



Planning Proposal

165-185 Hume Highway in Greenacre

February 2022





Contents

Background	3
Introduction	4
Part 1 – Intended Outcomes	6
Part 2 – Explanation of Provisions	8
Part 3 – Justification	9
Section A – Need for the Planning Proposal	9
Section B – Relationship to strategic planning framework	14
Section C – Environmental, social and economic impact	39
Section D – State and Commonwealth interest	43
Part 4 – Maps	44
Part 5 – Community Consultation	52
Part 6 – Project Timeline	53

Attachments

ATTACHMENT A – State Environmental Planning Policies
ATTACHMENT B – Ministerial Directions
ATTACHMENT C – Council Response to Department of Planning, Industry and
Environment letter dated 26 April 2021 regarding Council's Employment Lands
Strategy



Background

On 20 August 2021, the Department of Planning, Industry & Environment issued a Gateway Determination for the exhibition of the Planning Proposal consistent with Council Resolution of 25 August 2020, subject to the Planning Proposal providing additional information. This Planning Proposal is updated accordingly to address the requirements of the Gateway Conditions.

In October 2020, Council advised the Department of Planning, Industry & Environment of its decision to submit a Planning Proposal on 167 Hume Highway, Greenacre in accordance with section 3.34 of the Environmental Planning & Assessment Act 1979.

Following completion of a preliminary review, the Department sought some minor clarification in October 2020 regarding the parcel of lands identified in Parts 1& 2 in order to be consistent with Council resolution of 25 August 2020. Some minor amendments to Part 3 of the Planning Proposal were also made by Council to address implications of Affordable Housing Strategy that was endorsed by Council on 23 June 2020.

A revised Planning Proposal was lodged by Council in the Department's Planning Portal in December 2020.

On 26 April 2021, the Department wrote to Council to advise that the Department had completed a preliminary review of the Planning Proposal. The letter highlighted certain matters relating to the Planning Proposal including a need for an economic analysis to support the proposed non-residential FSR of 0.3:1 and consistency of the Planning Proposal with Council's Employment Land Strategy. The letter advised Council to withdraw the Planning Proposal and submit a new Planning Proposal that addressed the matters raised by the Department.

In response to the Department's letter Council engaged Hill PDA Consultants, authors of the original draft Employment Lands Strategy, who further investigated matters raised by the Department and provided a response. Section 4.5 'Canterbury Bankstown Employment Lands Strategy' of this Planning Proposal has been updated to reflect Council's and Hill PDA's response sent to the Department on 29 June 2021 in relation to the above matters.

On 13 August 2021, the Department advised Council to update previous version of the Planning Proposal. This Planning Proposal provides clarification of the above matters.



Introduction

Bankstown Local Environmental Plan 2015 is the statutory planning framework that establishes land use zones and building envelope controls such as floor space ratios and building heights in the former City of Bankstown.

Canterbury Bankstown Council is in receipt of a Planning Proposal application requesting to amend Bankstown Local Environmental Plan 2015 in relation to the site at 167 Hume Highway in Greenacre.

This proponent-led Planning Proposal is a result of Council's previously adopted North East Local Area Plan (NE LAP) for which a Gateway Determination was granted by the Department of Planning, Industry and Environment (the Department) in January 2017. Following Council's decision not to proceed with the Local Area Plans in 2018 and the Department's subsequent confirmation on the Planning Proposal for NE Local Area Plan not proceeding, Council received a separate Planning Proposal application from the proponent later that year, generally consistent with the recommendations of the NE Local Area Plan. This matter is further discussed in Part 3 - Justification, Section A - Need for the Planning Proposal.

The Local Planning Panel (LPP) considered the Planning Proposal application on 19 November 2018. At its Ordinary Meeting of 11 December 2018, Council considered the Planning Proposal application and resolved to defer it to consider additional information in relation to potential infrastructure needs, economic and amenity impacts (noise and air quality) and community needs investigation prior to deciding whether to proceed with a Planning Proposal.

Council reconsidered the Planning Proposal application at the Ordinary Meeting of 25 August 2020 and decided to proceed to the next stage, which is to submit a Planning Proposal to the NSW Department of Planning, Industry & Environment to seek a Gateway Determination. The Gateway Determination would enable Council to exhibit the Planning Proposal and to request additional technical studies and investigations.

The Ordinary Meeting of 25 August 2020 also resolved that proposal to reduce the minimum highway setback for dwellings be similarly applied to the adjoining sites at 165 and 185 Hume Highway, which also form part of the enterprise corridor. The above matter is further discussed in Part 2 – Explanation of Provisions and Part 3 – Justification, Section 5.1 SEPP 65 (Design Quality of Residential Apartment Development).

According to the Department's publication '*A guide to preparing Planning Proposals*', a Planning Proposal is a document that sets out the justification for making changes to Bankstown Local Environmental Plan 2015. A Planning Proposal is comprised of the following components:



Part 1	A statement of the intended outcomes of the Planning Proposal. It is a statement of what is planned to be achieved, not how it is to be achieved.
Part 2	An explanation of the proposed changes to Bankstown Local Environmental Plan 2015 to achieve the intended outcomes.
Part 3	The justification for making the proposed changes to Bankstown Local Environmental Plan 2015.
Part 4	Maps to identify the intended outcomes of the Planning Proposal.
Part 5	Details of the community consultation that is to be undertaken on the Planning Proposal.

Following the exhibition process, a review of community feedback and any additional information may see updates and amendments to the Planning Proposal.



Part 1 – Intended Outcomes

This Planning Proposal applies to the site at 165 -185 Hume Highway in Greenacre (refer to Figure 1) which comprises of the following properties:

Property Addresses	Legal Descriptions	Site Area (m ²)	Current Zone
167 Hume Highway	Lot 402 DP 631754	11,750	B6 Enterprise Corridor
165 Hume Highway	Lot 1 DP 302097	1435	B6 Enterprise Corridor
185 Hume Highway	Lot 401 DP 631754	706	B6 Enterprise Corridor

The intended outcomes of this Planning Proposal applying to 167 Hume Highway, Greenacre are:

- To strengthen the objectives of the Enterprise Zone by promoting businesses along Hume Highway and to encourage a mix of compatible uses.
- To provide a site specific framework that enables medium rise residential uses only as part of a mixed use development while promoting businesses along the main road.
- To deliver a built form that achieves good urban design in terms of building form, bulk, architectural treatment, amenity and positively contributes to the urban context and environment of the Enterprise Zone.
- To retain and expand Peter Reserve to create a high quality publicly accessible open space for the proposed development and the surrounding community.
- To have development that provides adequate amenity for people who live, work in and visit the local area.
- To manage the likely effects of the proposal in relation to Peter Reserve and the amenity of the surrounding low density residential development.
- To identify and deliver the infrastructure needs required support this Planning Proposal.

The intended outcomes of this Planning Proposal applying to 165 Hume Highway and 185 Hume Highway, Greenacre are:



- To ensure building envelope along Hume Highway are consistent with those proposed for 167 Hume Highway to ensure visual cohesion of building façade along Hume Highway.

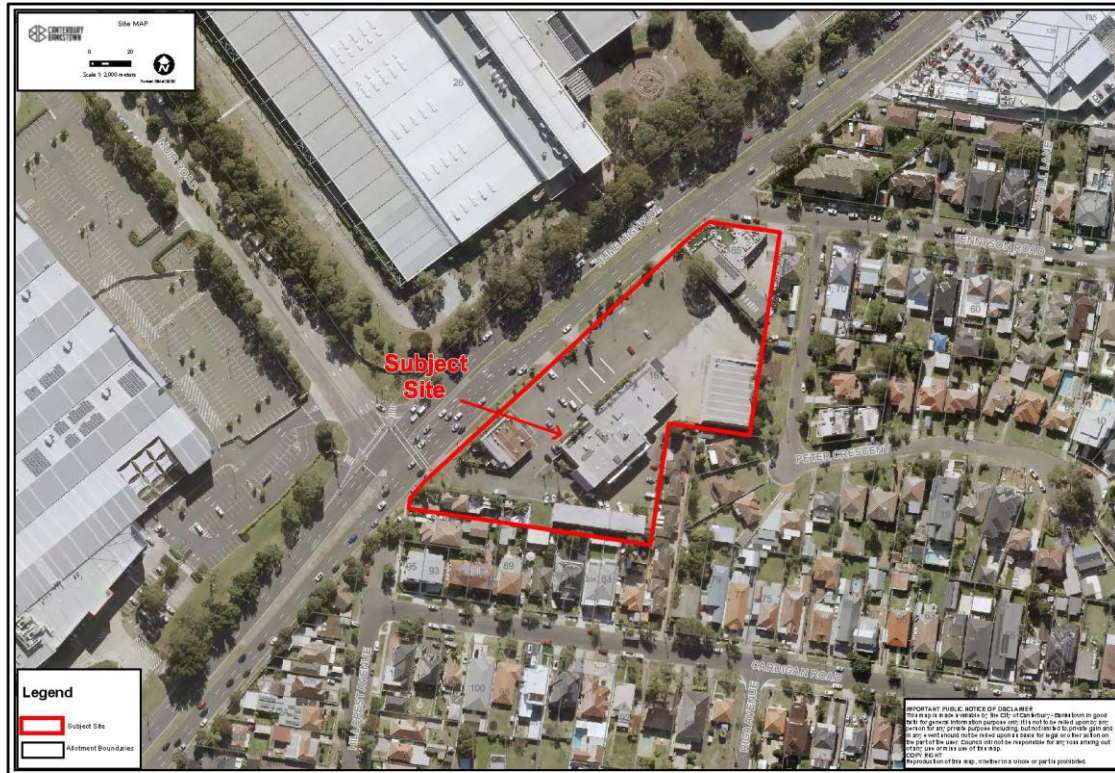


Figure 1: Site Map



Part 2 – Explanation of Provisions

To achieve the intended outcomes applying to the property at 167 Hume Highway, the proposed amendments to Bankstown Local Environmental Plan 2015 are:

- (a) Permit a minimum floor space ratio of up to 0.3:1 for non-residential purposes within a maximum FSR for the whole site of up to 1.3:1 on the site, excluding the land to be dedicated to form part of Peter Reserve (refer to Part 4, Map 5).
- (b) Permit a maximum building height of 20 metres (six storeys), 17 metres (five storeys), and 11 metres (three storeys) (refer to Part 4, Map 7)
- (c) Rezone part of 167 Hume Highway, Greenacre from Zone B6 Enterprise Corridor to Zone RE1 Public Recreation (refer to Part 4, Map 3).

To achieve the intended outcomes applying to the property at 165 and 185 Hume Highway, the proposed amendments to Bankstown Local Environmental Plan 2015 are:

- (d) Reduce the depth of the 11 metre building height control along the Hume Highway for residential purposes from 20 metres to 12 metres (refer to Part 4, Map 7).

Note: The proposed changes to the building heights for 167 Hume Highway is captured in clause (b) above. Clause (d) relates to the minor amendments which relates to the reduced dwelling setback where 11 metre existing building height control continues to apply for 165 and 185 Hume Highway, and the subsequent changes to the building height for the remainder of the site where the existing 14m continues to apply.

