



AGENDA FOR THE CANTERBURY BANKSTOWN LOCAL PLANNING PANEL MEETING

5 June 2018 - 6.00pm

Location:

Council Chambers
Cnr Chapel Road and the Mall,
Bankstown

ORDER OF BUSINESS

CANTERBURY WARD

- 1 Planning Proposal: 251-267 Canterbury Road, Canterbury.....3
- 2 Planning Proposal: 403-411 Canterbury Road and block bound by
Canterbury Road, Una Street, Perry Street and Stanley Street, Campsie11

CANTERBURY/ROSELANDS WARD

- 3 Planning Proposal: 538-546 Canterbury Road and 570-580 Canterbury Road,
Belmore21

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Canterbury Bankstown Local Planning Panel - 5 June 2018

ITEM 1 **Planning Proposal: 251-267 Canterbury Road, Canterbury**

AUTHOR **Planning**

PURPOSE AND BACKGROUND

The former Canterbury City Council was in receipt of applications to prepare planning proposals along Canterbury Road, and had also initiated its own planning proposals in the corridor prior to amalgamation with the former Bankstown City Council. The planning proposals have not been progressed due to a Council resolution of 22 November 2016 that deferred progress on planning proposals in the corridor until the Canterbury Road Review is finalised, and a clear policy direction for Canterbury Road is endorsed by Council. This included an applicant initiated proposal for 251-267 Canterbury Road, Canterbury.

A report on the exhibition of the review was considered by Council on 22 May 2018 seeking Council's in-principle support for the review and to seek endorsement of the next steps. It is now appropriate to make a decision on the outstanding planning proposals, including this applicant initiated planning proposal for this site.

ISSUE

The proposal seeks a 45m maximum height control with no floor space restriction.

The Canterbury Road Review has highlighted the poor development outcomes that have resulted from no floor space ratio (FSR) provisions applying to a site permitting multi-storey housing (as proposed). The proposed height is well in excess of the recommendations of the review and it is noted that the site currently enables significant development potential as a result of its existing zoning, height and FSR provisions.

The report recommends that Council not proceed with the planning proposal.

It is also recommended that Council review the planning provisions for the site as part of further work to be undertaken on the Canterbury Road Review.

RECOMMENDATION That -

1. Not to proceed with the planning proposal at 251-267 Canterbury Road, Canterbury, for the reasons outlined in this report.
2. The planning provisions of the site be reviewed when the boundaries of the Wonga Street Junction are determined.

ATTACHMENTS

Nil

POLICY IMPACT

There will be no policy impact as the recommendation is in accordance with the policy direction for Canterbury Road adopted by Council at its meeting of 22 May 2018.

FINANCIAL IMPACT

At this stage, progressing with the staff recommendation in relation to the planning proposal would have no financial implications for Council.

COMMUNITY IMPACT

The Canterbury Road Review was undertaken partly as a result of strong community feedback in relation to the quantity and design quality of housing developments in the corridor. The review recommendations are focussed on improved amenity through increasing open space, pedestrian connections, public domain improvements, building design and other outcomes. The staff recommendation in relation to the planning proposal is consistent with the review and proceeding with the recommendation would result in a positive community impact.

DETAILED INFORMATION

Canterbury Road Review

The Canterbury Local Environmental Plan 2012 (LEP), adopted by the former Canterbury City Council on 1 January 2013, established the current planning framework for the Canterbury Road Corridor. The Canterbury Residential Development Strategy (RDS), adopted by the former Canterbury City Council in 2014, was prepared to ensure that the LEP comprises appropriate zonings and development controls to guide and cater for housing growth, consistent with the State government's housing agenda through to 2031.

Notwithstanding the 2012 LEP and the 2014 RDS, the scale and quantum of development that has been approved and developed is inconsistent with the strategic direction for Canterbury Road and led to development that is of a bulk and size that does not balance amenity and solar access or provide best practice in relation to urban renewal along busy roads.

In this regard, the Canterbury Road Review was prompted by:

- Issues and impacts associated with additional development and resulting dwelling yield from approved developments that exceed the height and floor space ratio (FSR) controls that were not contemplated when the LEP was made or by the RDS.
- The lack of an FSR control has resulted in large bulky overly-dense built forms that negatively impact on the corridor amenity and the quality of life for residents in proximity to these buildings.
- A comprehensive submission from Roads and Maritime Service (RMS) expressing concerns about cumulative traffic impacts from the proposed rezoning of land to B5 Business Development under the LEP for residential uses with increased yields in Canterbury Road.
- A large number of privately led planning proposals that seek to increase the development potential of numerous development sites with site specific amendments to the LEP.
- The release of government strategies and infrastructure projects such as the draft South District Plan, the draft Sydenham to Bankstown Urban Renewal Strategy and WestConnex.
- The relatively low level of development occurring in the R3 Medium Density Residential and R4 High Density Residential zones under the LEP.

In response to the above, Council resolved on 26 July 2016 and later on 23 August 2016 to:

- Commence a strategic review of the existing policy framework for the Corridor.
- Adopt a methodology to guide a strategic review of the Corridor.
- Endorse the establishment of an agency Steering Committee comprising representatives from Council, the DP&E, RMS, Transport for NSW (TfNSW) and Greater Sydney Commission (GSC).

The outcome of the Canterbury Road review includes a standalone report, three specialist consultant studies prepared to inform the review and 15 recommendations endorsed by the Steering Committee in relation to land use, built form and urban amenity and infrastructure.

The consultant studies are in relation to specific issues as follows:

- Urban Design Study – Hill Thalys Architecture + Urban Projects Pty Ltd (Hill Thalys).
- Economic Analysis – SGS Economics and Planning (SGS).
- Transport and Traffic Study – GHD.

A copy of the Canterbury Road Review has been provided to panel members under separate cover and is also available on Council's website, including technical studies.

It is intended that the review, including recommendations, will be used by a range of Council and other stakeholders, including the NSW State agencies, to:

- Guide changes to land use planning and built form controls along the corridor.
- Provide the evidence to support informed decisions and advocacy to government in relation to current and future growth and infrastructure strategies.
- Establish a long-term plan for investment in and enhancement of urban amenities, open space, active transport, street design and other infrastructure in the Canterbury Road Corridor and surrounding land.
- Support requests for government support and funding to aid in the delivery of some of the recommendations, for example the GSC's Metropolitan Greenspace Program.
- Inform decisions on planning proposals related to the corridor and surrounding land.

The recommendations of the review detailed in the report were endorsed for public exhibition at the final agency Steering Committee on 30 June 2017. A letter received by Council on 3 July 2017 from the RMS further confirmed their endorsement of the review for exhibition. Council also resolved to place the review on exhibition on 25 July 2017 and that the results of the exhibition be reported back to Council. The results of exhibition of the review were reported back to Council at its meeting of 22 May 2018. A copy of that report has been provided under separate cover to panel members but is also available for viewing on Council's website.

Outstanding planning proposals in Canterbury Road

In recent years a number of applicant initiated planning proposals have been lodged with Council along Canterbury Road, and some have been initiated by the former Canterbury City Council. There are six applicant initiated planning proposals and a further three Council initiated planning proposals which have stalled due to an unresolved objection by the RMS. Council also resolved on 22 November 2016 to defer a decision on those planning proposals until the Canterbury Road Review was finalised and a clear policy direction endorsed.

The status and address of each outstanding planning proposal is outlined in Table 1 below.

