to be constructed across the 11 existing station precincts in the corridor. For Canterbury, the strategy sought to facilitate 4,000 additional dwellings by 2036.

The Sydenham to Bankstown Urban Renewal Strategy includes precinct plans for each of the station precincts in the area. The area around the Canterbury Railway Station (including the subject site) is identified as suitable for high rise and/or mixed-use development. The precinct plan identifies the Canterbury Road retail strip as suitable for increased height and density as part of the revitalisation of the Canterbury town centre, with high rise and mixed use development above 12 storeys, with a *“Maximum height of 25 storeys in the core area around the station bounded by Jeffrey Lane, Minter, Tincombe and Jeffrey Street with maximum six storeys podium height”*.

While no Section 9.1 Direction was released to enforce the strategy, the proposal aligns with the desired future character and the emerging strategic planning direction identified in the council’s local strategic planning statement.

## 5.4 Canterbury Bankstown Local Strategic Planning Statement

Canterbury-Bankstown’s commercial centres are distributed across the City. They form the focus for surrounding residential areas, with local services, community and civic places and public transport. They are intended to be convenient and cost effective for small business. There is a total of 88 centres, with 34 larger centres that provide for the needs of surrounding residential areas.

*“Bankstown and Campsie are Canterbury- Bankstown’s primary centres. These will continue to see an increase in well-designed medium and high-density housing along with infrastructure improvements, jobs and business opportunities. We aim to match this growth with improved building and public domain design, pedestrian safety and public transport.”*

The site is within the Canterbury town centre which is identified as a Local Centre. Connective City 2036 sets directions for local centres, noting the following:

*“Canterbury, Belmore, Lakemba and Padstow could be serviced by a mass transit/train system. They will therefore be suitable for a greater mix of housing and urban service.”*

The site has an important role to play in the future of the Canterbury Bankstown LGA and in particular as a key site within the Canterbury town centre. Housing, job growth and local economies are expected to increase in line with transport infrastructure investment and required strategic planning to ensure appropriate outcomes are achieved. Connective City 2036 makes the following statement:

*“The Sydenham to Bankstown Metro corridor has been identified by the NSW Government as a location for new housing. We will aim to maintain the character of these areas and plan to develop adjoining and surrounding lands and sites, including high-density development. We will work with the NSW*

*Government on a high-level principles-based strategy and place plans for each centre in consultation with the community.*

*Greatest growth will be planned for the centres of Canterbury, Campsie, Belmore, and Lakemba, with more modest growth in Punchbowl, Wiley Park and Hurlstone Park.”*

The site, being a large amalgamated site diagonally opposite the entrance to the Canterbury train station, is a key site capable of supporting urban renewal, a mix of new housing and community spaces at the heart of the community. The directions of Connective City 2036 clearly seek to support and facilitate growth, housing, and in particular a mix of housing to support the needs of the community. The site is well located to support affordable housing and build-to-rent housing. Heights within the Canterbury town centre already accommodate development up to 9 or 12 storeys. It is clear that a residential flat building on the site will be compatible with the future anticipated character of Canterbury town centre.

The Campsie Town Centre Masterplan provides for heights up to 20 storeys. Campsie town centre is identified as a town centre, one classification above the local centre classification of Canterbury. While detailed testing will be required under future development application processes and presentations to the SDRP, 15 storeys appears reasonable in the context of the existing heights in the centre, the future heights in Campsie (being a Strategic Centre), the facilitative approach to affordable housing under the Housing SEPP and the directions and ambitious housing and affordable housing targets under Connective City 2036.

## 5.5 Canterbury Road Review

The Canterbury Road Review is a visionary document to guide development along Canterbury Road using numerous intersections between Canterbury Road and local arterial roads to create new junction points for development.

The Review commenced in 2016, was exhibited in late 2017 and given in-principal support by council at its meeting of 22 May 2018. The outcome of the review included 15 recommendations including a focus of the residential development within the 11 localities and 7 junctions (Recommendation 2), concentrate commercial office development within Canterbury Town Centre (Recommendation 5) and ensure a consistent setback (Recommendation 8).