Clause (d) intends to change the extent of areas where the existing 11m and 14m height continues to apply to the above sites, consistent with the corresponding heights for 167 Hume Highway.

The proposed amendments relating to the reduction of front dwelling setback from 20m to 12m to the properties will be considered as part of amendments to the Bankstown Development Control Plan 2015.



Part 3–Justification

Section A – Need for the Planning Proposal

1. Is the Planning Proposal a result of any strategic study or report?

This proponent-led Planning Proposal is a result of Council's previous strategic study for the North East (NE) Local Area Plan. The objectives of the Local Area Plan were to set out the vision and spatial context for the local area and specify the best ways to accommodate residential and employment growth to 2031.

At the Extraordinary Meeting of 11 May 2016, the former Bankstown City Council adopted the North East (NE) Local Area Plan along with few other Local Area Plans applying to the former Bankstown LGA.

On 19 January 2017, the Department of Planning issued a Gateway determination for the implementation of the recommendations of the Local Area Plans, including the North East, North Central, South East and South West Local Area Plans. However, at its Ordinary Meeting of 24 July 2018, Council resolved not to proceed with the Planning Proposal to implement the Local Area Plans.

Following Council's decision not to proceed with the Local Area Plans, the proponent lodged a separate Planning Proposal application for 167 Hume Highway, Greenacre in 2018 to amend the Bankstown Local Environmental Plan 2015, generally consistent with the recommendations of the North East Local Area Plan. In October 2018, the Department of Planning & Environment confirmed the Planning Proposal for the Local Area Plans would not proceed.

In 2019, Council endorsed *Connective City 2036*, (Council's Local Strategic Planning Statement) to guide 20-year planning vision and changes to Council's planning framework for the Canterbury- Bankstown LGA.

Council is in the process of preparing a Consolidated Local Environmental Plan (LEP), which combines planning rules of the former Bankstown and Canterbury Councils. The majority of the recommendations of the Local Area Plans have now been incorporated within the Gateway Determination for the Consolidated LEP, the Canterbury Bankstown Local Environmental Plan. These include rezoning or increased density in the town centres within the North East, North Central, South East and South West Local Area Plans, except for 167 Hume Highway, Greenacre (the Palms Hotel) and 353-357 Waterloo Road, Greenacre which have been progressed separately.



North East Local Area Plan

The former Bankstown City Council adopted the North East (NE) Local Area Plan at its Extraordinary Meeting of 11 May 2016.

The North East LAP identified some key sites along Hume Highway Enterprise Corridor, including 167 Hume Highway being suitable to provide housing diversity as part of mixed use development due to the sites being significantly large and in single ownership.

Action L5 of the Local Area Plan identified the site as forming part of the Hume Highway Enterprise Corridor. It outlined the desired character for the Hume Highway Enterprise Corridor as follows:

The Hume Highway Enterprise Corridor is a national and historical landmark that will continue to function as a significant economic asset for the City of Bankstown. The section of the corridor which runs through the North East Local Area will promote the image of the City of Bankstown by reinforcing the Remembrance Driveway landscape corridor.

Supporting housing (in the form of mixed use development) will be limited to selected sites that are compatible with the primary enterprise role of the corridor, can provide residents with good amenity (in terms of noise and air quality), and can provide an appropriate built form transition to the surrounding suburban neighbourhood. The built form will supplement the landscape corridor, with low-rise enterprise activities facing the highway and low and medium-rise housing at the rear.

The NE Local Area Plan (NELAP) recommended increasing the building envelope for 167 Hume Highway to 1.5:1 FSR with an intent of undertaking further specialist studies as part of the Planning Proposal process for the NE Local Area Plan. However, following Council's decision not to proceed with the Local Area Plans, the above matters did not eventuate.

It is noted that Gateway determinations were issued for the NELAP by the Department in 2017 and 2018. Council's Planning Proposal to implement the NELAP, which included the subject site, considered increased density on the site as consistent with the relevant ministerial directions, including ministerial direction 3.4. The only exceptions were SEPP 55 and Direction 4.1 Acid Sulfate Soils. The Department's assessment report and gateway accepted this assessment and raised no concerns relating to inconsistency with ministerial direction 3.4 and the draft south district plan.

In 2018, the proponent lodged a Planning Proposal application for 167 Hume Highway in Greenacre, generally consistent with the recommendations of the NE Local Area Plan.



Notwithstanding that the NELAP did not proceed in 2018, Council's LSPS, endorsed by the Greater Sydney Commission in March 2020, enlivens the implementation of the Local Area Plans. Page 11 of the LSPS adopts the local area plans, including the NELAP as action plans to be implemented. As stated above, the NELAP specifically identifies increased density for this site above what is proposed by this Planning Proposal.

This Planning Proposal requests the following amendments to the Bankstown LEP 2015:

(a) For 167 Hume Highway, Greenacre:

167 Hume Highway	Current controls	Proposed controls
Zone	B6 Enterprise Corridor	Part Rezone to RE1 Public Recreation Note: The intent is to meet the open space requirements arising from this Planning Proposal.
Maximum FSR	1:1	1.3:1 including a minimum commercial FSR of 0.3:1 Note: The recommendations are based on the findings of the Urban Design Peer Review from Architectus dated 2018 and 2020.
Maximum building height	Part 11 metres (3 storeys); and Part 14 metres (4 storeys).	Part 11 metres (3 storeys), Part 17 metres (5 storeys); and Part 20 metres (6 storeys) consistent with the peer review recommendation.

(b) For 165 Hume Highway, Greenacre and 185 Hume Highway, Greenacre:

165 Hume Highway and 185 Hume Highway	Current controls	Proposed controls
Maximum building height	Part 11 metres (3 storeys); and Part 14 metres (4 storeys).	Part 11 metres (3 storeys) and Part 14 Metres (4 storeys) consistent with Map 7 (refer to Part 4).



Note: Council's Ordinary Meeting of 25 August 2020 resolved that the proposal to reduce the minimum highway setback for dwellings be similarly applied to the adjoining sites at 165 and 185 Hume Highway, which also form part of the enterprise corridor.

The above matter requires amending the front dwelling setback (a DCP consideration and not part of this Planning Proposal) for 165 and 185 Hume Highway consistent with the control recommended for 167 Hume Highway. Secondly, this involves minor amendments to the building height map for 165 and 185 Hume Highway in terms of readjusting the extent of the area where the existing 11m and 14m building height should continue to apply, consistent with Map 7 in Part 4.

These matters are discussed in Part 2 – Explanation of Provisions and Part 3 – Justification, Section 5.1 SEPP 65 (Design Quality of Residential Apartment Development).

Council's assessment considered the following technical studies submitted by the Proponent as part of the Planning Proposal application for 167 Hume highway, Greenacre:

- Addendum Planning Proposal Report (prepared by Hamptons Property Services Pty Ltd, dated November 2020)
- Updated Urban Design Report (prepared by Squillace, dated September 2021)
- Amended Architectural Package (prepared by Squillace, dated September 2021)
- Flood Impact Statement (prepared by Alpha Engineering & Development, November 2021)
- Addendum Traffic Report (prepared by TTPP, dated November 2021)
- Detailed Site Investigation (prepared by Aargus, dated September 2021)
- Site Specific DCP (prepared by Hamptons Property Services Pty Ltd, dated October 2021)
- Planning Proposal Report (prepared by Mecone, dated June 2020)
- Updated Urban Design Report (prepared by Squillace, dated May 2020)
- Updated Acoustic Assessment (prepared by Acoustic Logic, dated May 2020)
- Updated Air Quality Assessment (prepared by CETEC Solutions, dated May 2020)
- Social Impact and Community Needs Assessment (prepared by GHD, dated May 2019)
- Social Impact and Community Needs Assessment - Open Space Addendum (prepared by GHD, dated May 2020)
- Estimate of Operational Impacts (prepared by Atlas Urban Economics, dated May 2020)
- RMS Correspondence (email dated September 2017).



In November 2018 and July 2020, Council commissioned Architectus to undertake Urban Design Peer Reviews of the proposal. Council also commissioned Wilkins Murray in July 2020 to peer review proponent's acoustic and air quality assessment reports.

In consideration to the above matters, Council resolved to progress this Planning Proposal to a Gateway Determination, subject to the proponent consulting with the Transport for NSW (TfNSW) on traffic and transport related matters.

The Planning Proposal therefore is a result of the North East Local Area Plan which at the time did not proceed - triggering a spot rezoning application. Although a majority of the recommendations of the North East Local Area Plan have now been included within the Planning Proposal for the Consolidated LEP, the Planning Proposals for 167 Hume Highway and 353-355 Waterloo Road in Greenacre have been progressed separately.

Implementation of the NE Local Area Plan is an action of Council's recently endorsed LSPS, endorsed by the GSC in March 2020. The subject Planning Proposal is consistent with the NE Local Area Plan and LSPS.

2. Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

This Planning Proposal is the best means to achieve the intended outcomes, namely to protect employment lands along Hume Highway Enterprise Corridor whilst facilitating mixed use residential development at 167 Hume Highway and to part rezone this land to meet open space needs arising from this Planning Proposal.

In order to vary development standards relating to the maximum building heights and the FSR, an alternative option would be to seek variation under clause 4.6 of Bankstown Local Environmental Plan 2015. However, this option would set an undesirable precedent.



Section B—Relationship to strategic planning framework

3. Is the Planning Proposal consistent with the objectives and actions of the applicable regional, subregional or district plan or strategy (including any exhibited draft plans or strategies)?

Greater Sydney Region Plan (Objective 10) - Greater housing supply and (Objectives 11) - Housing is more diverse and affordable

South District Plan (Planning Priority S5) - Providing housing supply, choice and affordability, with access to jobs, services and public transport

The Planning Proposal contributes to achieving Council's overall dwelling targets set by the Greater Sydney Region Plan and the South District Plan through the proposed residential intensification for a mixed use development on the Planning Proposal site which is supported by employment opportunities.

This Planning Proposal delivers a medium rise mixed use development along the Hume Highway and creates opportunities for terrace housing towards the rear of the site, fronting the low density residential area and the public open space. The intended built forms ensure consistency with the existing site characters and housing diversity to the locality. The planning proposal will facilitate redevelopment of the site to accommodate a total of approximately 131 dwellings. It is estimated that approximately 99 dwellings could be delivered on the site under the existing land-use controls for the site.

Council's Affordable Housing Policy 2020 and the recent amendments to the Planning Agreements Policy ensures a provision of affordable housing which will be detailed during the preparation of the Planning Agreement, to be exhibited concurrently with the Planning Proposal.

Council anticipates that due to its proximity to the Bankstown CBD (a Strategic Centre and an emerging Health and Education Precinct), over the years the Planning Proposal site would become very attractive to certain demographics including students and workers commuting to the CBD.

Although the Planning Proposal site is not located within a centre identified in the Greater Sydney Region Plan/South District Plan or supported by an existing mass transit, it is located within a walking distance of a high frequency bus service. A minor inconsistency with the South District Plan in relation to the definition of 'the right location' for dwelling intensification is further discussed below.

Although supported by Council's NE Local Area Plan, the Planning Proposal site is not located within a centre identified in the South District Plan and/or a location supported by an existing mass transit. The Planning Proposal site, however is in the vicinity of a



number of bus routes (along Hume Highway, Hillcrest Avenue and Cardigan Road) servicing Greenacre/Chullora including a high frequency bus service provided by M90 (Burwood to Liverpool).