Status	Properties	Total
Applicant initiated planning proposals received but not submitted to DP&E for Gateway Determination	<ul style="list-style-type: none"> • 251-267 Canterbury Road, Canterbury • 677-687 Canterbury Road and 46-48 Drummond Street, Belmore • 754-774 Canterbury Road, Belmore 	3
Applicant initiated planning proposal submitted for Gateway Determination not in form of latest Council resolution and not determined by DP&E	<ul style="list-style-type: none"> • 1499 Canterbury Road (998 Punchbowl Road), Roselands 	1
Applicant initiated planning proposals with Gateway Determination – Conditional approvals	<ul style="list-style-type: none"> • 538-546 Canterbury Rd Campsie and 570-580 Canterbury Road, Belmore • 642-644 Canterbury Road, 650-658 Canterbury Road, 1-3 Platts Avenue and 2A-2D Liberty Street, Belmore 	2
Sites part of the exhibited RDS planning proposal that did not proceed due to unresolved RMS objection	<ul style="list-style-type: none"> • 403-411 Canterbury Rd, 1 Una St & block bounded by Canterbury Rd, Duke St, Perry St and Stanley St, Campsie • 1112-1186 Canterbury Rd, Roselands • 1375 Canterbury Road, Punchbowl 	3
Total		9

Table 1: Status of Planning Proposals in Canterbury Road

Applicant initiated planning proposals

All of the applicant initiated planning proposals seek to permit development that would exceed the agreed vision, including the planning controls, for the corridor as proposed by the Review. Four have no formal status and would require Gateway approvals to proceed. Gateway approval is granted by the Greater Sydney Commission by deciding that the planning proposal can proceed (with or without variation). If determined to proceed, the planning proposal may then be subject to other matters including further studies, public consultation, public hearings, agency consultation and time frames.

Without Gateway approval, a planning proposal cannot proceed to exhibition or finalisation.

Council initiated planning proposals with an unresolved objection by the RMS

Three sites that the former Canterbury City Council resolved to rezone (and/or increase the height controls) as part of a planning proposal were intended to implement its RDS. The proposed changes to planning controls for these sites were exhibited as part of the broader planning proposal for the RDS, but were removed due to an unresolved objection from the RMS relating to traffic impact. The sites that remained in the RDS planning proposal were eventually made (gazetted). Consequently, the proposals for the remaining three sites have no formal status and would require a new Council resolution and planning proposal if they were to be progressed.

Review of planning proposals in relation to Canterbury Road Review


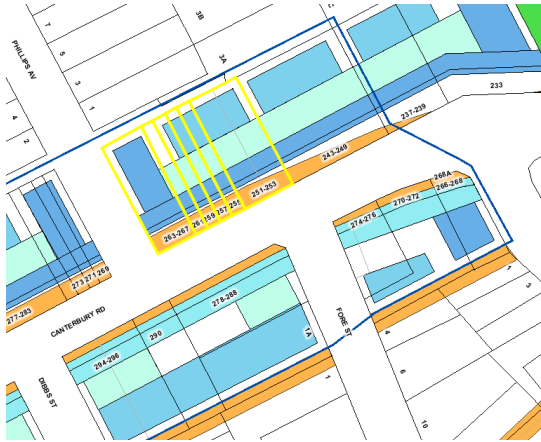
Recommendation 15 of the review states that Council will assess the above outstanding planning proposals for consistency with the review. Recommendation 15 is outlined in full on page 37 of the Canterbury Road Review document.

A review of each planning proposal with a recommendation in relation to the consistency of the proposals with the review has been undertaken. The advice provided by the panel in relation to each planning proposal will inform the report back to Council for a decision as to whether or not to proceed.

Planning Proposal: 251-267 Canterbury Road, Canterbury (applicant initiated)

Overview

The location of the site is shown in the *Canterbury Local Environmental Plan 2012* (LEP) map in the table provided below (bound by yellow). The existing planning provisions for the site under the LEP, the changes proposed under the Canterbury Road Review and details of the applicant initiated planning proposal are also provided.

Canterbury Local Environmental Plan 2012	 <p>Current Planning Controls</p> <ul style="list-style-type: none"> • R4 High Density Residential • Maximum Height 18m (5 storeys) • FSR 1.6:1
Planning Proposal	<ul style="list-style-type: none"> • Seeking to remove FSR controls from the site • Increase maximum building height to 45m (approx. 14 storeys)
Canterbury Road Review	 <p>Proposed Planning Controls by the Review</p> <ul style="list-style-type: none"> • Wonga Street Junction • B2 or similar zoning • 4-6 Storeys • FSR 2.5: 1 (Max. 1.9:1 residential and 0.6:1 commercial)

Background

On 29 September 2015, a planning proposal was received in relation to the land to amend the maximum building height from 18m to 45m and to remove the FSR provision (which is 1.6:1). The planning proposal was under assessment when Council resolved on 22 November 2016 to defer progress on planning proposals in Canterbury Road until the review was finalised and a clear policy direction for Canterbury Road was endorsed by Council.

A copy of the applicant submitted planning proposal and the supporting urban design study have been provided to the Canterbury Bankstown Local Planning Panel.

Assessment against findings and recommendations of Canterbury Road Review

Within the review, the land is within the proposed Wonga Street Junction. See above table for location of site within the review vision bound by yellow and the location of the junction which is bound by a dark blue line. The actions of Recommendation 1 of the review require that the area for each junction be determined based on further studies and the results of the exhibition of the review (see page 20 of the review document). This includes determining appropriate zonings, maximum height, FSR and other provisions, including amendments to the Canterbury Development Control Plan 2012.

Notwithstanding this, the review has highlighted the problematic nature of not having a FSR control and the poor development outcomes that have resulted. The site already enjoys significant development potential given its R4 High Density Residential zoning, height and FSR. The proposed 45m height is extreme given the review's recommendation of 4-6 storeys and would be the highest in the LEP if introduced.

Given the location of the land in the proposed junction, it is considered that the planning provisions for the land should be reviewed when the boundaries of the junction are determined as outlined in the review and that no action should be taken in relation to the planning proposal.

Canterbury Bankstown Local Planning Panel - 5 June 2018

ITEM 2 **Planning Proposal: 403-411 Canterbury Road and block bound by Canterbury Road, Una Street, Perry Street and Stanley Street, Campsie**

AUTHOR **Planning**

PURPOSE AND BACKGROUND

The former Canterbury City Council was in receipt of applications to prepare planning proposals along Canterbury Road, and had also initiated its own planning proposals in the corridor prior to amalgamation with the former Bankstown City Council. The planning proposals have not been progressed due to a Council resolution of 22 November 2016 that deferred progress on planning proposals in the corridor until the Canterbury Road Review is finalised, and a clear policy direction for Canterbury Road is endorsed by Council. This included a Council initiated proposal for 403-411 Canterbury Road and block bounded by Canterbury Road, Una Street, Perry Street and Stanley Street, Campsie.

A report on the exhibition of the review was considered by Council on 22 May 2018 seeking Council's in-principle support for the review and to seek endorsement of the next steps. It is now appropriate to make a decision on the outstanding planning proposals, including the Council initiated planning proposal for this site.

ISSUE

This report recommends that the planning proposal not be supported because:

- The inadequate level of justification provided to rezone employment land to another use (i.e. the proposed rezoning of B6 Enterprise Corridor zoned land).
- The proposed 25m height and 'no FSR' controls are inconsistent with the review.
- The planning provisions for the land will be reviewed when the boundaries of the Beamish Street Junction and Robertson Street – Canton Street Locality are determined.

