

9 December 2016

Mr T Doran
Sydney Region West
Department of Planning & Environment
GPO Box 39
SYDNEY NSW 2001

Dear Mr Doran,

158–160 Stacey Street in Bankstown

I refer to your letter dated 17 November 2016.

Council has reviewed the site compatibility certificate application and considers it is inconsistent with Council's current strategic planning framework and development controls.

Council notes the Draft Sydenham to Bankstown Urban Renewal Corridor Strategy may anticipate changes to the built form controls in the Bankstown CBD, and you may wish to speak to the Department officers preparing the draft strategy in making your decision.

In the absence of the draft strategy, Council's response is in respect to the current strategic planning framework and development controls. Council therefore does not support the site compatibility certificate application for the site at Nos. 158–160 Stacey Street in Bankstown for the following reasons:

1. The proposed development (including its bulk and scale) is incompatible with existing uses.

The site at Nos. 158–160 Stacey Street in Bankstown is within Zone R3 Medium Density Residential. The existing uses on the site and neighbouring properties are single and two storey dwelling houses and dual occupancies.

An objective of the zone is to provide for the housing needs of the community within a medium density residential environment. For this reason, the zone allows a range of medium density housing such as attached dwellings and multi dwelling housing (maximum 3 storeys / 0.75:1 FSR). The zone prohibits residential flat buildings as this development type is inconsistent with the zone objectives.

The proposed residential flat building (9 storeys / 2.57:1 FSR) is therefore incompatible with the zone objectives, and the character and amenity of existing low and medium density residential uses. It is also likely to have an adverse impact in relation to visual bulk, overshadowing and loss of privacy.

2. The proposed development (including its bulk and scale) is incompatible with uses that are likely to be the preferred future uses for the site.

The Department of Planning & Environment is currently preparing the Draft Sydenham to Bankstown Urban Renewal Corridor Strategy. The intended outcome is to guide future development around the Sydney Metro stations, which includes the Bankstown CBD.

Following the exhibition of the draft strategy, the Department decided to review the proposed extent of the study area and corresponding building envelopes. The Department will re-exhibit the draft strategy for public comment at a future date. This process may result in further changes to the draft strategy.

As the proposed changes under the draft strategy are not certain or imminent, Council does not support the site compatibility certificate application as it would pre-empt the final recommendations of the draft strategy.

Council's preferred position is to await the completion of the draft strategy to confirm the appropriate land uses and building envelopes for the site and along Stacey Street. This position is supported by:

- The Administrator Minutes of the Ordinary Meeting of 26 July 2016 (see attachment). According to the Administrator Minutes:

It is my view that Council needs a clear way forward on how to deal with all applications for planning proposals within the corridor – based on evidence, quality urban design outcomes, community and industry input and with a sensitive transition to areas outside the corridor. We are simply not there yet and more work needs to be done.

In light of this, I have decided that Council will defer planning proposals that primarily rely on the draft Sydenham to Bankstown Urban Renewal Corridor Strategy for justification and have not received a Gateway Approval from the Department of Planning and Environment, until the strategy is finalised and reflective of local planning needs. Existing proposals with approval in the corridor will continue to be assessed on their individual merits and existing planning framework.

- The design principles of SEPP 65 and the Apartment Design Guide, which highlight that good design responds and contributes to its context.

The process of defining the context's setting and scale has direct implications for the design quality of residential flat buildings. It establishes the parameters for individual development and how new buildings should respond to and enhance the quality and identity of the area.

The preparation of the Draft Sydenham to Bankstown Urban Renewal Corridor Strategy is yet to complete this process.

- The ongoing work of the background studies, which inform the Draft Sydenham to Bankstown Urban Renewal Corridor Strategy. In particular, the draft strategy is yet to finalise the aeronautical impact assessment to confirm appropriate building heights (in relation to the OLS / PANS OPS) for the site and along Stacey Street.

3. The proposed development does not adequately consider the services and infrastructure that are or will be available to meet the demands arising from the development.

A further background study which informs the Draft Sydenham to Bankstown Urban Renewal Corridor Strategy is the Integrated Transport Strategy.