Further, it is located within 15 mins travel distance (via bus) to Greenacre and Chullora Marketplace local centres identified in the South District Plan and within a half an hour travel (via bus) distance to the Bankstown CBD, a Strategic Centre which is also an emerging Health and Education Precinct.

Council's assessment indicates that proposed minor intensification for additional dwellings can easily be absorbed by the existing infrastructures and is supported by employment opportunities of the Hume Highway Enterprise Corridor, the Bankstown Strategic Centre and the Chullora Marketplace and Greenacre local centres.

Considering the above strategic context and with the proponent agreeing in principle for further consultation with the Transport for NSW (TfNSW) to improve the existing public transport services, Council is satisfied that the above rationale is appropriate justification on a minor inconsistency relating to the South District Plan's definition of 'the right location for dwelling intensification'. The Planning Proposal retains the employment land within Zone B6 Enterprise Corridor whilst allowing for a mixed use development and delivers an open space as a broader public benefit via part rezoning of 167 Hume Highway.

Greater Sydney Region Plan (Objective 22) - Investment and business activity in centres and (Objective 24) - Economic sectors are targeted for success

This Planning Proposal quarantines certain employment lands along Hume Highway Enterprise Corridor via a provision of a minimum 0.3:1 commercial FSR (proposed for 167 Hume Highway) which is supported by Council's urban design peer review), whilst seeking variation to the FSR from 1:1 to 1.3:1.

A mixed use residential development is currently permissible under the Bankstown LEP 2015 at 167 Hume Highway, without the applicant providing any specific commercial floor space, which was the key issue with the applicant's original urban design proposal of June 2018.

The Planning Proposal is informed by peer reviews of applicant's urban design, air quality and noise assessments to confirm appropriate commercial/residential FSR for the above lot. The minimum commercial FSR provision ensures that the objectives of Zone B6 Enterprise Corridor are met and its commercial presence is maintained via limiting extensive residential development as part of a mixed use development.

The Planning Proposal further strengthens and supports the role Bankstown Strategic Centre with the additional housing opportunities presented by this Planning Proposal due to its proximity to the CBD.



Greater Sydney Region Plan (Objective 4) - Infrastructure use is optimised
South District Plan (Planning Priority S3) - Providing services and social infrastructure to meet communities' changing needs.

Council's assessment indicates that proposed minor intensification for additional dwellings can easily be absorbed by existing infrastructure provisions and is supported by employment opportunities of the Hume Highway Enterprise Corridor, the Bankstown Strategic Centre and the Chullora Marketplace and Greenacre local centres.

The site is within a walking distance of existing bus routes along Hume Highway, Hillcrest Avenue and Cardigan Road. The proponent has agreed in principle to liaise with the Transport for NSW (TfNSW) to improve the existing public transport provision via an additional bus stop along Hume Highway and to resolve any potential traffic and transport matters arising from this Planning Proposal.

The proponent has also included a letter of offer to financially contribute towards a new district level community facility and district level recreation facility in Greenacre.

Greater Sydney Region Plan (Objective 31) - Public open space is accessible,
South District Plan (Planning Priority S16) - Delivering high quality open space

This Planning Proposal identifies an opportunity to retain and expand Peter Reserve which was previously considered for divestment under Council's Plan of Management due to its size and location.

The Planning Proposal enables the proponent to dedicate land and contributes to doubling the size of Peter Reserve, thereby protecting public open space and ensuring social infrastructure use is optimised. The proposed embellishment of the park will enhance the open space and contribute to social infrastructure to meet the communities' needs, making sure the public open space is available within a walking distance for future residents.

If the park were divested or land not dedicated to create an adequately sized park, the proposal would be inconsistent with Planning Priority S16 of the South District Plan, which requires all dwelling to be within 400 metres of open space. The proposed dedication and embellishment of Peter Reserve meets the public open space requirements of the South District Plan, and can also be considered as a broader public benefit.

Greater Sydney Region Plan (Objective 30) - Urban tree canopy cover is increased,
South District Plan (Planning Priority S15 - Increasing urban tree canopy cover and delivering Green Grid connections



This Planning Proposal facilitates expansion and embellishment of an existing open space. A site specific DCP (to be exhibited concurrently) includes relevant development controls for deep soil planting, communal open space and landscaping requirements to reinforce the Remembrance Driveway landscape corridor along Hume Highway. The above provisions will collectively increase the urban tree canopy cover in the Hume Highway Enterprise Corridor.

4. Is the Planning Proposal consistent with a council's local strategy or other local strategic plan?

4.1 Community Strategic Plan 'CBCity 2028'

The vision of the Community Strategic Plan is to build a City that is thriving, dynamic and real. The 'Liveable & Distinctive' direction intends to achieve the vision by promoting a well-designed City that offers housing diversity. The 'Prosperous & Innovative' direction intends to achieve the vision by providing opportunities for economic and employment growth. This Planning Proposal is consistent with the Community Strategic Plan.

4.2 North East Local Area Plan

This Planning Proposal is generally consistent with the recommendations of the North East Local Area Plan.

Action L5 of the Local Area Plan identifies the site as forming part of the Hume Highway Enterprise Corridor. It outlines the desired character for the Hume Highway Enterprise Corridor as follows:

The Hume Highway Enterprise Corridor is a national and historical landmark that will continue to function as a significant economic asset for the City of Bankstown. The section of the corridor which runs through the North East Local Area will promote the image of the City of Bankstown by reinforcing the Remembrance Driveway landscape corridor.

Supporting housing (in the form of mixed use development) will be limited to selected sites that are compatible with the primary enterprise role of the corridor, can provide residents with good amenity (in terms of noise and air quality), and can provide an appropriate built form transition to the surrounding suburban neighbourhood. The built form will supplement the landscape corridor, with low-rise enterprise activities facing the highway and low and medium-rise housing at the rear.

This Planning Proposal gives effect to Action L5 with appropriate changes to the building envelope controls.



4.3 Local Strategic Planning Statements - *Connective City 2036*

Council's Local Strategic Planning Statements (LSPS) - *Connective City 2036* guides the 20 year planning vision and changes to Council's planning framework for the LGA. In addition to implementing actions of the Greater Sydney Region Plan and the South District Plan, the LSPS identifies Council's priorities arising from the Community Strategic Plan.

The vision of the LSPS is about delivering housing and maximising employment opportunities, creating vibrant and connected centres, protecting environmental values and sustainably growing the City via appropriate and sustainable growth of its centres. This Planning Proposal is generally consistent with the following **Evolutions** of the LSPS as outlined below:

Evolution 3 - Places for Commerce and Jobs: This Planning Proposal protects employment lands in Zone B6 Enterprise Corridor with the intent of enhancing business activities whilst allowing for a mixed use development to occur along Hume Highway Enterprise Corridor giving effect to the above evolution of the LSPS. The slight increase in the FSR is supported by the employment opportunities generated by the Enterprise Corridor itself and the proximity of the Planning Proposal site to the Bankstown Strategic Centre, the Chullora Marketplace Local Centre and the Greencare Town Centre, all located within half an hour travel (bus) distance.

Evolution 5 - Green Web- increase open space retain: With the proposed retention, expansion and embellishment of Peter Reserve, the Planning Proposal creates opportunities for equitable access to open space which has a net public benefit to the community and gives effect to the above evolution.

Evolution 6 - Urban and Suburban Places, Housing the City: With a local target of 50,000 new dwellings by 2036 under the Canterbury Bankstown Housing Strategy 2020, the LSPS intends to locate 80 per cent of new housing within walking distance of mass transit/train stations. The Planning Proposal site is identified in the LSPS as 'Greencare-Hume Highway/ Cardigan Road' neighbourhood centre, which is located within a walking distance of multiple bus routes along Hume Highway, Hillcrest Avenue and Noble Avenue.

Although the Neighbourhood Centre is not in close proximity of a train station, this Planning Proposal assists on sustainable growth of the neighbourhood centre via employment generation and housing delivery to suit each life stage through a range of housing typologies, sizes and tenures with a provision of a supporting public infrastructure such as open space resulting in a net public benefit and also presents opportunities to improve walkability to the existing transport nodes.



This Planning Proposal gives effect to the following **Principles for housing in the City**:

Relevant Principles for housing in the City	Justification
Principle No. 8: Coordinate housing delivery and infrastructure planning	The proposed small FSR increase on the site is supported by employment generation, delivery of an open space and opportunities to improve the existing bus services and walkability to the existing bus transport nodes.
Principle No. 9: Set planning rules that deliver quality design and feasibly deliver investment in new development.	The proposed amendments to the building envelope controls are informed by urban design studies. A site specific DCP which will be exhibited concurrently with the Planning Proposal provides further development controls to deliver quality design outcomes. A planning agreement is also to be exhibited alongside the Planning Proposal confirming delivery of infrastructure needs arising from this Planning Proposal.
Principle No. 10: Provide housing choice to suit each life stage through a range of housing typologies, sizes and tenures	A site specific DCP provides further development controls to require adaptable/accessible housing to suit various life stages through a range of housing typologies.
Principle No. 11: Provide affordable housing typologies especially for very low, low and moderate income households;	Council's Affordable Housing Strategy 2020 and the amendments to Planning Agreements Policy requires this Planning Proposal to deliver affordable housing, through actual housing or a contribution.
Principle No. 12: Lead with place-based and design lead planning to inform change.	This Planning Proposal is informed by appropriate urban studies to guide built form changes to meet the housing targets.

Consistent with the above **Principles for housing in the City**, this Planning Proposal delivers on the following actions of **Evolution 6** of the LSPS:



Relevant Actions under Evolution 6	Justification
E6.1 Create the hierarchy of centres to guide future growth	The proposed FSR increase is proportionate to the hierarchy of the neighbourhood centre. The proposal further strengthens the role of the Bankstown Strategic Centre due to its proximity. As future housing becomes more competitive in the CBD, the Planning Proposal site will become more attractive to students and workers attending the emerging Health and Education Precinct.
E6.4 Protect the low density character of suburban neighbourhood	The Planning Proposal is well informed by appropriate urban design studies for intended medium rise mixed use development along the Hume Highway and for protecting the low density character of the surrounding area towards the rear of the site.
E6.10 Provide housing that suits the population	Council's Affordable Housing Policy and a draft Planning Agreement to be exhibited concurrently with this Planning Proposal makes provisions for affordable and adaptable/accessible housing that suits the population.
E6.12 Ensure housing growth is supported by infrastructure and funding	<p>This Planning Proposal delivers an open space as a net public benefit via part rezoning of 167 Hume Highway to Zone RE1 public recreation.</p> <p>The proponent has provided agreement in principle to liaise with the Transport for NSW to provide a new bus stop to improve public transport access to the site.</p>

As stated further above, the LSPS endorses the NELAP as an action to be implemented. The subject site is directly referenced in the NELAP as an out of centre location that is suitable for additional density, endorsed by the LSPS. A density higher than sought in the subject Planning Proposal was considered acceptable by the Department in their assessment report to support the 2017/2018 Gateway determinations. This assessment found that no inconsistency arose from the ministerial directions applicable to this site with respect to out of centre density.