RECOMMENDATION That -

1. Not to proceed with the planning proposal at 403-411 Canterbury Road and block bounded by Canterbury Road, Una Street, Perry Street and Stanley Street, Campsie for the reasons outlined in this report.
2. The zoning and planning provisions for the land be reviewed when the boundaries of the Beamish Street Junction and Robertson Street – Canton Street Locality are determined.

ATTACHMENTS

Nil

POLICY IMPACT

There will be no policy impact as the recommendation is in accordance with the policy direction for Canterbury Road adopted by Council at its meeting of 22 May 2018.

FINANCIAL IMPACT

At this stage, progressing with the staff recommendation in relation to the planning proposal would have no financial implications for Council.

COMMUNITY IMPACT

The Canterbury Road Review was undertaken partly as a result of strong community feedback in relation to the quantity and design quality of housing developments in the corridor. The review recommendations are focussed on improved amenity through increasing open space, pedestrian connections, public domain improvements, building design and other outcomes. The staff recommendation in relation to the planning proposal is consistent with the review and proceeding with the recommendation would result in a positive community impact.

DETAILED INFORMATION

The Canterbury Local Environmental Plan 2012 (LEP), adopted by the former Canterbury City Council on 1 January 2013, established the current planning framework for the Canterbury Road Corridor. The Canterbury Residential Development Strategy (RDS), adopted by the former Canterbury City Council in 2014, was prepared to ensure that the LEP comprises appropriate zonings and development controls to guide and cater for housing growth, consistent with the State government's housing agenda through to 2031.

Notwithstanding the 2012 LEP and the 2014 RDS, the scale and quantum of development that has been approved and developed is inconsistent with the strategic direction for Canterbury Road and led to development that is of a bulk and size that does not balance amenity and solar access or provide best practice in relation to urban renewal along busy roads.

In this regard, the Canterbury Road Review was prompted by:

- Issues and impacts associated with additional development and resulting dwelling yield from approved developments that exceed the height and floor space ratio (FSR) controls that were not contemplated when the LEP was made or by the RDS.
- The lack of an FSR control has resulted in large bulky overly-dense built forms that negatively impact on the corridor amenity and the quality of life for residents in proximity to these buildings.
- A comprehensive submission from Roads and Maritime Service (RMS) expressing concerns about cumulative traffic impacts from the proposed rezoning of land to B5 Business Development under the LEP for residential uses with increased yields in Canterbury Road.
- A large number of privately led planning proposals that seek to increase the development potential of numerous development sites with site specific amendments to the LEP.
- The release of government strategies and infrastructure projects such as the draft South District Plan, the draft Sydenham to Bankstown Urban Renewal Strategy and WestConnex.
- The relatively low level of development occurring in the R3 Medium Density Residential and R4 High Density Residential zones under the LEP.

In response to the above, Council resolved on 26 July 2016 and later on 23 August 2016 to:

- Commence a strategic review of the existing policy framework for the Corridor.
- Adopt a methodology to guide a strategic review of the Corridor.
- Endorse the establishment of an agency Steering Committee comprising representatives from Council, the DP&E, RMS, Transport for NSW (TfNSW) and Greater Sydney Commission (GSC).

The outcome of the Canterbury Road review includes a standalone report, three specialist consultant studies prepared to inform the review and 15 recommendations endorsed by the Steering Committee in relation to land use, built form and urban amenity and infrastructure.

The consultant studies are in relation to specific issues as follows:

- Urban Design Study – Hill Thalys Architecture + Urban Projects Pty Ltd (Hill Thalys).
- Economic Analysis – SGS Economics and Planning (SGS).
- Transport and Traffic Study – GHD.

A copy of the Canterbury Road Review has been provided to panel members under separate cover and is also available on Council's website, including technical studies.

It is intended that the review, including recommendations, will be used by a range of Council and other stakeholders, including the NSW State agencies, to:

- Guide changes to land use planning and built form controls along the corridor.
- Provide the evidence to support informed decisions and advocacy to government in relation to current and future growth and infrastructure strategies.
- Establish a long-term plan for investment in and enhancement of urban amenities, open space, active transport, street design and other infrastructure in the Canterbury Road Corridor and surrounding land.
- Support requests for government support and funding to aid in the delivery of some of the recommendations, for example the GSC's Metropolitan Greenspace Program.
- Inform decisions on planning proposals related to the corridor and surrounding land.

The recommendations of the review detailed in the report were endorsed for public exhibition at the final agency Steering Committee on 30 June 2017. A letter received by Council on the 3 July 2017 from the RMS further confirmed their endorsement of the review for exhibition. Council also resolved to place the review on exhibition on 25 July 2017 and that the results of the exhibition be reported back to Council. The results of exhibition of the review were reported back to Council at their meeting of 22 May 2018. A copy of that report has been provided under separate cover to panel members but is also available for viewing on Council's website.

Outstanding planning proposals in Canterbury Road

In recent years a number of applicant initiated planning proposals have been lodged with Council along Canterbury Road. There are six applicant initiated planning proposals and a further three Council initiated planning proposals which have stalled due to an unresolved objection by the RMS. Council also resolved on 22 November 2016 to defer a decision on those planning proposals until the Canterbury Road Review was finalised and a clear policy direction endorsed.

The status and address of each outstanding planning proposal is outlined in Table 1 below.

Status	Properties	Total
Applicant initiated planning proposals received but not submitted to DP&E for Gateway Determination	<ul style="list-style-type: none"> 251-267 Canterbury Road, Canterbury 677-687 Canterbury Road and 46-48 Drummond Street, Belmore 754-774 Canterbury Road, Belmore 	3
Applicant initiated planning proposal submitted for Gateway Determination not in form of latest Council resolution and not determined by DP&E	<ul style="list-style-type: none"> 1499 Canterbury Road (998 Punchbowl Road), Roselands 	1
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Sites part of the exhibited RDS planning proposal that did not proceed due to unresolved RMS objection	<ul style="list-style-type: none"> 403-411 Canterbury Rd, 1 Una St & block bounded by Canterbury Rd, Duke St, Perry St and Stanley St, Campsie 1112-1186 Canterbury Rd, Roselands 1375 Canterbury Road, Punchbowl 	3
Total		9

Table 1: Status of Planning Proposals in Canterbury Road

Applicant initiated planning proposals

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Without Gateway approval, a planning proposal cannot proceed to exhibition or finalisation.

Council initiated planning proposals with an unresolved objection by the RMS

Three sites that the former Canterbury City Council resolved to rezone (and/or increase the height controls) as part of a planning proposal were intended to implement its RDS. The proposed changes to planning controls for these sites were exhibited as part of the broader planning proposal for the RDS, but were removed due to an unresolved objection from the RMS relating to traffic impact. The sites that remained in the RDS planning proposal were eventually made (gazetted). Consequently, the proposals for the remaining three sites have no formal status and would require a new Council resolution and planning proposal if they were to be progressed.

Review of planning proposals in relation to Canterbury Road Review

Recommendation 15 of the review states that Council will assess the above outstanding planning proposals for consistency with the review. Recommendation 15 is outlined in full on page 37 of the Canterbury Road Review document.

A review of each planning proposal with a recommendation in relation to the consistency of the proposals with the review has been undertaken. The advice sought from the panel for each planning proposal will inform the report back to Council for a decision as to whether or not to proceed.

Planning Proposal: 403-411 Canterbury Rd, 1 Una St and block bounded by Canterbury Rd, Una St, Perry St and Stanley St, Campsie

Overview

The location of the site is shown in the *Canterbury Local Environmental Plan 2012* (LEP) map in the table provided below (bound by yellow). The existing planning provisions for the site under the LEP, the changes proposed under the Canterbury Road Review and details of the applicant initiated planning proposal are also provided.