According to the Integrated Transport Strategy, significant congestion is forecast for the arterial roads in Bankstown including Stacey Street. The reliance on these roads for traffic movement is such that these roads operate above their environmental capacity for which they were intended. This impacts on the abutting land use and communities in the form of additional noise, reduced air quality and reduced amenity.

This suggests some improvements would be required to support the expected traffic increases on arterial roads in future years. Specific to Stacey Street, a key improvement would be the grade separation of the Hume Highway / Stacey Street intersection together with the widening of Stacey Street.

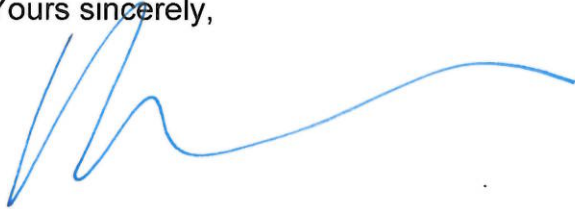
Council therefore does not support the site compatibility certificate application as it would pre-empt the final recommendations of the draft strategy. It is important to await the completion of the draft strategy to confirm the appropriate land uses and building envelopes for the site consistent with the Integrated Transport Strategy, infrastructure capacity and environmental constraints (such as noise and air quality).

In addition, Council does not support certain aspects of the proposed development that is likely to impact on local infrastructure such as the realignment of the Council footpath to make space for a loading zone slipway.

Further information is also required to confirm whether the proposed development seeks to allow private access onto Stevens Reserve (public land), which would not be supported.

If you have any enquiries or require further information, please contact Council officer Mauricio Tapia on 9707 9923.

Yours sincerely,

A handwritten signature in blue ink, consisting of a stylized 'M' followed by a long, sweeping horizontal line that curves upwards at the end.

Mitchell Noble
Manager Spatial Planning

Administrator Minutes - 26 July 2016

ITEM 4.3

Sydenham to Bankstown Urban Renewal Corridor

The proposed extension of the Sydney Metro system from Sydenham to Bankstown is a once in a generation opportunity for our city. The extension will increase the number of train services and is anticipated to reduce travel times by up to ten minutes between Bankstown and the Sydney CBD.

This important piece of infrastructure investment will help drive growth and renewal along the Sydenham to Bankstown corridor. Of the 11 stations in the corridor, eight will directly service commuters within the Canterbury Bankstown area. To support the extension of the metro, the NSW Department of Planning and Environment has prepared the draft Sydenham to Bankstown Urban Renewal Corridor Strategy. This is an initial strategy that will guide housing and employment growth along the corridor over the next 20 years. Importantly, the Strategy also identifies the need for new community facilities, public spaces, transport and other infrastructure and funding arrangements needed to support growth.

While a substantial amount of work has been prepared, the strategy remains a work in progress. Canterbury-Bankstown Council supports the need for a corridor strategy that will sensibly integrate and balance transport needs, opportunities for housing, jobs and community infrastructure and will continue to work collaboratively with the Department to achieve this.

Following the exhibition of the draft strategy in February this year, a number of planning proposals have been submitted to Council seeking increases to planning controls using the draft strategy as justification. Some of the applications propose increases to height and density controls that could not reasonably be supported without a comprehensive planning and infrastructure strategy in place.

It is my view that Council needs a clear way forward on how to deal with all applications for planning proposals within the corridor – based on evidence, quality urban design outcomes, community and industry input and with a sensitive transition to areas outside the corridor. We are simply not there yet and more work needs to be done.

In light of this, I have decided that Council will defer planning proposals that primarily rely on the draft Sydenham to Bankstown Urban Renewal Corridor Strategy for justification and have not received a Gateway Approval from the Department of Planning and Environment, until the strategy is finalised and reflective of local planning needs. Existing proposals with approval in the corridor will continue to be assessed on their individual merits and existing planning framework.

I am however mindful not to stifle growth and investment in our area. I have already requested Council to partner with the State Government to complete the strategy as soon as possible and asked the General Manager to use his discretion to allocate funding and resources to help deliver the strategy. Given that Council is working very closely with the State Government on the final strategy for the corridor, I would also invite land owners and the community to engage with us as the strategy evolves.