Further, the proposal is consistent with the 80/20 vision to deliver 80% of dwellings within centres. The Planning Proposal seeks a moderate increase in housing and employment capacity consistent with the NELAP. This forms part of the '20%'. More significant housing and employment capacity will occur through Council's master planning program currently underway, consistent with 80% housing within centres.

With consideration to the above matters, this Planning Proposal is generally consistent with the Council's Local Strategic Planning Statements - *Connective City 2036*.



4.4 Canterbury Bankstown Housing Strategy 2020

On 23 June 2020, Council adopted the Canterbury Bankstown Housing Strategy (the Housing Strategy) to support the LSPS, *Connective City 2036* to guide future planning decisions in the City.

With a forecast population of 500,000 by 2036, the Housing Strategy intends to deliver 80% of new dwellings within walking distance of centres as set out in the LSPS, with a majority of the dwelling targets to be delivered in places of high amenity such as the Bankstown Strategic Centre and the Campsie Town Centre.

The Housing Strategy identifies that strategic transport connections such as the Hume Highway is one of the factors that may impact on the supply, demand or delivery of housing into the future due to the employment opportunities it offers.

The Planning Proposal site is located along the Hume Highway corridor and within the 'Greencare–Hume Highway/Cardigan Road' neighbourhood centre and it is supported by multiple employment generation opportunities presented by the Hume Highway enterprise corridor, proposed employment generation on the Planning Proposal site itself, and the surrounding centres such as the Bankstown Health and Employment Precinct, the Chullora Marketplace and Greenacre local centres.

The proposed minor FSR increase therefore can easily be absorbed by the existing infrastructure provisions which this Planning Proposal intends to strengthen further via a provision of an open space, contribution to the district level community and recreational facilities, and improvements to the existing bus services following a discussion with the Transport of NSW. This Planning Proposal also presents opportunities to improve walkability between the existing bus stops and the Planning Proposal site. As such, this Planning Proposal is consistent with the objectives of the Canterbury Bankstown Housing Strategy on delivering housing targets for the LGA with supporting employment generation and enabling infrastructure provisions.

As demonstrated on the table below, the planning proposal will facilitate redevelopment of the site to accommodate a total of approximately 131 dwellings. It is estimated that approximately 99 dwellings could be delivered on the site under the existing land-use controls for the site

Items	Bankstown LEP 2015 Provision	Provision under this PP
Site Area	11,750m ²	11,150m ²
Total Permissible GFA	11,750 (@1:1 FSR)	14,495m ²
Existing Commercial GFA	3,345m ²	3,345m ²
Permissible Residential GFA	8,405	11,150m ²
No. of permissible dwellings	99	131



4.5 Canterbury Bankstown Employment Lands Strategy 2020

The vision of Council's Employment Lands Strategy is to sustainably plan for employment lands to deliver diversity of jobs and maximise employment opportunities. The strategy guides Council's decision making to ensure that there is an adequate and appropriate supply of employment land that is serviced to meet the needs of businesses and employees.

Planning Proposal is consistent with the following strategic directions of the Employment Lands Strategy:

- Improve the amenity of employment precincts;
- Protect employment lands for employment uses; and
- Leverage infrastructure that supports jobs growth.

Council's Employment Lands Strategy identifies that the proximity of employment precincts to/along the strategic transport connections is a key priority for industrial/business occupiers and this has become an emerging trend of successful employment precincts, such as the Hume Highway Enterprise Corridor.

The economic objectives of the Hume Highway Enterprise Corridor is to strengthen local employment and services that benefit from high levels of exposure. Currently the uses on the site for a hotel benefit from the high level of exposure. Part A2 –Corridors of the Bankstown DCP 2015 contains controls for this section of the Hume Highway Corridor within the LGA. It is noted that the section of the BDCP 2015, as relevant to the Planning Proposal, aspires to high technology industries, businesses and highway related uses. Further, the DCP aspires for large lot sites to facilitate residential uses (such as the subject site).

The Employment Lands Strategy identifies Bankstown and Campsie as strategic centres with significant housing and employment growth targets. Consistent with the objectives of the Strategy, retail activity along Hume Highway is intended to be limited to ensure that corridors do not detract from the centres hierarchy, especially for the Bankstown Strategic Centre.

With the mandating of a minimum non-residential FSR, this Planning Proposal intends to give effect to the strategic directions of the Employment Lands Strategy. The intent of the Planning Proposal is to support the employment offerings of the Corridor as the first priority by ensuring large commercial floor plates are available at the ground floor level for future highway related uses. By ensuring appropriate building setbacks and a provision of landscape corridor (through a site specific DCP), the proposal intends to improve the amenity of employment precincts which will assist in attracting associated businesses and industries to further enhance the economic competitiveness of Hume Highway Enterprise Corridor and thereby achieve the intent of the Employment Lands Strategy.



The increased density and inclusion of a minimum non-residential component will protect employment land, create increased job capacity on site and private investment in the area. As such, this Planning Proposal is consistent with the strategic directions of Council's Employment Lands Strategy.

4.5.1 Clarification of Consistency with Council's Employment Land Strategy

In relation to the above justification, the Department on 26 April 2021 sought further clarification on the consistency of this Planning Proposal with Council's Employment Lands Strategy 2020.

In May 2021, Council engaged Hill PDA Consultants to further investigate matters raised by the Department. Hill PDA had previously been engaged by Council to prepare Council's Employment Land Strategy.

The review from Hill PDA confirmed the following:

- That the Planning Proposal is not inconsistent with the recommendations of the Employment Land Strategy.
- The impact of the Planning Proposal on the supply of employment land in the LGA is of limited concern, given the significant supply already available and the commitment to maintaining the existing employment floorspace on the site.
- The land uses proposed are currently permissible on the site under the Bankstown LEP 2015 and are permitted under Additional Permitted Use provisions in the Draft Consolidated Canterbury Bankstown LEP 2020.
- The Planning Proposal seeks to provide for the continuation of substantial employment uses on the site by proposing a minimum non-residential FSR of 0.3:1.
- The proposed commercial GFA, when provided along the stretch of Hume Highway, presents an opportunity for highway related land uses which are generally compatible with the characteristics of Hume Highway in terms of its air quality and noise environmental impacts.
- Consistent with the intent of the Draft Consolidated Canterbury Bankstown LEP 2020, the existing zoning for the Planning Proposal site at 167 Hume Highway, Greenacre was considered appropriate and not to be changed to Zone B2 Local Centre or Zone B4 Mixed Use in order to maintain the economic strength of centres by limiting retailing activity outside centres.



A detailed response from Hill PDA on the investigation undertaken on the consistency of the Planning Proposal with Council's Employment Lands Strategy is included in Council's response to the Department dated 29 June 2021 (refer to Attachment C).

This Planning Proposal has satisfied matters raised by the Department on its letter dated 26 April 2021. This Planning Proposal is consistent with Council's Employment Land Strategy 2020.

4.6 Canterbury Bankstown Affordable Housing Strategy 2020

On 23 June 2020, Council adopted the Canterbury Bankstown Affordable Housing Strategy to support the LSPS, *Connective City 2036* to guide future planning decisions in the City.

The objectives of the Affordable Housing Strategy are to reduce the level of housing stress experienced by residents across the City of Canterbury Bankstown so that the community can thrive socially and economically by increasing the provision of affordable rental housing.

The Affordable Housing Strategy amends Council's Planning Agreement Policy to require a 5% affordable housing contribution for Planning Proposals resulting in uplift of more than 1000m² of residential floorspace, unless otherwise agreed with Council.

As part of the preparation of a planning agreement to support this Planning Proposal, the proponent is required to demonstrate consistency with Council's affordable housing requirement. It is the intention of Council to require the provision of affordable housing, consistent with the requirements of Council's Affordable Housing Strategy and Planning Agreement Policy, as part of a Planning Agreement with the proponent.



5. Is the Planning Proposal consistent with applicable State Environmental Planning Policies?

This Planning Proposal is consistent with applicable State Environmental Planning Policies (refer to Attachment A), namely:

5.1 State Environmental Planning Policy No. 65 (Design Quality of Residential Apartment Development)

State Environmental Planning Policy No. 65 and the supporting Apartment Design Guide apply design quality principles to improve the design quality of residential apartment development. Ministerial Direction 3.1 (Residential Zones) reinforces the design quality principles by requiring the proposed housing to be of a good design standard.

To address the design quality principles, Council commissioned an urban design peer reviews in 2018 and 2020 to address applicant's proposed amendments to the Planning Proposal and to recommend an appropriate building envelope for the site at 167 Hume Highway, Greenacre. The peer reviews made the following recommendations:

167 Hume Highway, Greenacre	Current controls	Urban design peer review recommendations, July 2020
Zone	B6 Enterprise Corridor	Part rezone to RE1 Public Recreation
Maximum FSR	1:1	1.3:1 including a minimum of 0.3:1 non-residential FSR
Maximum building height	11–14 metres (3–4 storeys)	11, 17 and 20 metres (3, 5 and 6 storeys)
Minimum Hume Highway setback for residential	20 metres	12 metres

The tables below summarise the key recommendations of 2018 and 2020 peer review:



Table1: Summary of Council's peer review recommendation, 2018

167 Hume Highway	Current controls	Recommendations of NE LAP	Applicant's Proposed controls 2018	Peer Review 2018 Recommendations
Zone	B6 Enterprise Corridor	No change	No change	No change
Maximum FSR	1:1	1.5:1 *	1.5:1	1.25:1, including a minimum of 0.25:1 of non-residential purposes
Maximum building height	11–14 metres (3–4 storeys)	Review maximum heights	14–17 metres (4–5 storeys)	11, 14 and 17 metres (3, 4 and 5 storeys)
Minimum highway setback for dwellings	20 metres	10 metres*	10 metres	12 metres

* subject to further studies

Table 2: Summary of Council's peer review recommendation, 2020

167 Hume Highway	Current controls	Applicant's Proposed controls 2020	Peer Review 2020 Recommendations
Zone	B6 Enterprise Corridor	Part rezone to RE1 Public Recreation, part Rezone Peter Reserve to Zone B6	Part Rezone to RE1 to expand Peter Reserve to address open space requirements
Maximum FSR	1:1	1.25:1 including a minimum commercial FSR of 0:25:1	1.3:1 including a minimum commercial FSR of 0:3:1
Maximum building height	Part 11 metres (3 storeys); and Part 14 metres (4 storeys).	Part 11 metres (3 storeys), Part 14 metres (4 storeys); and Part 18 Metres (5 storeys).	Part 11 metres (3storeys), Part 17 (5 storeys) and Part 20 metres (3, 5 and 6 storeys)
Minimum highway setback for dwellings	20metres	10 metres	12 metres



The proposed building envelope controls addresses business objectives of Zone B6 Enterprise Corridor in terms of protecting commercial FSR, a provision for an open space via part rezoning to expand Peter Reserve and appropriate heights of buildings to be consistent with its surrounding context.