<p>Canterbury Local Environmental Plan 2012</p>		<p>Current Planning Controls</p> <ul style="list-style-type: none"> • B6 Enterprise Corridor Zone • Maximum Height 12m (4 storeys) • No FSR
<p>Planning Proposal</p>	<ul style="list-style-type: none"> • Rezone to B5 Business Development • Increase building heights to part 14m, part 18m and part 25m (8 Storeys) • No FSR 	
<p>Canterbury Road Review</p>		<p>Proposed Planning Controls by the Review</p> <ul style="list-style-type: none"> • Beamish Street Junction and Robertson Street – Canton Street Locality for properties fronting Canterbury Road (no change for other properties) • B2 or similar zoning • 4-6 Storeys • FSR 2.5: 1 (Max. 1.9:1 residential and 0.6:1 commercial)

Background

In October 2013, the subject land was proposed to be rezoned from B6 Enterprise Corridor to B5 Business Development in Council's RDS. The RDS also proposed to amend the maximum building height from 12m to part 14m and part 25m fronting Canterbury Road and to permit residential flat buildings in the B5 zone. The Department of Planning and Environment issued a Gateway Determination on 8 May 2014 requesting that Council identify proposed design measures to ameliorate bulky development that may result from the proposal and to address the potential impacts of permitting residential flat buildings in

the B5 zone, including the amount of land to remain for employment purposes to meet current and future employment outcomes. The determination also required Council to remove residential flat buildings from the planning proposal. This work was never completed. In October 2014, Council resolved not to include the land in the RDS but to defer consideration because of unresolved traffic issues raised by the RMS.

At this stage, a new Council resolution and Gateway determination is required to progress the planning proposal. The planning proposal has not been progressed due to a Council resolution of 22 November 2016 that deferred progress on planning proposals in the corridor until the Canterbury Road Review is finalised and a clear policy direction for Canterbury Road is endorsed by Council. The subject land is shown in the figure above bound by yellow on the zoning map.

During the exhibition of the review, two property submissions were made in relation to the following parcels within the subject land:

- 2-8 Una Street and 413-415 Canterbury Road, Campsie; and
- 445 Canterbury Road, Campsie.

The submissions have been provided to the Canterbury Bankstown Local Planning Panel together with the following documents:

- Two separate submissions from the Roads and Maritime Services;
- Copies of the documents submitted with the planning proposal, including
 - Extract from the exhibited Residential Development Strategy Planning Proposal;
 - Planning Proposal Gateway Determination.

Assessment against findings and recommendations of Canterbury Road Review

Under section 9.1 of the Environmental Planning and Assessment Act 1979 (formerly Section 117 Directions), Council is required to consider policy directions for plan making (i.e. for amending the CLEP).

Direction 1.1 relates to retaining areas and locations of existing business and industrial zones and Direction 7.1 relates to the NSW Government's 'A Plan for Growing Sydney'. Under both directions, strong justification must be provided for rezoning employment land to another use.

Under Planning Priority S10 of the Greater Sydney Commission's South District Plan, industrial and urban services land such as the B6 Enterprise Corridor zone is to be planned, retained and managed. This plan was released in March 2018 and although not part of the planning controls when the planning proposal was submitted, Council is now required to include consideration of it as part of the overall assessment. It is noted that Action 39 of the plan further states: 'Retain and manage industrial and urban services land, in line with the Principles for managing industrial and urban services land, in the South District by safeguarding all industrial zoned land from conversion to residential development, including conversion to mixed-use zones. In updating local environmental plans, councils are to conduct a strategic review of industrial lands.'

The economic analysis completed by SGS Economics and Planning as part of the review has indicated that employment lands along Canterbury Road will continue to be in demand for employment uses, including bulky goods retailing and light industry. The demand for employment uses in the proposed rezoning of the B6 Enterprise Corridor zoned land for other purposes (including residential) would need to be further investigated and justified as per the section 9.1 directions and in consideration of the South District Plan.

Given the current zoning, the predominant use of the land for employment uses, Council's independent expert advice in relation to the demand for employment uses in the corridor, it is considered that the amount of land for employment purposes to meet current and future employment outcomes in the corridor will need to be carefully considered and justified prior to any decision to alter permissible land uses on the subject land. This is in keeping with the Gateway Determination issued by the Department of Planning and Environment on 8 May 2014 for the planning proposal (discussed above) and it is also likely to be requested as part of any Gateway Determination for any future planning proposal on the site.

Within the review, the parcels of land fronting Canterbury Road are proposed to be included in a junction and a locality (half the block). A small portion of land to the east is within the proposed Beamish Street Junction while the majority of the land is in the Robertson Street – Canton Street Locality. Under the review, land within the junctions and localities are proposed to be included in a zone that permits medium and high density housing as part of a mixed use development such as the B2 Local Centre Zone. These matters should be justified further in the next steps.

The actions of Recommendations 1 and 2 of the review requires that the area for each junction and locality be determined based on further studies and the results of the exhibition of the review (see pages 20 and 21 of the review document). This includes determining appropriate zonings, maximum height, FSR, the location of improvements such as laneways and other provisions, including amendments to the Canterbury Development Control Plan 2012. It is noted that the Gateway Determination issued by DP&E on 8 May 2014 is consistent with this by requesting that Council identify proposed design measures to ameliorate bulky development that may result from the planning proposal for the entire site.

Taking into consideration the above, it is considered that Council should not proceed with the planning proposal at this time and that the planning provisions for the land be reviewed when the boundaries of the Beamish Street Junction and Robertson Street – Canton Street Locality are determined. It is noted that the review made recommendations in relation only to half the block. However, the further work will need to consider the entire block in its surrounding context.

Canterbury Bankstown Local Planning Panel - 5 June 2018

ITEM 3 **Planning Proposal: 538-546 Canterbury Road and 570-580 Canterbury Road, Belmore**

AUTHOR **Planning**

PURPOSE AND BACKGROUND

The former Canterbury City Council was in receipt of applications to prepare planning proposals along Canterbury Road, and had also initiated its own planning proposals in the corridor prior to amalgamation with the former Bankstown City Council. The planning proposals have not been progressed due to a Council resolution of 22 November 2016 that deferred progress on planning proposals in the corridor until the Canterbury Road Review is finalised, and a clear policy direction for Canterbury Road is endorsed by Council. This included an applicant initiated proposal for 538-546 Canterbury Road and 570-580 Canterbury Road, Belmore.

A report on the exhibition of the review was considered by Council on 22 May 2018 seeking Council's in-principle support for the review and to seek endorsement of the next steps. It is now appropriate to make a decision on the outstanding planning proposals, including the applicant initiated planning proposal for this site.

ISSUE

This report recommends that Council not proceed with the planning proposal as the land at 534-546 Canterbury Road has been developed and an approval has been granted for 570-580 Canterbury Road. The planning proposal seeks greater height and density than recommended by the Canterbury Road Review for the site subject of a recent development approval.

RECOMMENDATION That -

Due to a recent development being constructed on 538-546 Canterbury Road and the approval of a development application on 570-580 Canterbury Road for a mixed use residential development, it is recommended that Council not proceed with the planning proposal for 538-546 Canterbury Road and 570-580 Canterbury Road, Belmore.

ATTACHMENTS

Nil

POLICY IMPACT

There will be no policy impact as the recommendation is in accordance with the policy direction for Canterbury Road adopted by Council at its meeting of 22 May 2018.

FINANCIAL IMPACT

At this stage, progressing with the staff recommendation in relation to the planning proposal would have no financial implications for Council.