The future built for Canterbury Road is to be focussed at the identified centres. Canterbury centre is identified as a regional centre along with Campsie. Additional built form is to be focussed in these centres to reinforce connective streets critical to linking Canterbury Road to its hinterland to the north. Built form would be focused on making the centres initially.

Within the centres, opportunities for road widening and setbacks are explored, whereby medians are introduced to accommodate turning lanes and trees, and road widening be delivered. The Review also made recommendations ground and first floor commercial uses, design quality and building matrix. This included, but was not limited to:

- Specify a commercial FSR and a residential FSR for each town centre site;  
Allow 1:2-1.8:1 residential FSR and 0.6:1 ground floor commercial FSR;
- Anticipate a greater diversity of housing;
- Require a dwelling mix of 1, 2 and 3 bedroom apartments;
- Consider introducing requirements for affordable housing;
- Allow corner sites to benefit from a floor space bonus, subject to satisfying design quality and processes;

While the Canterbury town centre is on Canterbury Road, as is the subject site, the urban renewal of the town centre is subject to a separate process. However, the planning for the Canterbury town centre has been going on since 2010, when the vision for Canterbury town centre was established:

*“...create a node of highest intensity, genuinely mixed use at Canterbury Town Centre, and a lower level of intensity of pedestrian orientated mixed uses at important intersections along the Road. The remaining stretches in between should then be predominately built as support mixed use and residential to re-focus finer grain commercial and retail investment back into the pedestrian orientated centres.”*

Little to no progress has been experienced over recent years, despite the Canterbury Road Corridor Review and Sydenham to Bankstown Urban Renewal Strategy (Canterbury Precinct) which is now no longer applicable.

Notwithstanding, the setbacks envisaged for Canterbury Road have been adopted as have many of the design principles including through site links, publicly accessible spaces and public domain interfaces. The proposed residential development within the existing and future context is considered to be compatible. However, further detailed testing of design, application of design principles associated with the strategic planning framework will be applied following the issuing of the SCC and further consultation with the Government Architect occurs.

## 6 Need for Affordable Housing

### 6.1 Social and Economic Impact

The proposed development would be facilitated through the provisions of the Housing SEPP 2021. The Housing SEPP requires that 50% of the units in a development are rented as affordable housing by a community housing provider (CHP) for no less than 15 years. Under the proposed scheme, 236 apartments would be leased and managed by Pacific Community Housing.

The proposed development is likely to have few negative social impacts. It is likely that the positive impacts will far outweigh the negative impacts, with affordable housing need significantly increased in the LGA.

#### 6.1.1 Strategic Context

An examination of housing needs reaffirms the critical importance of providing a diversity of housing across the housing continuum in Greater Sydney. The continuum recognises the fundamental importance of household income on the ability to access housing of different types, cost and tenure. Households on moderate, low or very low incomes, who spend more than 30 per cent of their income on housing, are impacted in their ability to pay for essential items like food, clothing, transport and utilities.

Lower income households (earning up to approximately \$67,600 per annum) without other financial support cannot afford the average rental cost for even more moderately priced areas of Greater Sydney, which are generally on the outskirts of Greater Sydney.

Cities require a range of workers to be close to centres and jobs. An absence of affordable housing often results in workers having to commute for long distances.

Many moderate-income households face housing diversity and affordability challenges – typically households with incomes of \$67,400–\$101,400 per annum. Recent research indicates that about half of young Greater Sydney residents are considering leaving Greater Sydney within the next five years, with housing affordability being a key issue. It also highlights that smaller well-located dwellings are considered an acceptable approach to reducing housing cost.

As previously discussed, the NSW Communities & Justice Local Government Housing Kit database, states that as of September 2017, only 32.7% of rental stock was affordable for low income housing households and 4.7% of rental stock was affordable for very low-income households in the Canterbury Bankstown LGA. As a comparison to NSW standards as a whole, 54.1% of rental stock was affordable for low income housing households and 1.1% of rental stock was affordable for very low-income households. Compared with NSW as a whole, the proportion of affordable rental stock is low in the Canterbury-Bankstown LGA.