The proposed 0.3:1 minimum commercial FSR is predominantly a design-led recommendation to protect the existing commercial GFA to ensure that the business objectives of the B6 enterprise zone is protected. The urban design peer review 2018 recommended capping the residential development on the site through a maximum residential FSR on the site. This recommendation was presented to the Local Planning Panel (LPP) on its meeting of 19 November 2018. Instead of quoting a maximum residential FSR, the LPP considered mandating a minimum commercial FSR in order to convey the significance of business component of the enterprise corridor. The LPP also sought an economic study to canvass viable businesses and potential employment generation from this Planning Proposal.

As indicated above, the peer review 2018 recommended for an FSR of 1.25:1 with 0.25:1 commercial FSR on the original proposal, which didn't propose any land dedication. In order to address the open space requirement, the proponent amended the proposal in 2020 to part rezone B6 Enterprise Corridor (167 Hume Highway) land to Zone RE1 Public Recreation. Accordingly, the proposed FSR was readjusted to 0.3:1 for the reduced site, ensuring the extent of the commercial floor space area is not reduced. This matter is further discussed in Council report of 25 August 2020.

Further, the site currently has approximately 3,345sqm of commercial/business related floor area (Hotel, restaurant + short term apartments). With the provision of a minimum 0.3:1 commercial FSR, this Planning Proposal retains the existing business floor area, consistent with the requirement of the South District Plan.

Context and Neighbourhood Character

According to the design quality principles of the SEPP, consideration of local context is important for all sites, including sites in established areas such as this Planning Proposal site, those undergoing change or identified for change. Responding to context involves identifying the desirable elements of an area's existing or future character.

The interface of the site with Hume Highway presents its contrasting context in comparison to low density development to the south comprising a range of single detached dwellings, townhouse and villas. The Planning Proposal site backs onto Peter Reserve, a small pocket park which has a frontage to Peter Crescent. However, there is no connection from the park or Peter Crescent through the site.



Council's urban design peer review 2020 addresses the context of the area by facing higher density residential along Hume Highway, minimising overshadowing impacts to the new park and low density neighbours. The proposed terrace housing towards the south and south east transition the higher density and relate to the existing low density residential area, allow solar access and 'eyes' on the open space / new park.

Minimum highway setback for dwellings at 165-185 Hume Highway, Greenacre

The Bankstown DCP 2015 requires that dwellings are setback a minimum 20 metres from the Hume Highway. The maximum height of dwellings within this setback is 11 metres.

As part of the preparation of North East Local Area Plan, Council recommended that it may be possible to reduce the minimum highway setback for dwellings from 20 metres to 10 metres provided there is appropriate amenity (noise and air quality) protection for future residents.

In November 2018, the Local Planning Panel endorsed the recommendations of the urban design peer review (2018) to reduce residential setback from 20 metres to 12 metres along Hume Highway, subject to the applicant preparing air quality and noise assessment reports to confirm amenity impacts to the future residents.

In response to the above, the applicant submitted the relevant assessment reports to reduce the residential setback from 20 metres to 10 metres along Hume Highway.

Council's peer review of the above reports provided the following recommendations:

- Acoustic impacts can be managed for apartments with a 10m setback
- Air quality impacts can be managed for apartments through setbacks of greater than 10m

The peer review did not identify an exact setback to manage air quality impacts above 'greater than 10m'. Council's urban design peer review 2020 retained the previously recommended 12m setback.

Based on the above information Council resolved to reduce the minimum highway setback for dwellings at 167 Hume Highway from 20 metres to 12 metres. Council also resolved that the above dwelling setback be consistently applied to the neighbouring properties at 165 and 185 Hume Highway.

With the largest street frontage of over 200 metres, 167 Hume Highway sets the future streetscape character for this portion of the Hume Highway corridor between Cardigan and Tennyson Roads. Apart from a narrow band of low density residential lots adjacent to Cardigan Road, all remaining lots fronting Hume Highway are Zone B6 Enterprise Corridor land, with 167 Hume Highway being the largest single lot over 11,700sqm area.



Ensuring the streetscape façade for Zone B6 Enterprise lands between Cardigan and Tennyson Roads are visually consistent, Council intends to apply the recommended 12m dwelling setback to the adjoining B6 Zone lands, being 165 and 185 Hume Highway.

The above recommendation for altering the dwelling setback from 20 to 12 metre requires a minor amendment to the height of buildings for 165 and 185 Hume Highway as shown in Part 4, Map 7. These amendments are limited to adjusting the dwelling setback to match the 12 metre setback where the 11 metre height would apply. The existing height limit for the remainder of the site at 165 and 185 Hume Highway remains unchanged.

5.3 State Environmental Planning Policy (Infrastructure) 2007

The SEPP identifies matters to be considered in the assessment of development adjacent to particular types of infrastructure development. The site is located along the Hume Highway Enterprise Corridor, a state road.

Noise and Air Quality

The Bankstown Local Environmental Plan 2015 currently requires dwellings on the site to be setback a minimum 20 metres from the Hume Highway. The intended outcome is to provide appropriate amenity (noise and air quality) protection for future residents.

The urban design peer review supports a reduction of this setback to 12 metres. Following a consideration of a peer review of the proponent's Air Quality and Noise Impact Studies, this Planning Proposal confirms appropriateness of reducing residential setback along Hume Highway from 20 to 12metre. Suitable acoustic and noise controls would also be implemented as part of a site specific DCP and associated reports required as part of any future development application.

Driveway Egress

Early consultation with Transport for NSW by the proponent indicates that only one entry would be supported. The Planning Proposal has taken into consideration the recommendations of the Transport for NSW on the matter relating to site access. Further consultation with Transport for NSW would occur as part of post Gateway conditions, noting that any future DA would also trigger referral to Transport for NSW.

Bus Stop

The Planning Proposal will deliver an additional bus stop along Hume Highway to strengthen the existing public transport connection within the local area.



This Planning Proposal responds to the infrastructure needs arising from this Planning Proposal and therefore is consistent with the above policy.

6. Is the Planning Proposal consistent with applicable Ministerial Directions?

This Planning Proposal is generally consistent with the applicable Ministerial Directions (refer to Attachment B), namely:

6.1 Direction 1.1 (Business and Industrial Zones)

The objectives of the direction are to encourage employment growth in suitable locations, and to protect employment land in existing business and industrial zones. This Planning Proposal gives effect to the objectives of the direction.

Clause (4) of the Direction provides that:

(a) retain the areas and locations of existing business and industrial zones,

The proposal is inconsistent with the above clause as the proposal intends to rezone part of Zone B6 Enterprise Corridor to Zone RE1 Public Recreation, thereby decreasing the land within B6 Enterprise Corridor Zone.

The above inconsistency can be justified under Clause 4(d):

(d) not reduce the total potential floor space area for employment uses and related public services in business zones.

The existing Floor Space Ratio of the subject site is 1:1, and there is no restriction currently on the extent of business or residential floor space area that can be realised under 1:1 FSR. The total potential floor space area for employment uses and related public services based on the existing site area is 11,750 m².

The proposed Floor Space Ratio of the subject site is 1.3:1 with a minimum of 0.3:1 non-residential FSR for a reduced site area of 11,150 m², following a land dedication of 600 m² to expand Peter Reserve. This indicates that the total potential floor space area for employment uses (for the reduced site) is approximately 14,500 m². This indicates that the proposal is capable of increasing the total potential floor space area for employment uses from 11,150 m² to 14,500 m².

Also, the existing non-residential gross floor area of the site is approximately 2,500m² (including the existing pub, hotel and a separate restaurant). The minimum non-residential FSR provision mandates a minimum of 3,345 m² of non-residential gross floor area which is higher than the existing business component within the site.

In this regard, although the Planning Proposal has reduced a small portion of Zone B6 Enterprise Corridor land to create a park, the overall non-residential FSR of the site



has not reduced and therefore this Planning Proposal is consistent with the Ministerial Direction.

6.2 Direction 2.6 (Remediation of Contaminated Land)

The objective of this direction is to reduce the risk of harm to human health and the environment by ensuring that contamination and remediation are considered by Planning Proposals and relevant matters are addressed appropriately.

The Bankstown LEP 2015 currently allow certain residential developments such as multi dwelling housing and residential flat buildings (as part of mixed-use development only) in Zone B6 Enterprise Corridor.

Consistent with the requirements of the Gateway Determination, the Proponent submitted Detailed Site Investigation, prepared by Aargus dated 9 September 2021. The following observations were made:

Soil Quality Assessment revealed the following:

- Heavy metals concentrations were below the HIL 'B' and site derived EILs.
- TPH / BTEXN concentrations were below the HSL 'A&B', ESLs and Management Limits.
- PAH, OCP & PCB concentrations were below the HIL 'B', EILs and ESLs.
- Asbestos was not detected in any of the samples analysed.
- Any soils requiring removal from the site, as part of future site works, in particular to those beneath the existing site features, should be classified in accordance with the "Waste Classification Guidelines, Part 1: Classifying Waste" NSW EPA (2014).

The Groundwater Quality Assessment revealed the following:

- Heavy metals concentrations analysed in groundwater (with the exception of arsenic, cadmium, chromium, copper and/or nickel) appeared to fluctuate between meeting or exceeding their respective assessment criteria at various monitoring locations across the site. It was considered that the heavy metals present within the bedrock aquifer were likely to be background concentrations given that no other potential sources of contamination were identified within the immediate vicinity of the site.
- TRH and BTEX concentrations were below the site assessment criteria.

The Detailed Site Investigation makes the following recommendations:

- "... that the risks to human health and the environment associated with soil and groundwater contamination at the site is negligible within the context of the proposal for commercial / retail / residential uses including basement car parking and communal open spaces development".
- *"The site is therefore considered to be suitable for the proposed use".*



In consideration to the above matters, this Planning Proposal is consistent with Direction 2.6 -Remediation of Contaminated Land.

On 4 November 2021, Council sought advice from the DPIE in relation to the Gateway Determination condition relating to the above Direction. The DPIE has confirmed that this matter has been satisfied by Council and requires no further approval from the Secretary prior to exhibiting the Planning Proposal.

6.3 Direction 3.1 (Residential Zones)

The objectives of the direction are to encourage a variety and choice of housing types, and to make efficient use of existing infrastructure and services.

Clause 4(d) of the direction encourages the provision of housing to be of good design. Council commissioned an urban design peer review to recommend an appropriate building envelope for the site. This Planning Proposal implements the recommendations of the urban design peer review to ensure good design.

With respect to 5(b), the current FSR applicable to the site is a maximum of 1:1. Residential development is permissible, but only as part of a 'mixed use' development. Currently, there is no minimum or maximum FSR about how much commercial or residential development is required to demonstrate a 'mixed use' development, acknowledging that the objectives of the Enterprise Corridor zone would need to be satisfied.

Safeguarding 0.3:1 FSR for employment / non-residential uses and noting that the subject site will decrease in size due to the dedication of land to create a park, up to 1:1 of residential is still allowable on the site. The current lot size with a total maximum FSR of 1:1 would need to include meaningful commercial uses. Despite the larger site area, this would have achieved a reduced amount of residential development compared to the overall 1.3:1 (with 1:1 residential) proposed by the subject Planning Proposal. For this reason, the proposal demonstrates consistency with this Direction.

6.4 Direction 3.4 (Integrating Land Use and Transport)

The objective of the direction is to improve access to housing, jobs and services by walking, cycling and public transport.