COMMUNITY IMPACT

The Canterbury Road Review was undertaken partly as a result of strong community feedback in relation to the quantity and design quality of housing developments in the corridor. The review recommendations are focussed on improved amenity through increasing open space, pedestrian connections, public domain improvements, building design and other outcomes. The staff recommendation in relation to the planning proposal is consistent with the review and proceeding with the recommendation would result in a positive community impact.

DETAILED INFORMATION

Canterbury Road Review

The Canterbury Local Environmental Plan 2012 (LEP), adopted by the former Canterbury City Council on 1 January 2013, established the current planning framework for the Canterbury Road Corridor. The Canterbury Residential Development Strategy (RDS), adopted by the former Canterbury City Council in 2014, was prepared to ensure that the LEP comprises appropriate zonings and development controls to guide and cater for housing growth, consistent with the State government's housing agenda through to 2031.

Notwithstanding the 2012 LEP and the 2014 RDS, the scale and quantum of development that has been approved and developed is inconsistent with the strategic direction for Canterbury Road and led to development that is of a bulk and size that does not balance amenity and solar access or provide best practice in relation to urban renewal along busy roads.

In this regard, the Canterbury Road Review was prompted by:

- Issues and impacts associated with additional development and resulting dwelling yield from approved developments that exceed the height and floor space ratio (FSR) controls that were not contemplated when the LEP was made or by the RDS.
- The lack of an FSR control has resulted in large bulky overly-dense built forms that negatively impact on the corridor amenity and the quality of life for residents in proximity to these buildings.
- A comprehensive submission from Roads and Maritime Service (RMS) expressing concerns about cumulative traffic impacts from the proposed rezoning of land to B5 Business Development under the LEP for residential uses with increased yields in Canterbury Road.
- A large number of privately led planning proposals that seek to increase the development potential of numerous development sites with site specific amendments to the LEP.
- The release of government strategies and infrastructure projects such as the draft South District Plan, the draft Sydenham to Bankstown Urban Renewal Strategy and WestConnex.
- The relatively low level of development occurring in the R3 Medium Density Residential and R4 High Density Residential zones under the LEP.

In response to the above, Council resolved on 26 July 2016 and later on 23 August 2016 to:

- Commence a strategic review of the existing policy framework for the Corridor.
- Adopt a methodology to guide a strategic review of the Corridor.
- Endorse the establishment of an agency Steering Committee comprising representatives from Council, the DP&E, RMS, Transport for NSW (TfNSW) and Greater Sydney Commission (GSC).

The outcome of the Canterbury Road review includes a standalone report, three specialist consultant studies prepared to inform the review and 15 recommendations endorsed by the Steering Committee in relation to land use, built form and urban amenity and infrastructure.

The consultant studies are in relation to specific issues as follows:

- Urban Design Study – Hill Thalys Architecture + Urban Projects Pty Ltd (Hill Thalys).
- Economic Analysis – SGS Economics and Planning (SGS).
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A copy of the Canterbury Road Review has been provided to panel members under separate cover and is also available on Council's website, including technical studies.

It is intended that the review, including recommendations, will be used by a range of Council and other stakeholders, including the NSW State agencies, to:

- Guide changes to land use planning and built form controls along the corridor.
- Provide the evidence to support informed decisions and advocacy to government in relation to current and future growth and infrastructure strategies.
- Establish a long-term plan for investment in and enhancement of urban amenities, open space, active transport, street design and other infrastructure in the Canterbury Road Corridor and surrounding land.
- Support requests for government support and funding to aid in the delivery of some of the recommendations, for example the GSC's Metropolitan Greenspace Program.
- Inform decisions on planning proposals related to the corridor and surrounding land.

The recommendations of the review detailed in the report were endorsed for public exhibition at the final agency Steering Committee on 30 June 2017. A letter received by Council on 3 July 2017 from the RMS further confirmed their endorsement of the review for exhibition. Council also resolved to place the review on exhibition on 25 July 2017 and that the results of the exhibition be reported back to Council. The results of exhibition of the review were reported back to Council at its meeting of 22 May 2018. A copy of that report has been provided under separate cover to panel members but is also available for viewing on Council's website.

Outstanding planning proposals in Canterbury Road

In recent years a number of applicant initiated planning proposals have been lodged with Council along Canterbury Road, and some have been initiated by the former Canterbury City Council. There are six applicant initiated planning proposals and a further three Council initiated planning proposals which have stalled due to an unresolved objection by the RMS. Council also resolved on 22 November 2016 to defer a decision on those planning proposals until the Canterbury Road Review was finalised and a clear policy direction endorsed.

The status and address of each outstanding planning proposal is outlined in Table 1 below.

Status	Properties	Total
Applicant initiated planning proposals received but not submitted to DP&E for Gateway Determination	<ul style="list-style-type: none"> 251-267 Canterbury Road, Canterbury 677-687 Canterbury Road and 46-48 Drummond Street, Belmore 754-774 Canterbury Road, Belmore 	3
Applicant initiated planning proposal submitted for Gateway Determination not in form of latest Council resolution and not determined by DP&E	<ul style="list-style-type: none"> 1499 Canterbury Road (998 Punchbowl Road), Roselands 	1
Applicant initiated planning proposals with Gateway Determination – Conditional approvals	<ul style="list-style-type: none"> 538-546 Canterbury Rd Campsie and 570-580 Canterbury Road, Belmore 642-644 Canterbury Road, 650-658 Canterbury Road, 1-3 Platts Avenue and 2A-2D Liberty Street, Belmore 	2
Sites part of the exhibited RDS planning proposal that did not proceed due to unresolved RMS objection	<ul style="list-style-type: none"> 403-411 Canterbury Rd, 1 Una St & block bounded by Canterbury Rd, Duke St, Perry St and Stanley St, Campsie 1112-1186 Canterbury Rd, Roselands 1375 Canterbury Road, Punchbowl 	3
Total		9

Table 1: Status of Planning Proposals in Canterbury Road

Applicant initiated planning proposals

All of the applicant initiated planning proposals seek to permit development that would exceed the agreed vision, including the planning controls, for the corridor as proposed by the Review. Four have no formal status and would require Gateway approvals to proceed. Gateway approval is granted by the Greater Sydney Commission by deciding that the planning proposal can proceed (with or without variation). If determined to proceed, the planning proposal may then be subject to other matters including further studies, public consultation, public hearings, agency consultation and time frames.

Without Gateway approval, a planning proposal cannot proceed to exhibition or finalisation.

Council initiated planning proposals with an unresolved objection by the RMS

Three sites that the former Canterbury City Council resolved to rezone (and/or increase the height controls) as part of a planning proposal were intended to implement its RDS. The proposed changes to planning controls for these sites were exhibited as part of the broader planning proposal for the RDS, but were removed due to an unresolved objection from the RMS relating to traffic impact. The sites that remained in the RDS planning proposal were eventually made (gazetted). Consequently, the proposals for the remaining three sites have no formal status and would require a new Council resolution and planning proposal if they were to be progressed.

Review of planning proposals in relation to Canterbury Road Review

Recommendation 15 of the review states that Council will assess the above outstanding planning proposals for consistency with the review. Recommendation 15 is outlined in full on page 37 of the Canterbury Road Review document.

A review of each planning proposal with a recommendation in relation to the consistency of the proposals with the review has been undertaken. The advice sought from the panel for each planning proposal will inform the report back to Council for a decision as to whether or not to proceed.