Further, the ‘Supporting Economic Recovery in NSW’ report, released on 14 May 2020 to help the state recover from the COVID-19 pandemic argues the most immediate challenges are rapidly rising unemployment, the widespread failure of small and medium enterprises, falling incomes and wealth, and rising inequality and



disadvantage. The ideal policy response would simultaneously address these issues, with greater investment in social and affordable housing presenting a possible solution, the report states.

*"This is a prime opportunity for the NSW government to work with the community housing sector and the construction industry to invest in social and affordable housing, and support jobs, SMEs and NSW's vulnerable citizens,"* NCOSS chief executive Joanna Quilty is quoted as saying when the report was released. The Equity Economics modelling was commissioned by the NSW Council of Social Service, Homelessness NSW, Shelter NSW, the Community Housing Industry Association and the Tenants' Union of NSW.

Further, council's LSPS nominates Bankstown and Campsie as Canterbury- Bankstown's primary centres, and Canterbury, Belmore, Lakemba and Padstow as being suitable for urban renewal and a mix of housing as local centres that will continue to see an increase in well-designed medium and high-density housing along with infrastructure improvements, jobs and business opportunities. Council aims to match this growth with improved building and public domain design, pedestrian safety and public transport. The site has an important role to play in the future of the Canterbury Bankstown LGA. Housing, job growth and local economies are expected to increase in line with transport infrastructure investment and required strategic planning to ensure appropriate outcomes are achieved. Connective City 2036 makes the following statement:

*"The Sydenham to Bankstown Metro corridor has been identified by the NSW Government as a location for new housing. We will aim to maintain the character of these areas and plan to develop adjoining and surrounding lands and sites, including high-density development. We will work with the NSW Government on a high-level principles-based strategy and place plans for each centre in consultation with the community. Greatest growth will be planned for the centres of Canterbury, Campsie, Belmore, and Lakemba, with more modest growth in Punchbowl, Wiley Park and Hurlstone Park."*

If the proposed use of a residential flat building was able to be provided without the incentives of an additional permitted use under Division 5 of Part 2 of the Housing SEPP, the ability to provide the social need in the form of lower cost housing for those in the community that qualify would not be possible. History shows that new housing supply generated in the local market is targeted at significantly higher cost housing. The increased value created through the additional use, specifically enables those gains of increased value into the financial model of the project to support the provision of the social need without the burden of a specific levy that transfers those deadweight costs to other market sectors.

The proposal is compatible within its context and supports the Government's and Council's objectives to increase the provision of affordable housing while promoting the efficient use of public transport and existing infrastructure.

### **6.1.2 Affordable Housing Taskforce Report**

The NSW Affordable Housing Taskforce released their interim report in March 2012. In this report, the Taskforce notes that *"Housing NSW has strategically facilitated the growth of the community housing sector in recent years, providing a range of capacity building opportunities. NSW government now has the opportunity to benefit from this increased capacity."*

Furthermore, the Taskforce said that inclusionary zoning policies do not work to provide affordable housing in all markets. While these policies provide a level of certainty about the type of contribution required for affordable housing and avoid the need for site based negotiation processes and the mandatory nature of the provisions support the delivery of scale, they have been shown to work most effectively in very high value land locations and have limited application in lower cost markets.

Inclusionary zoning provisions may be considered to increase the costs of development which may be passed on to individual home purchasers. The application of such policy is complicated and can lead to a lowering of dwelling supply and an increase in market costs as suppliers seeks to pass on the inclusion cost by raising general market prices or lowering delivery costs or both which can lead to lower supply and higher costs thus exacerbating the affordability problem.

### 6.1.3 Housing Affordability Report to the Premier

In 2017 the Governor of the Reserve Bank of Australia (RBA) Mr Glenn Stevens AC was asked by the Premier of NSW to provide a Report to the Premier of NSW on the issue of Housing Affordability including any recommendations that he advised should be implemented into the NSW Planning system. It is noted that report and recommendations were accepted by the NSW Government.