Council reviewed the traffic and transport infrastructure needs to support this Planning Proposal. The Planning Proposal takes into consideration the advice from Transport of NSW on the matters relating to site access and offers opportunities to improve walkability to the existing traffic nodes.

Although the Planning Proposal site is not located within a centre identified in the South District Plan and LSPS or supported by an existing mass transit, it is located within a walking distance of a high frequency bus service offered by M90 (Burwood to



Liverpool) and in proximity to other multiple bus routes, the details of which are shown below:

Bus Routes	Weekday	Saturday	Sunday/public holidays
M90 Bus- Burwood to Liverpool (Bus stop located at Noble Avenue /Cardigan Road, approximately 200m (3mins) walk to the PP site.	6:09-20:42 - once every 10-15 minutes (High frequency service)	6:54-23:3 - once every 20/30 minutes	8:52-22:32 - once every 20/30 minutes
925 Bus - Lidcombe to East Hills via Bankstown (Bus stop located at Muir Road, approximately)	06:51-20:56 - once every hour, once every half hour in both AM and PM peaks	07:33-18:33 - once every hour	08:25-18:25 - once every hour
939 Bus - Bankstown to Greenacre (Bus stop located at Noble Ave near Cardigan Road, approximately 600m (9mins) walk to the site.	6:43-18:13 - once every half an hour	8:00-17:00- - once every hour	N/A
941 Bus - Bankstown to Hurstville via Greenacre (Bus stop located at Hillcrest Avenue opposite Cardigan Road, approximately 200m (3mins) walk to the PP site.	5:39-18:34- once every half an hour.	7:56-17:56 -once every hour	8:56-16:55 - once every hour

The Planning Proposal site is within a walking distance of multiple bus routes, including a high frequency service offered by M90 (Burwood to Liverpool) service.

This Planning Proposal is consistent with this direction as the planning proposal intends to deliver one additional bus stop to increase public transport network for the locality.

Consistent with the recommendation of the Gateway Determination, the proponent is currently liaising with the TfNSW on further details. The exhibition of the Planning Proposal will provide continuation to the current consultation with the TfNSW.

The Planning Proposal will be updated consistent with any further advice from the TfNSW during exhibition. The Planning Agreement will be implemented following Council resolution to execute the agreement which is likely to occur in April/May 2022.



6.5 Direction 4.3 (Flooding)

The objective of this direction is to ensure that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005 and the LEP provisions are commensurate with flood behaviour and include consideration of the potential flood impacts on and off the subject land.

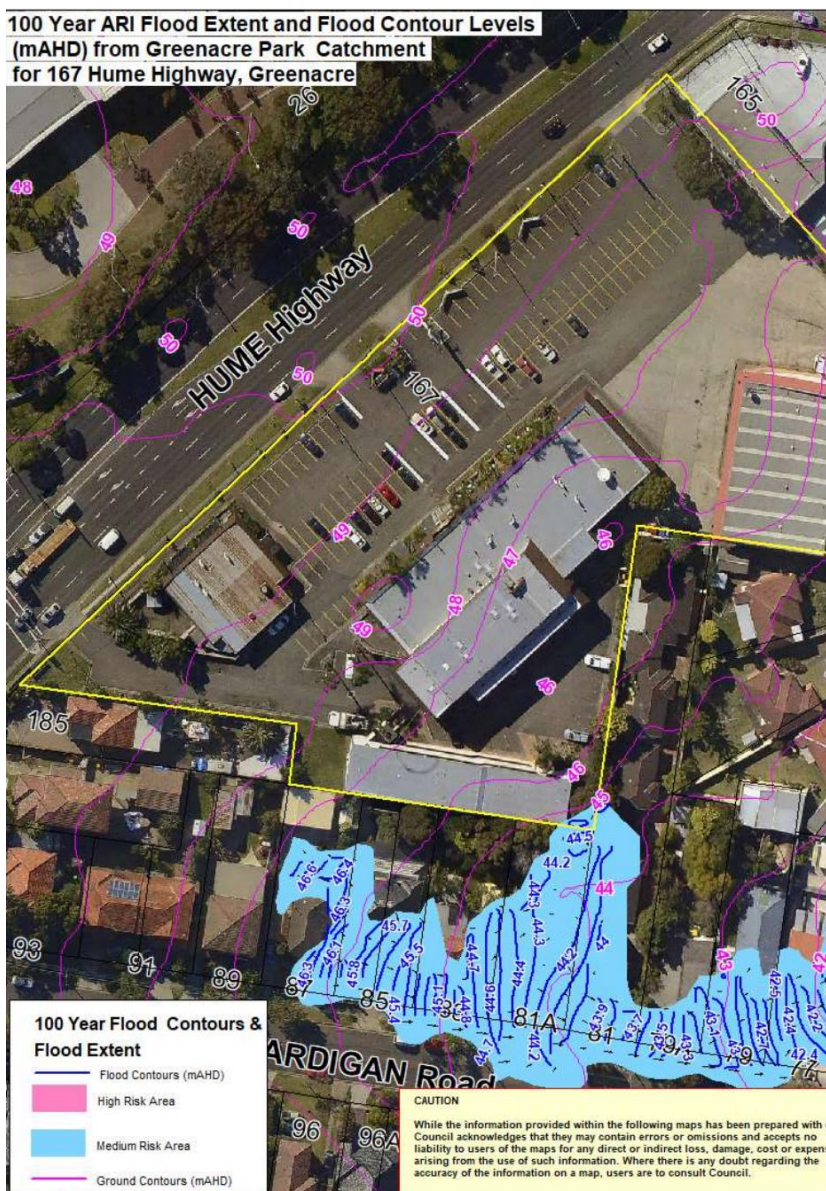


Figure 2: Flooding- 100 year Affection



A small section of the site at the south east corner is situated within the Flood Planning Area (1 in 100 Yr Flood Affection) as indicated in Figures 2 and 3. The above constitutes a very minor portion of the site which is highly likely to be free of any development due to the site setback requirements.

According to the Greenacre Park Stormwater Catchment Flood Study (GPSCFS) report (Bewsher Consulting, December 2009), the depth and velocity of the flood on this section of the site is negligible. The Flood Level for the site is 44.50m ADH.



Figure 3: Flooding- PMF Extent



Additionally, Figure 4 indicates that the southern boundary and the southeast corner of the site, including a section of the site to be rezoned to RE1 Public Recreation areas have PMF (Probable Maximum Flood) Extent Flooding.

As the Planning Proposal seeks an FSR uplift on the site from 1:1 to 1.3:1 within the PMF Extent Flooding area, the Planning Proposal has an inconsistency of minor significance with Direction 4.3 Flooding.

In order to address the flood risks associated with the PMF flooding and to justify the above inconsistency, the Planning Proposal recommends the following approach:

- Reducing the cumulative impacts on flood behaviour by reducing the maximum Building Height within PMF Extent areas from 14metres to 11metres (see Map7, Part 4 of this PP).
- Rezoning part of Zone B6 Enterprise Corridor land to Zone RE1 Public Recreation further reduces the potential flood risk.
- Applying Clause 2.21 Flood Planning of the Bankstown Local Environmental Plan 2015 in future Development Application process.
- Applying the provisions of Bankstown Development Control Plan 2015–Part B12 as part of the development application process.
- Taking advantage of the existing topography which gradually slopes down from north to south with an approximate fall of 5m at the lowest SE corner of the site.
- Proponent's Flood Impact Assessment (dated November 2021) recommends the following risk management strategies:
 - adopting finished floor levels for buildings at the rear of the subject site (Building C& D) to be above the PMF Level to address any risk associated with minor potential flood;
 - making provisions for installation of flow through fencing;
 - proposed driveway access to the basement is not affected by the PMF flood extent which minimises any potential flooding of basement areas.
 - The Development Application stage to provide a Structural Engineer's report on design able to withstand damage due to scour, debris or buoyancy forces.

In consideration to the above matters, a minor inconsistency relating to the proposed development in the PMF extent flooding is justified. The Planning Proposal is therefore consistent with the intent and the objectives of Direction 4.3 Flooding.

6.6 Direction 5.10 (Implementation of Regional Plans)

The objective of the direction is to give legal effect to the vision, land use strategy, goals, directions and actions contained in Regional Plans.



The Planning Proposal is generally consistent with the Regional Plan for the Metropolitan Region- *'The Metropolis of Three Cities- The Greater Sydney Region Plan'* as the Planning Proposal does not impair the achievement of the vision and objectives of the Greater Sydney Region Plan (GSRP). Consistency with specific objectives of the GSRP is detailed in Section B-3 of this Planning Proposal.

6.7 Direction 6.1 (Approval & Referral Requirements)

The objective of this direction is to ensure that LEP provisions encourage the efficient and appropriate assessment of development by not requiring any concurrence, consultation or referral provisions as part of the proposed LEP.

The Planning Proposal is consistent with this Direction, as the Planning Proposal does not include any concurrence, consultation or referral provisions as part of the Planning Proposal.

6.8 Direction 6.3 (Site Specific Provision)

The objective of this direction is to discourage unnecessarily restrictive site specific planning controls.

The Planning Proposal intends to apply a 0.3:1 minimum commercial FSR on the site which is inconsistent with the intent of the Direction (Site Specific Provision).

The above inconsistency is justified on the basis that this provision is required to retain the existing employment generating floor space on the site and the approach is consistent with the requirements of the South District Plan and Council's Employment Land Strategy. This provision strengthens the requirement for employment generating floor space on the site in comparison with other B6 zoned land in the area which is not subject to a minimum non-residential floor space control.

The Planning Proposal is therefore consistent with the Direction 6.3- Site Specific Provision.



Section C–Environmental, social and economic impact

- 7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?**

The proposal has no implications to critical habitat or threatened species, populations or ecological communities, or their habitats.

- 8. Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?**

8.1 Traffic and Parking Impacts

Correspondence between the TfNSW (then the RMS) and the proponent in 2017 provided the following response:

“....Roads and Maritime reiterate our previous position that the access into the site should be via the furthest northern eastern extent of the subject bays, which is away from the right turn bays on Hume Highway. In relation to the attached, the access point should be between the end of the red line (at the northern eastern extent) and the existing access point as demonstrated with the black arrow below..”



In 2018, Council's traffic engineers reviewed Traffic Report dated 9 July 2018 prepared by McLaren. The following comments were made:

- SIDRA result indicated an AM queue length of 161.4 meters on the north approach. Both the driveways are within the queue lengths.



- The proponent to further discuss traffic impact with the TfNSW (including the trip generating rates) in regard to its implication on the Muir Road/Hume Highway intersection.
- The development application stage may require traffic calming devices within the site to ensure vehicles entering and exiting the site do not have adverse impact on the existing traffic on Hume Highway.
- Consistent with Council's DCP, each building block (four proposed) would require a separate loading dock which must be separate from parking circulation or exit lanes to ensure safe pedestrian movement and uninterrupted flow of other vehicles in the circulation roadways.