Planning Proposal: 538-546 Canterbury Rd Campsie and 570-580 Canterbury Road, Belmore (applicant initiated)

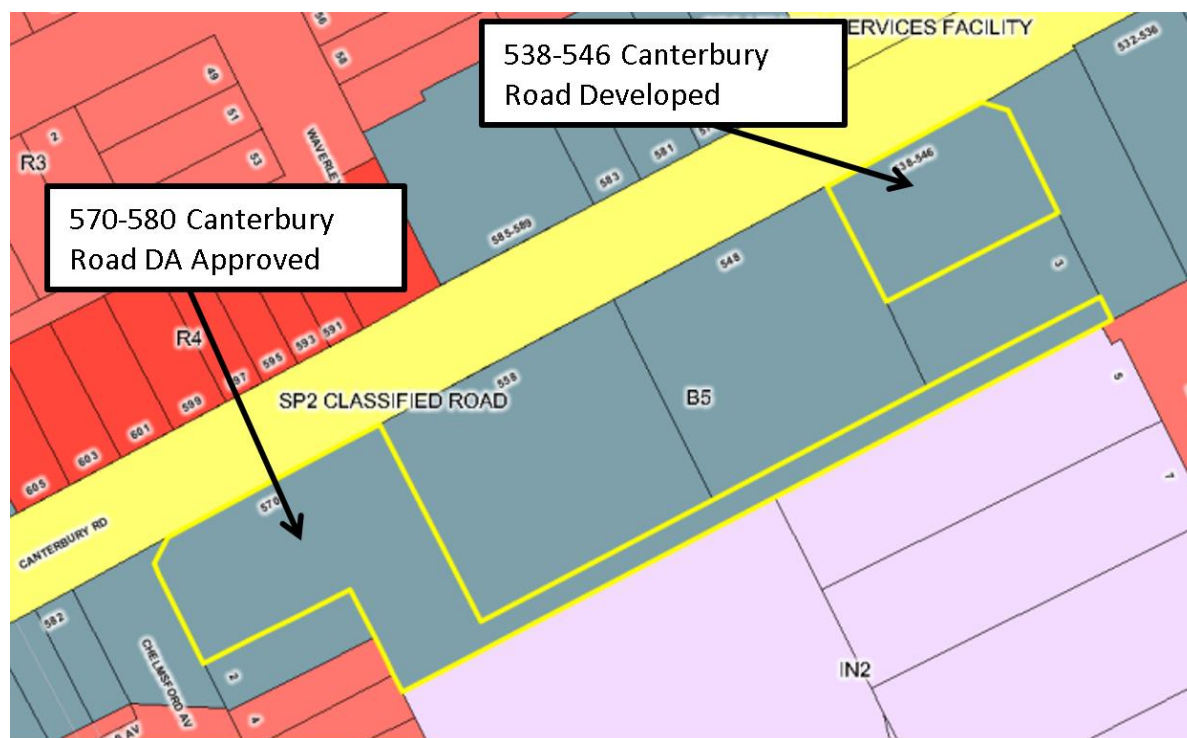
Overview

This planning proposal applies to two sites, as shown in the *Canterbury Local Environmental Plan 2012* (LEP) map in the table provided below (outlined by yellow). 538-546 Canterbury Road is located to the east and 570-580 Canterbury Road is located to the west. The existing planning provisions for the site under the LEP, the changes proposed under the Canterbury Road Review and details of the applicant initiated planning proposal are also provided.

Canterbury Local Environmental Plan 2012	 <ul style="list-style-type: none"> Current Planning Controls • B5 Business Development • Maximum Height 18m (6 Storey) • No FSR
Planning Proposal	<ul style="list-style-type: none"> • Increase maximum building heights to 25m (8 storey)
Canterbury Road Review	 <ul style="list-style-type: none"> Proposed Planning Control by the Review • Waverley Street Locality • B2 or similar zoning • 4-6 Storeys • FSR 2.5: 1 (Max. 1.9:1 residential and 0.6:1 commercial)

Background

Both sites were zoned B5 Business Development under the CLEP when it superseded the *Canterbury Planning Scheme Ordinance 1970* in 2013. Refer to figure below for location of each site. The current zoning permits a mixed use development with a high rise residential component to a maximum height of 18m. Following requests, the former Canterbury City Council resolved in May 2015 to prepare a planning proposal for additional building height to a maximum of 25m on the sites.



534-546 Canterbury Road and 570-580 Canterbury Road, Belmore

In 2016, the Department of Planning and Environment issued a conditional Gateway determination for the planning proposal requiring additional studies before exhibition. Following this, a development application was approved for 534-546 Canterbury Road for a mixed use development with a high rise residential development component to a maximum height of 18m (6 storeys). Additional development applications were then subsequently approved allowing the construction of an additional two levels reaching a maximum height of 25m (8 storeys). These approvals have meant that the planning proposal has already been realised for 534-546, i.e. the site has since been developed and strata subdivided to a maximum height of 25m in accordance with the planning proposal (see image below). Notwithstanding, the planning proposal is yet to be finalised and LEP amended.

A development application (DA 591/2014) was also approved for a mixed use development with a high rise residential component to a maximum height of 18m (6 Storeys) at 570-580 Canterbury Road. Following commencement of the review, an application for additional height to a maximum of 25m was dismissed in court in September 2017.

The land between the two sites, known as the Harrison's Timber Site, has been approved for an eight storey mixed use development.



534-546 Canterbury Road, Belmore

No action in relation to the planning proposal has been undertaken due to a Council resolution of 22 November 2016 that deferred progress on planning proposals in Canterbury Road until the review was finalised and a clear policy direction for Canterbury Road was endorsed by Council.

Copies of the documents submitted with the planning proposal have been provided to the Canterbury Bankstown Local Planning Panel and include the following:

- Council report resolving to prepare a planning proposal;
- Planning proposal; and
- Gateway Determination.

Assessment against findings and recommendations of Canterbury Road Review

The Canterbury Road Review proposes to include the sites within the Waverley Street Locality. Recommendation 2 of the review requires that the area for each locality be determined based on further studies and the results of the exhibition of the review (see page 21 of the review document). This includes reviewing the zoning, height and other planning provisions.

Given that the land at 534-546 Canterbury Road has been developed, and the approval granted for 570-580 Canterbury Road, it is not considered necessary to progress the planning proposal. In addition, the proposed maximum height of 25m is not supported as the review recommends maximum 4-6 storeys.

Further, it is also not considered necessary to review the land or the adjoining Harrison's site as part of the Waverley Street Locality, given that the recent development and approvals have already effectively determined the zone and other planning provisions.

Canterbury Bankstown Local Planning Panel - 5 June 2018

ITEM 4 **Planning Proposal: 642-644 Canterbury Road, 650-658 Canterbury Road, 1-3 Platts Avenue and 2A-2D Liberty Street, Belmore**

AUTHOR **Planning**

PURPOSE AND BACKGROUND

The former Canterbury City Council was in receipt of applications to prepare planning proposals along Canterbury Road, and had also initiated its own planning proposals in the corridor prior to amalgamation with the former Bankstown City Council. The planning proposals have not been progressed due to a Council resolution of 22 November 2016 that deferred progress on planning proposals in the corridor until the Canterbury Road Review is finalised, and a clear policy direction for Canterbury Road is endorsed by Council. This included an applicant initiated proposal for 642-644 Canterbury Road, 650-658 Canterbury Road, 1-3 Platts Avenue and 2A-2D Liberty Street, Belmore.

A report on the exhibition of the review was considered by Council on 22 May 2018 seeking Council's in-principle support of the findings and recommendations of the review and to seek endorsement for further work aimed at setting a new policy direction for Canterbury Road.