On the challenge of affordability Mr Stevens noted:

*“Certainly, if our objective is housing being “affordable” in an environment of growth in population and income, we need to have the market clearing at lower prices for dwellings. This means we need to have the supply side able to respond to demand in a more elastic way. The only alternative would be to find other, non-price, ways of rationing demand. Tempting as these might be at times, they are likely to have serious unintended consequences. Even if they did not, suppressing demand at any given price level is surely inferior to meeting genuine demand through higher productivity.”*

Stevens progresses to state that Sydney has attributes and challenges that work against affordability.

*“So if government is serious about tackling the issues at the heart of the ‘affordability’ problem, and not just responding to symptoms, it needs a plan for growth. It also needs to articulate to a sometimes-sceptical populace – those who are already here - what we need to do to accommodate more people, why growth without a plan is a not a good outcome but also why an even worse outcome would be stagnation. After all, houses tend to be quite affordable in locations that are declining - because people don’t want to live there.”*

*“To be sure, Sydney has geographical challenges that some other capitals do not. But it is worth asking the question why land has to be so expensive. Are there artificial constraints to land supply that may be exacerbating this problem? The costs are compounded by unwillingness to contemplate smaller lot sizes, in contrast to some other cities. If land is genuinely scarce, then we need to be prepared to use it more efficiently.*

This SCC application in using the planning systems policy for a change in land use and more efficient assessment systems that seeks to supply increases of density in an area where people want to live assists directly to provide a scheme that is responding to the challenges of affordability.

#### 6.1.4 Development Under the Housing SEPP

The proposed development would be facilitated by the provisions of the Housing SEPP. The Housing SEPP requires that 50 per cent of the units in a development are rented as affordable housing by a community housing provider for no less than 15 years (which allows for asset recycling). Under the proposed scheme, 236 apartments would be leased and managed by Pacific Community Housing.

The Housing SEPP gives the state and council the opportunity to work with a community housing provider to get an affordable outcome that provides housing choice and access for housing singles, families and couples. Specifically, the Canterbury-Bankstown Local Strategic Planning Statement observes:

*“The Sydenham to Bankstown Metro corridor has been identified by the NSW Government as a location for new housing. We will aim to maintain the character of these areas and plan to develop adjoining and surrounding lands and sites, including high-density development. We will work with the NSW Government on a high-level principles-based strategy and place plans for each centre in consultation with the community. Greatest growth will be planned for the centres of Canterbury, Campsie, Belmore, and Lakemba, with more modest growth in Punchbowl, Wiley Park and Hurlstone Park.”*

The subject site is underutilised in its locational context within the Canterbury town centre and near the Canterbury train station, which connects the site to other centres and the Sydney CBD.

This application has demonstrated that the development will avoid any perceived land use conflict, is a logical residential development, and enables the capture of the increased permissibility gains to be deliberately and directly applied to support the provision of affordable housing in an unaffordable area for low and very low-income families.

#### 6.1.5 Objectives of the EP&A Act

When performing functions under the Act, authorities will be guided by three additional new objects promoting:

- good design and amenity of the built environment
- the sustainable management of built and cultural heritage (including Aboriginal cultural heritage)
- the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants.
- to promote the delivery and maintenance of affordable housing

The new objects of the Act commenced from 1 March 2018.

The objects of the Act are guiding principles that need to be considered by planning authorities, such as councils and Local Planning Panels, when making decisions under the Act.

According to the Department's own explanatory notes guiding how the new objects are to be interpreted, *"promoting social equity through the provision of Affordable Housing and directly dealing with the issues of housing stress in Sydney is already a relevant consideration that may be considered by decision-makers."*

The explanation goes on to highlight the increased importance of affordable housing as a consideration: *"Having an affordable housing object elevates the importance of promoting and facilitating the provision of Affordable Housing as part of the planning system as a whole and will ensure that affordable housing provision is considered and balanced with the other objects of the Act."*

As noted earlier, the Affordable Housing Taskforce report that was released in 2012, provides further evidence analysis of the need for the planning system to support the delivery of Affordable Housing.

It is clear that, the new Housing SEPP 2021 seeks to implement a critical key objective of the Act. Therefore, it can be seen that there is a deliberate planning approach applied about the practical application of the objectives of the Act and the use of an EPI to achieve the objective.