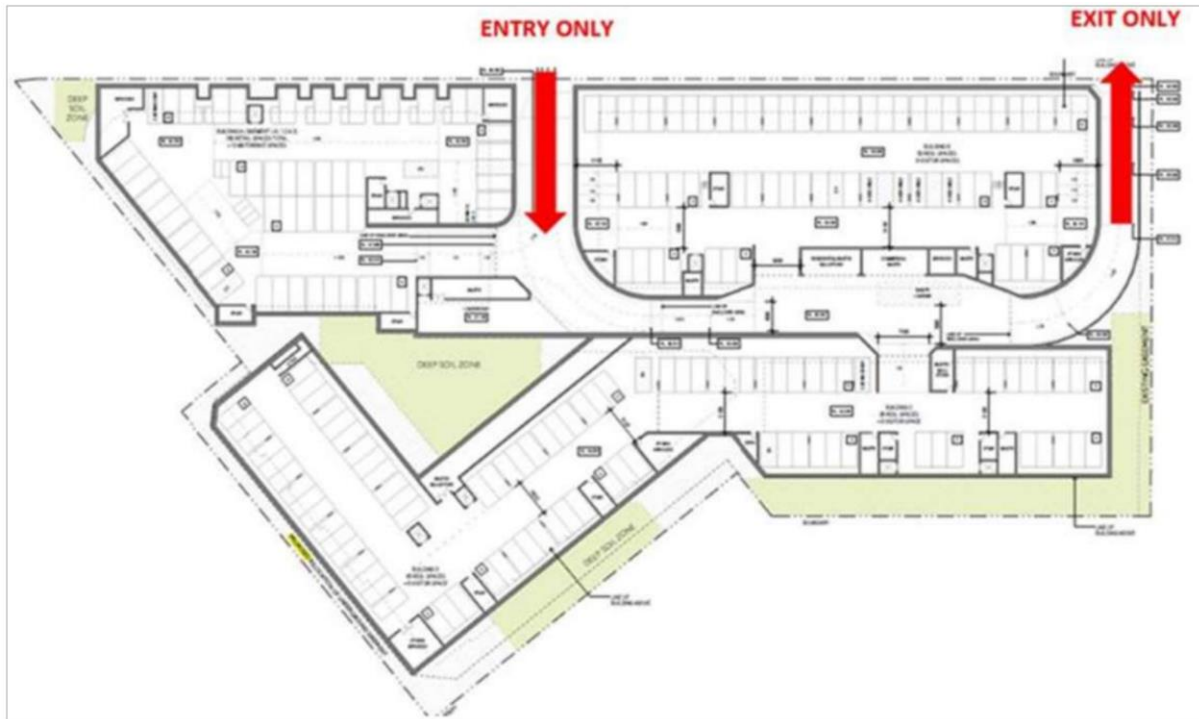
A Vehicular and Pedestrian Plan (DIA-1003) was submitted to Council as part of the proponent's Planning Proposal Addendum. The Vehicular and Pedestrian Plan proposed two site access points via Hume Highway.

According to the proponent's UD Report (September 2021) and Addendum Traffic Statement (dated November 2021), the Planning Proposal creates a parking demand for approximately 422 parking spaces. The following matters are noted:

- The parking provision of 175 residential car spaces satisfies the DCP parking requirement for the residential component.
- The DCP requires 247 commercial car spaces to be provided with 218 of these for the pub. The Addendum Traffic Statement recommends providing 130 spaces for commercial purpose (pub/minor retail/showroom) which indicates a shortfall of 117 car spaces compared to the DCP requirement.
- The Addendum Traffic Statement considers the above is appropriate as it is expected that visitors of the proposed pub area would comprise primarily of residents as well as employees within and in the vicinity of the site, who would not necessarily have to rely on parking provisions.
- The Addendum Traffic Statement also considers that the peak demand for the pub and the retail/ showroom will not coincide. It is expected that most visitors to the retail/ show room areas will exit the site by 5:30pm, as visitors to the pub is likely to enter the site in the evening peak period, potentially after 6:30pm.

In relation to the above, Council's assessment indicates the site has capacity to allow for additional basement levels to cater for the required parking spaces onsite in accordance with Council's applicable DCP requirements, which can be addressed at the Development Application stage.

Council also notes that the proponent's preferred option includes two access points (one entry only and the other exit only) as indicated on the figure below which will be further discussed with TfNSW for confirmation during the exhibition of the Planning Proposal.



The Urban Design scheme recommended by the peer review is consistent with the TfNSW's previous advice of 2017. Council's preferred option is consistent with the recommendations of the Urban Design (UD) Peer Review 2020.

The recommendation of the UD Peer Review 2020 is further detailed in Council's site specific DCP which provides controls the applicant would need to provide at the Development Application stage.

The Urban Design Peer review scheme requires that the proposed ingress and egress of vehicles from Hume Highway occur via the northern corner of the site. The traffic would then be segregated appropriately within the basement of the site to allow for a central delivery and waste collection area. This would then allow the ground floor area to be less frequented by vehicles to prioritise pedestrian and cyclist movement.

On the basis of the analysis of the above two scenarios, Council is of opinion that this Planning Proposal has sufficient mechanisms in place to make relevant amendments to the site specific DCP, subject to the final advice from the TfNSW in regards to the preferred access point(s) and the changing dynamics of site circulation accordingly. Any comments received from the TfNSW during the exhibition period will be considered prior to the Planning Proposal and site specific DCP being reported to Council.

There are no other likely environmental effects as a result of this Planning Proposal.



9. Has the Planning Proposal adequately addressed any social and economic effects?

9.1 Social effects

This Planning Proposal adequately addresses social effects subject to implementing the planning agreement to ensure the future development of the site is linked to the delivery of enabling infrastructure.

The proponent's Social Impact Assessment Report recommends land dedication to expand Peter Reserve to improve access to public open space. The report also indicates there are a number of primary and secondary schools located within the vicinity of the site. These schools have sufficient capacity to accommodate additional demand created by future development in the area. The nearest hospital is the Bankstown–Lidcombe Hospital in Bankstown, located approximately 6km southwest of the site.

Council reviewed the social infrastructure needs to support this Planning Proposal. The infrastructure works include (but are not limited to):

Infrastructure	Proposed Improvements
Open space and playground infrastructure	<ul style="list-style-type: none">The proponent has agreed in principle to enter into a planning agreement to dedicate 600m² of Planning Proposal site for the expansion of Peter Reserve, and provide certain contribution to the embellishment of Peter Reserve.
Traffic and transport related infrastructure	<ul style="list-style-type: none">The proponent will deliver new bus stop on the Hume Highway, adjacent to the site, as there is an identified need for a new bus stop to improve public transport access to the site.Further consultation with Transport of NSW will occur as part of exhibition of the Planning Proposal to identify further traffic and transport related infrastructures.
Community facilities	<ul style="list-style-type: none">The proponent to contribute to a district level recreation facility and district level community facility in the Greenacre locality.

At its Ordinary Meeting of 25 August 2020, Council resolved to prepare a planning agreement to ensure the future development of the site is linked to the delivery of enabling infrastructure. The planning agreement is to be exhibited concurrently with the Planning Proposal.



9.2 Economic effects

The proponent's *Estimate of Operational Impact* adequately addresses economic effects to ensure the proposal is compatible with the zone objectives of B6 Enterprise Corridor, namely, to promote businesses and other employment uses along main roads.

The *Estimate of Operational Impact* confirms with the proposal would create approximately 79 additional direct full-time jobs (i.e. those on-site) which will further strengthen the business goals for the Hume Highway Enterprise corridor.

Section D—State and Commonwealth interests

10. Is there adequate public infrastructure for the Planning Proposal?

The Planning Proposal demonstrates that the proposed medium-rise mixed use development is supported by the existing and future infrastructure provisions. Council at its Ordinary Meeting of 25 August 2020 resolved to prepare a planning agreement to ensure the delivery of the following infrastructure (but not limited to):

- (i) **Open space and playground infrastructure** - The proponent has agreed in principle to enter into a planning agreement to dedicate 600m² of Planning Proposal site for the expansion of Peter Reserve, and provide contribution to the embellishment of Peter Reserve.
- (ii) **Traffic and transport related infrastructure** - The proponent has agreed to deliver new bus stop on the Hume Highway, adjacent to the site, as there is an identified need for a new bus stop to improve public transport access to the site. Further consultation with Transport of NSW will occur as part of exhibition of the Planning Proposal to identify further traffic and transport related infrastructures.
- (iii) **Community facilities** - The proponent has agreed in principle to contribute to a district level recreation facility and district level community facility within Greenacre. The planning agreement is to be exhibited concurrently with the Planning Proposal.

11. What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway Determination?

An update to this section will occur following consultation with public authorities in accordance with the Gateway Determination.



Part 4 – Maps

The maps accompanying this Planning Proposal are:

- Map 1 – Land Application Map
- Map 2 – Existing Land Zoning Map
- Map 3 – Proposed Land Zoning Map
- Map 4 – Existing Floor Space Ratio
- Map 5 – Proposed Floor Space Ratio
- Map 6 – Existing Building Height
- Map 7 – Proposed Building Height