ISSUE

This report recommends that the planning proposal not be supported for a number of reasons being:

- Insufficient justification has been provided for rezoning employment land to another alternate use (i.e. the proposed rezoning of B6 Enterprise Corridor zoned land).
- The subject land is not within a proposed junction or locality pursuant to the Canterbury Road Review.
- The proposed maximum height and FSR is not in keeping with the maximum height of 6 storeys and the maximum FSR of 2.5:1 (residential 1.9:1 and 0.6:1 commercial) defined in the review.

RECOMMENDATION That -

The planning proposal not be proceeded with for 642-644 Canterbury Road, 650-658 Canterbury Road, 1-3 Platts Avenue and 2A-2D Liberty Street, Belmore for the reasons outlined in this report.

ATTACHMENTS

Nil

POLICY IMPACT

There will be no policy impact as the recommendation is in accordance with the policy direction for Canterbury Road adopted by Council at its meeting of 22 May 2018.

FINANCIAL IMPACT

At this stage, progressing with the staff recommendation in relation to the planning proposal would have no financial implications for Council.

COMMUNITY IMPACT

The Canterbury Road Review was undertaken partly as a result of strong community feedback in relation to the quantity and design quality of housing developments in the corridor. The review recommendations are focussed on improved amenity through increasing open space, pedestrian connections, public domain improvements, building design and other outcomes. The staff recommendation in relation to the planning proposal is consistent with the review and proceeding with the recommendation would result in a positive community impact.

DETAILED INFORMATION

Canterbury Road Review

The Canterbury Local Environmental Plan 2012 (LEP), adopted by the former Canterbury City Council on 1 January 2013, established the current planning framework for the Canterbury Road Corridor. The Canterbury Residential Development Strategy (RDS), adopted by the former Canterbury City Council in 2014, was prepared to ensure that the LEP comprises appropriate zonings and development controls to guide and cater for housing growth, consistent with the State government's housing agenda through to 2031.

Notwithstanding the 2012 LEP and the 2014 RDS, the scale and quantum of development that has been approved and developed is inconsistent with the strategic direction for Canterbury Road and led to development that is of a bulk and size that does not balance amenity and solar access or provide best practice in relation to urban renewal along busy roads.

In this regard, the Canterbury Road Review was prompted by:

- Issues and impacts associated with additional development and resulting dwelling yield from approved developments that exceed the height and floor space ratio (FSR) controls that were not contemplated when the LEP was made or by the RDS.
- The lack of an FSR control has resulted in large bulky overly-dense built forms that negatively impact on the corridor amenity and the quality of life for residents in proximity to these buildings.
- A comprehensive submission from Roads and Maritime Service (RMS) expressing concerns about cumulative traffic impacts from the proposed rezoning of land to B5 Business Development under the LEP for residential uses with increased yields in Canterbury Road.
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In response to the above, Council resolved on 26 July 2016 and later on 23 August 2016 to:

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A copy of the Canterbury Road Review has been provided to panel members under separate cover and is also available on Council's website, including technical studies.

It is intended that the review, including recommendations, will be used by a range of Council and other stakeholders, including the NSW State agencies, to:

- Guide changes to land use planning and built form controls along the corridor.
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- Establish a long-term plan for investment in and enhancement of urban amenities, open space, active transport, street design and other infrastructure in the Canterbury Road Corridor and surrounding land.
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Review of planning proposals in relation to Canterbury Road Review

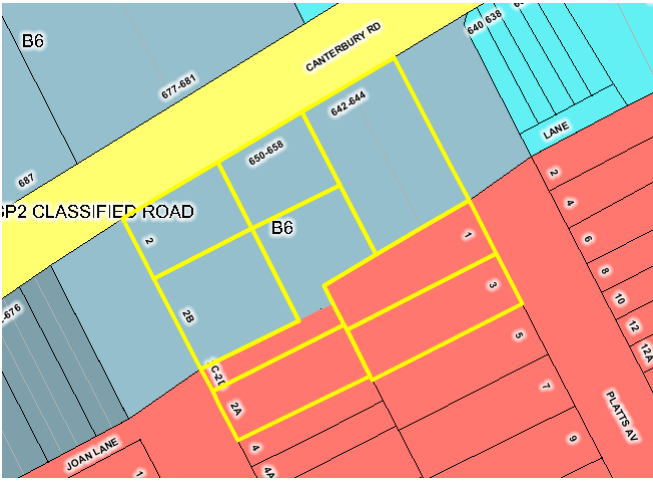

Recommendation 15 of the review states that Council will assess the above outstanding planning proposals for consistency with the review. Recommendation 15 is outlined in full on page 37 of the Canterbury Road Review document.

A review of each planning proposal with a recommendation in relation to the consistency of the proposals has been undertaken. The advice sought from the panel for each planning proposal will inform the report back to Council for a decision as to whether or not to proceed.

Planning Proposal: 642 - 658 Canterbury Road, 1-3 Platts Avenue and 2A-2D Liberty St, Belmore (applicant initiated)

Overview

The location of the site is shown in the *Canterbury Local Environmental Plan 2012* (LEP) map in the table provided below (bound by yellow). The existing planning provisions for the site under the LEP, the changes proposed under the Canterbury Road Review and details of the applicant initiated planning proposal are also provided.

Canterbury Local Environmental Plan 2012	 <p>Current Planning Controls</p> <ul style="list-style-type: none"> • Zoning – Part R3 Medium Density Residential and part B6 Enterprise Corridor • Maximum Height – Part 8.5m/2 storeys (R3 zone) and part 12m/4 storeys (B6 zone) • FSR – Part 0.5:1 (R3 zone) and part no FSR (B6 zone)
Planning Proposal	<ul style="list-style-type: none"> • Rezone to B5 Business Development • Range of building heights up to 25 metres (8 storeys) • Remove FSR controls
Canterbury Road Review	 <p>Proposed Planning Controls by the Review</p> <ul style="list-style-type: none"> • Restrict multi storey housing development in this location • Maintain B6 Enterprise Corridor zoning or similar for land currently zoned B6 • Maintain R3 Medium Density Residential Zone for land currently zoned R3 • Maintain current height and FSR provisions

Background

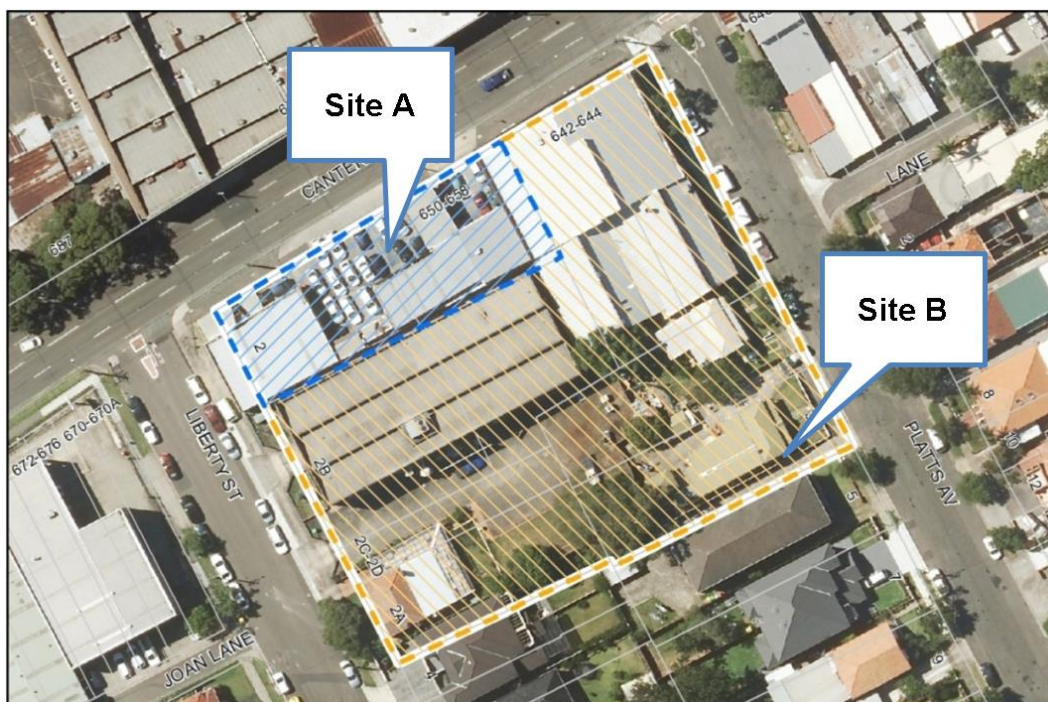
In October 2014, Council resolved not to include the subject site in the Residential Development Strategy (RDS) but to defer consideration to allow more detailed urban design to be undertaken and because of unresolved traffic issues raised by the RMS. The RDS