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## 7 Justification of Compatibility

The planning and design for the site has been progressing for a many years since before the publication of the Sydenham to Bankstown Urban Renewal Corridor Strategy (Canterbury Precinct) in 2017 associated with the Sydney Metro City and Southwest project which upgrades and converts stations between Sydenham and Bankstown to metro standards.

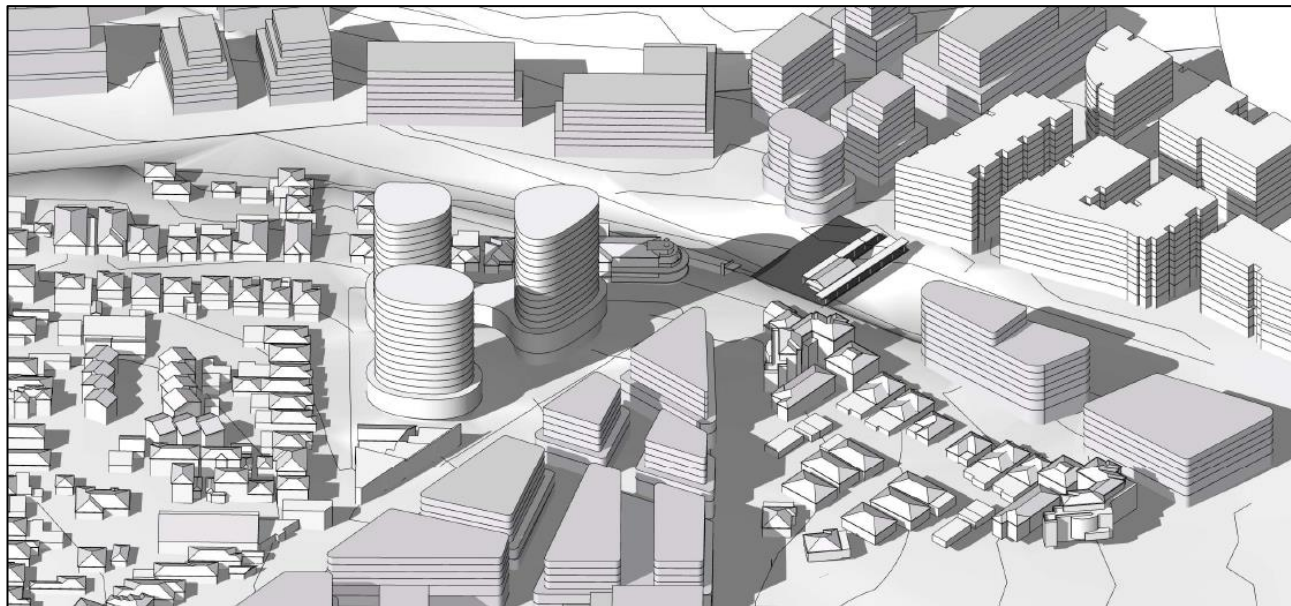
Since this time, through various state and local strategic planning processes, the Canterbury town centre has long been mooted for intensification and urban renewal. The Sydenham to Bankstown Urban Renewal Corridor Strategy identified development up to 25 storeys in Canterbury, and while the implementation of the strategy was not pursued through a Section 9.1 Direction, the intensification and revitalisation of Canterbury town centre remains a central comment of the local strategic planning framework, as identified in the Canterbury Bankstown local strategic planning statement: *“Greatest growth will be planned for the centres of Canterbury, Campsie, Belmore, and Lakemba, with more modest growth in Punchbowl, Wiley Park and Hurlstone Park.”*

It is in this context that we consider the compatibility of the proposal with the existing uses and approved uses of land in the area and the uses that, in the opinion of the Planning Secretary, are likely to be the preferred future uses of the land under Section 39(6) of the Housing SEPP 2021.

Firstly, there are numerous constructed and occupied residential developments and ‘shop top housing’ developments within the Canterbury town centre. The tallest elements are up to 9 to 12 storeys and located on the south side of the train station, approximately 100 metres from the site. It is noted that there are ‘residential flat buildings’ located here within the B2 Local Centre zone, noted that the zone only permits ‘shop top housing’ with ‘residential accommodation’ prohibited, being the group term. There are also residential flat buildings on the northern side of the railway line on Broughton Street, ranging up to 8 storeys. Therefore, it is clear that there is already residential flat development and shop top housing development located within the area pursuant to Section 39(6) of the SEPP.