proposed to rezone the land from part B6 Enterprise Corridor and part R3 Medium Density Residential to B5 Business Development. The FSR controls were also proposed to be removed, along with amendments to the maximum building heights from 8.5m and 12m to heights ranging across the site to a maximum of 25m (8 storeys) on Canterbury Road.

Subsequent to Council's resolution, a separate planning proposal was lodged with Council in December 2014 that included a development application. A concept design of the proposed built form can be viewed in the statement of environmental effects submitted with the development application of which has been provided to the Canterbury Bankstown Local Planning Panel.

The Department of Environment and Planning provided a conditional Gateway determination which enabled exhibition of the planning proposal once issues raised by the RMS had been resolved. The issues were resolved and the planning proposal was exhibited in August 2016.

A number of submissions were made which objected to the proposal, including a submission from the owner of the un-amalgamated site at 2 Liberty Street and 650-658 Canterbury Road which forms part of the planning proposal. Site A in the figure below shows the location of that land and Site B is the remaining land the subject of the planning proposal. As shown in the concept design above, Site A has not been included in the development application. A submission in relation to the planning proposal from that landowner has been provided to the Local Planning Panel.



2 Liberty Street and 650-658 Canterbury Rd (Site A)

A significant number of issues remain with the planning proposal which include:

- The current planning proposal is seeking controls in excess of that recommended in the RDS, i.e. a height of 8 storeys and no FSR. The review is proposing a maximum height of 4-6 storeys and an FSR of 2.5:1 (1.9:1 residential and 0.6:1 commercial).

- Public submissions opposing the proposal, including the owner of the properties within the site.
- Traffic and transport issues for the subject site remain unresolved in relation to cumulative impact.
- Suitability of the development scheme noting a development application for the site has been submitted by the proponent. The proposed scheme in the development application differs to those in the planning proposal. The key differences are; height, internal courtyard dimensions and setback/separation of buildings. A copy of the notification plans for the development application has been provided to the Local Planning Panel.

The planning proposal was not progressed to finalisation after exhibition due to a Council resolution of 22 November 2016 that deferred progress on planning proposals in Canterbury Road until the review was finalised and a clear policy direction for Canterbury Road was endorsed by Council.

Council received a submission during the exhibition of the review in relation to the land which has been provided to the Local Planning Panel under separate cover.

Copies of the documents submitted with the planning proposal have been provided to the Local Planning Panel and include:

- Council Report;
- Planning proposal;
- Urban Design Study;
- Gateway Determination; and
- 2 x Roads and Maritime Submissions.

Assessment against findings and recommendations of Canterbury Road Review

The land is currently zoned B6 Enterprise Corridor and R3 Medium Density Residential. Land to the east is zoned B2 Local Centre, land to the west is zoned B5 Business Development, land to the north is zoned B2 Local Centre and B6 Enterprise Corridor and land to the south is zoned R3 Medium Density Residential (see CLEP zoning map above). The land zoned B2 Local Centre, B5 Business Development and B6 Enterprise Corridor is predominantly used for business and light industrial uses consistent with those zones. Currently, land in the R3 Medium Density Residential zone features single dwelling houses with some townhouses.

Under section 9.1 of the Environmental Planning and Assessment Act 1979 (formerly Section 117 Directions), Council is required to consider policy directions for plan making (i.e. for amending the CLEP).

Direction 1.1 relates to retaining areas and locations of existing business and industrial zones and Direction 7.1 relates to the NSW Government's 'A Plan for Growing Sydney'. Under both directions, strong justification must be provided for rezoning employment land to another use.

Under Planning Priority S10 of the Greater Sydney Commission's South District Plan, industrial and urban services land such as the B6 Enterprise Corridor zone is to be planned, retained and managed. This plan was released in March 2018 and although not part of the

planning controls when the planning proposal was submitted, Council is now required to include consideration of it as part of the overall assessment. It is noted that Action 39 of the plan further states: 'Retain and manage industrial and urban services land, in line with the Principles for managing industrial and urban services land, in the South District by safeguarding all industrial zoned land from conversion to residential development, including conversion to mixed-use zones. In updating local environmental plans, councils are to conduct a strategic review of industrial lands.'

The economic analysis completed by SGS Economics and Planning as part of the review has indicated that employment lands along Canterbury Road will continue to be in demand for employment uses, including bulky goods retailing and light industry. The demand for employment uses in the proposed rezoning of the B6 Enterprise Corridor zoned land for other purposes (including residential) would need to be further investigated and justified as per the section 9.1 directions and in consideration of the South District Plan.

Regardless of the employment lands issue, rezoning the land to permit high density mixed use development would not be in keeping with the findings and recommendations of the review and as such it is considered that the land should remain in the B6 Enterprise Corridor and R3 Medium Density Residential zone. These findings include (refer to page 25 of Canterbury Road Review document):

- The proposed maximum height and density (i.e. no FSR) is not in keeping with the maximum height of 6 storeys and the maximum FSR of 1.9:1 in the review for development within junctions and localities.
- The junctions and localities in the review have been defined to concentrate development in locations that will provide opportunities for the creation of open space, pedestrian connectivity, take advantage of north/south bus links and result in the lowest levels of additional traffic congestion.
- High density residential development to the north of Canterbury Road can back onto the road, open to north providing better amenity design outcomes for residents and shields other sites to the north from the adverse traffic impacts from Canterbury Road. This cannot be achieved by high density housing development on the southern side of Canterbury Road such as the subject site and recent development has demonstrated this.
- With a finite supply of single dwellings in the area, there is a high demand for alternate housing types such as medium density housing, beyond apartment living, that is permitted in the existing R3 Medium Density Residential zone (see above) which includes part of the subject land.
- Additional multi storey housing development will have significant traffic impacts which have not been modelled.

Whilst the development application submitted in this planning proposal is subject to a separate assessment process, the following observations were made:

- Height of building exceeds proposed controls (i.e. clause 4.6 was submitted with the development application);

- It will be difficult for a development on Site A to comply with the Apartment Design Guide if developed separately (e.g. ventilation).
- The owner of the land of Site A has objected to both the planning proposal and development application indicating that the development of the site the subject of the planning proposal is unlikely to be realised.
- Subterranean units are proposed which will offer a poor environment for future residents and is not in keeping with Council intent to improve the quality of development in Canterbury Road.