Further, the majority of the town centre is zoned B2 Local Centre, with the R3 Medium Density Residential zone buffering the local centre zone to the east and the west to the north of the train station and the R4 High Density Residential zone buffering the east of the local centre zone to the south of the railway line. Shop top housing is permitted in the B2 Local Centre zone and therefore are permitted uses that could be development within and around the subject site. Maximum heights to the north of the railway corridor range from 18 metres up to 27 metres, and therefore it could be reasonably assumed that development could occur under existing controls up to 6 storeys opposite the site and 8 storeys nearby.

The figure below (Figure 16) has been prepared to illustrate existing and potential development if the Canterbury town centre was developed to existing controls. As can be seen, shop top housing and residential development can occur opposite the site, with substantially residential development to the south. It is noted that the site adjoins nearby heritage listed items, and the height controls are generally lower to the north of the railway corridor, however, heritage advice has been prepared for taller scenarios that demonstrate that acceptable development outcomes can be achieved and any impacts ameliorated. Interface and treatment of facades to heritage needs to be addressed appropriately through the development assessment process in consultation with the SDRP.



**Figure 16:** Potential development outcomes under existing conditions

Importantly, the existing development, and potential development in the Canterbury town centre demonstrates that a ‘residential flat building’ is compatible with the surrounding area. However, what the figure does not represent is the potential future and preferred uses of the area.

It is clear from councils local strategic planning statement and the evolving local strategic planning framework that Canterbury will experience growth and urban renewal and heights greater than are currently permitted or exist in the Canterbury town centre. The incentive provisions of the Housing SEPP in this case have also the potential to facilitate 236 affordable housing dwellings in a built-to-rent housing arrangement, that will contribute to an urgent need to provide housing for those most in need. This also aligns with councils LSPS which states *“in aiming for diverse, accessible and affordable housing, we will focus new housing in established centres”* (page 69).

The development assessment process will involve numerous presentations and consultation with the NSW Government Architect to ensure the development outcome is of a high architectural standard in design and that interfaces and built form are acceptable in the site’s context. This will also assist to determine the appropriate height for the site.



## 8 Conclusion

This report supports an application to the NSW Department of Planning and Environment for a SCC under Division 5 Part 2 of the Housing SEPP 2021. The subject site is at 186-206 Canterbury Road, 98-102 Minter Street and 17-29 Tincombe Street, Canterbury.

The SCC supports the development of the site which will facilitate 471 dwellings, of which 50% (236 dwellings) will be designated affordable housing units, managed by Pacific Community Housing, for a period of 15 years in accordance with the provisions of the Housing SEPP.

The subject site is zoned part B2 Local Centre and part R3 Medium Density Residential within which development for the purpose of '*residential flat buildings*' is prohibited. Further, the site is approximately 60 metres from the entrance to the Canterbury train station and is therefore within the 800 metres requirement and as per Section 36(1)(a) of Division 5 of Part 2 of the Housing SEPP.

Due to the high unmet demand for affordable housing in Canterbury and the Canterbury Bankstown LGA more generally, the site at 186-206 Canterbury Road, 98-102 Minter Street and 17-29 Tincombe Street, Canterbury offers a real opportunity in a suitable/compatible location to support the provision of affordable housing. The subject site is underutilised in its locational context near a train station entrance that connects the site to a number of centres within a short time, directly achieving the aims and objectives of the strategic planning framework, including the Greater Sydney Plan, South City District Plan and the Canterbury Bankstown Local Strategic Planning Statement

As discussed in this report, the purpose of the Housing SEPP is to incentivise the supply of affordable and diverse housing in the right places and for every stage of life. This application demonstrates that proposed residential flat development at the height and density proposed will not have any unacceptable environmental impact and is compatible with the surrounding land uses having regard to existing and approved land uses and the bulk and scale and the preferred future land uses on land surrounding the subject site.