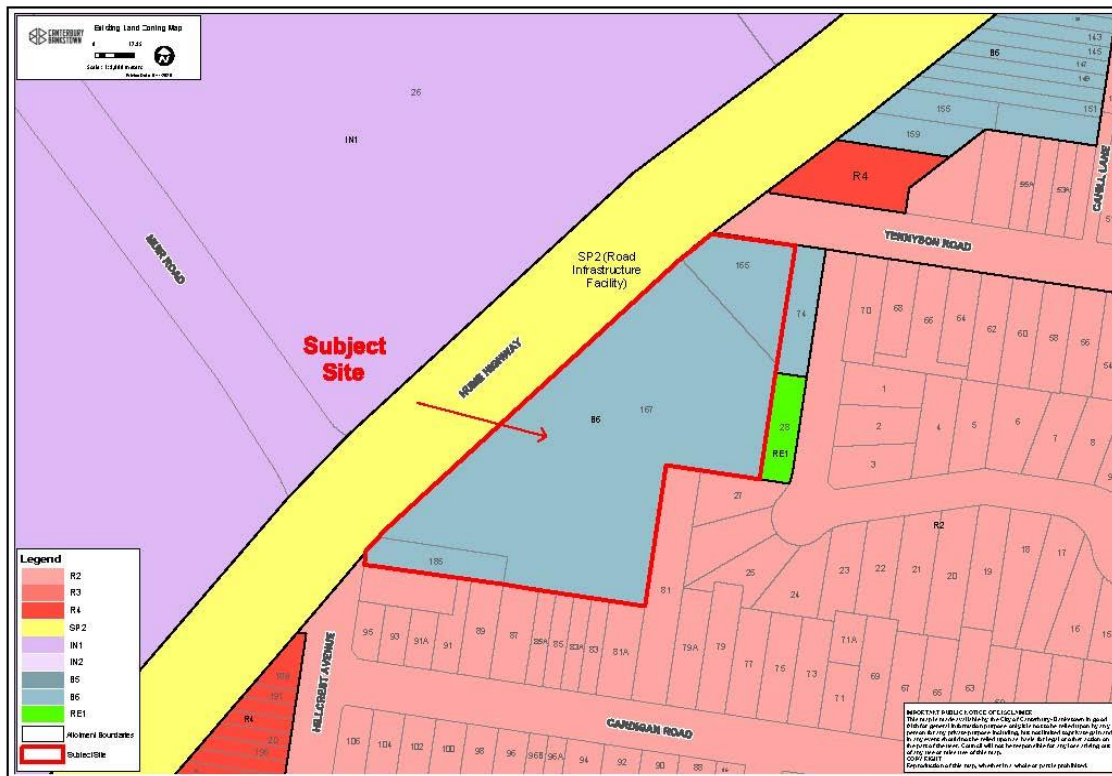


Map 1: Land Application Map





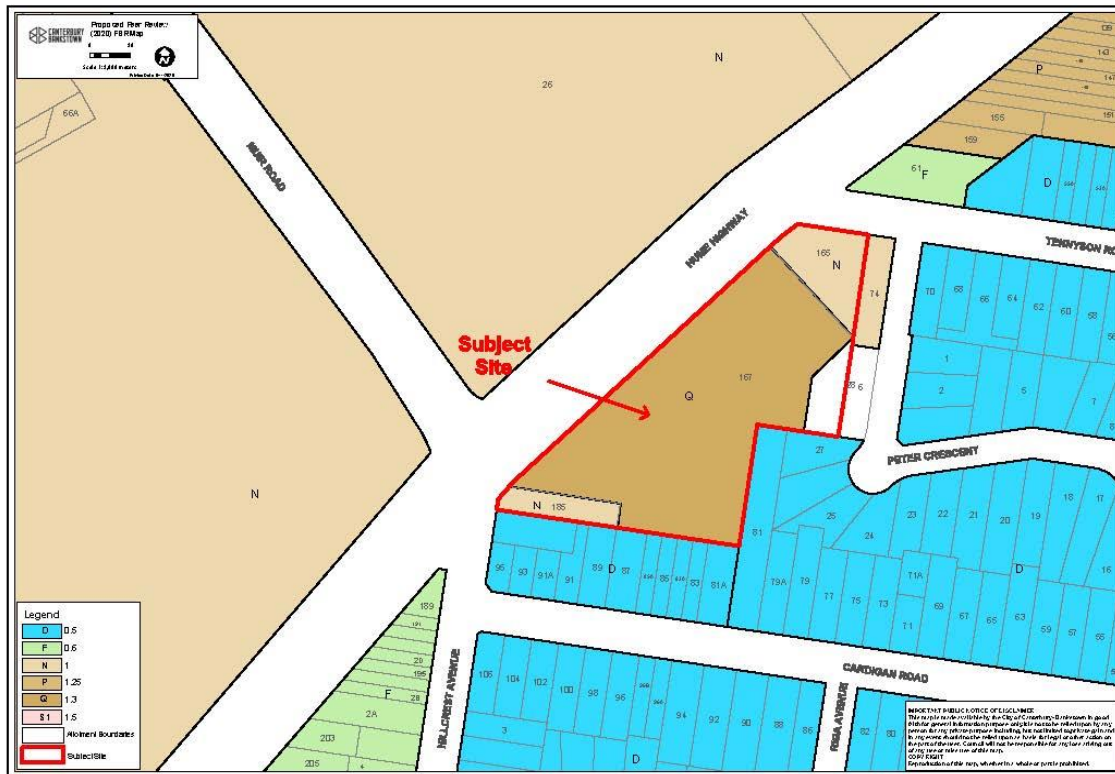
Map 2: Existing Land Zoning Map





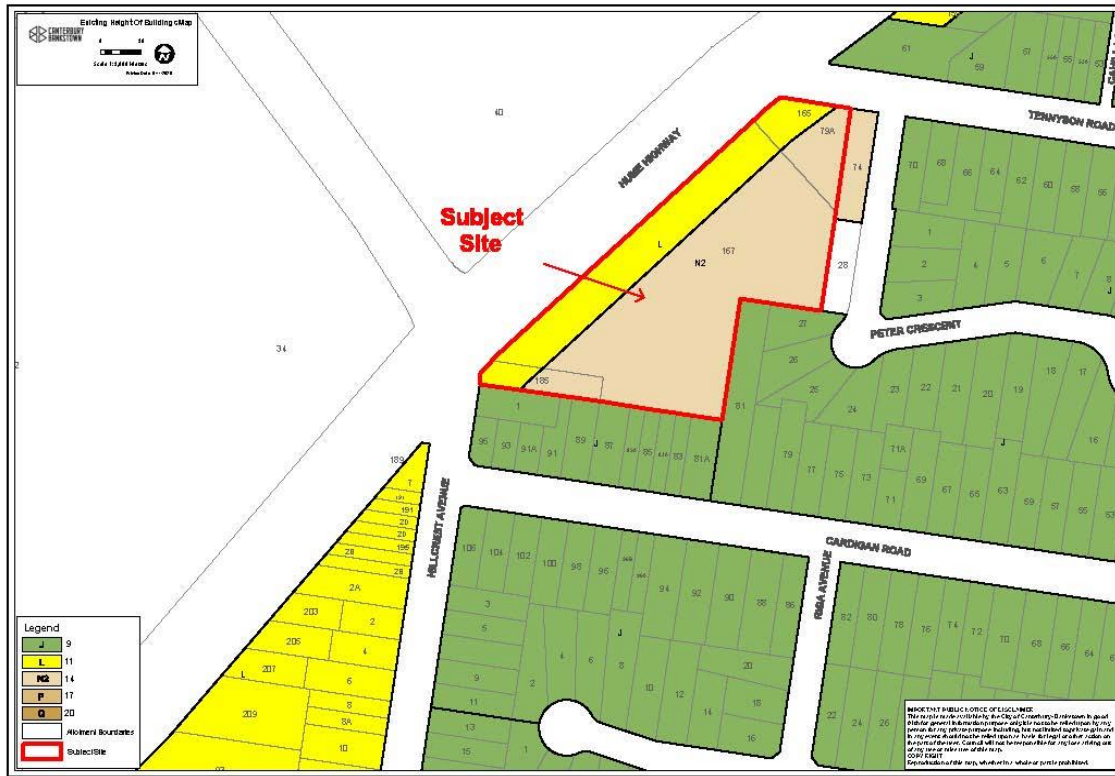


Map 5: Proposed Floor Space Ratio



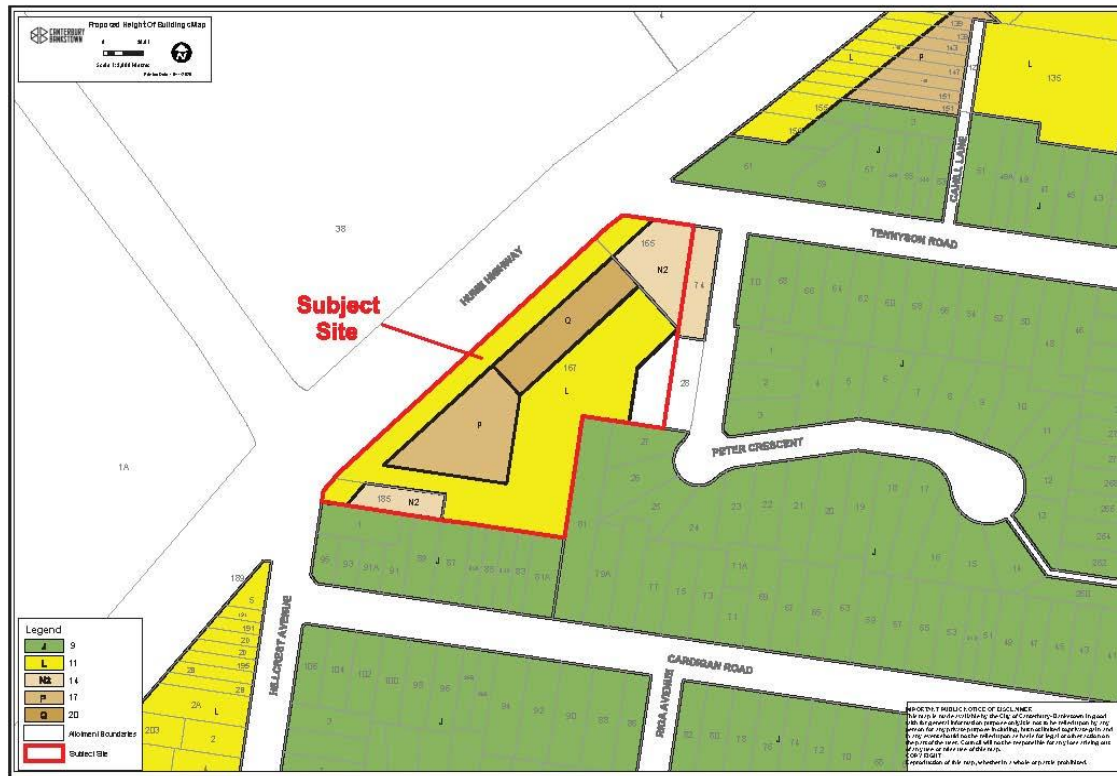


Map 6: Existing Building Height





Map 7: Proposed Building Height





Part 5 – Community Consultation

The exhibition period for this Planning Proposal is 28 days and would comprise:

- Notification in the local newspaper that circulates in the area affected by this Planning Proposal.
- Detailed information on Council's corporate website.
- Written notification to affected and adjoining property owners.
- Written notification to public authorities including:
 - NSW Department of Education
 - NSW Police
 - South Western Sydney Local Health District
 - Sydney Water
 - Telstra
 - Transport for NSW
 - Ausgrid
 - Local bus operators.



Part 6 – Project Timeline

Dates	Project timeline
August 2021	Issue of Gateway Determination
October 2021	Complete additional information
December 2022	Alteration to Gateway Determination
February 2022	Exhibit Planning Proposal
April 2022	Report to Council following the exhibition
May 2022	Submit the Planning Proposal to the Department of Planning, Industry & Environment of (DPIE) subject to the April 2022 Council resolution
June 2022	DPIE to finalise the Plan.



ATTACHMENT A–State Environmental Planning Policies

SEPPs (as at October 2020)		Applicable	Consistent
19	Bushland in Urban Areas	Yes	Yes
21	Caravan Parks	Yes	Yes
33	Hazardous & Offensive Development	Yes	Yes
36	Manufactured Home Estates	No	N/A
47	Moore Park Showground	No	N/A
50	Canal Estate Development	Yes	Yes
55	Remediation of Land	Yes	Yes
64	Advertising & Signage	Yes	Yes
65	Design Quality of Residential Apartment Development	Yes	Yes
70	Affordable Housing (Revised Schemes)	Yes	Yes
	(Aboriginal Land) 2019	No	N/A
	(Activation Precincts) 2020	No	N/A
	(Affordable Rental Housing) 2009	Yes	Yes
	(Building Sustainability Index: BASIX) 2004	Yes	Yes
	(Coastal Management) 2018	Yes	Yes
	(Concurrences and Consents) 2018	Yes	Yes
	(Educational Establishments & Child Care Facilities) 2017	Yes	Yes
	(Exempt & Complying Development Codes) 2008	Yes	Yes
	(Gosford City Centre) 2018	No	N/A
	(Housing for Seniors or People with a Disability) 2004	Yes	Yes
	(Infrastructure) 2007	Yes	Yes



	(Koala Habitat Protection) 2020	No	N/A
	(Koala Habitat Protection) 2021		
	(Kosciuszko National Park–Alpine Resorts) 2007	No	N/A
	(Kurnell Peninsula) 1989	No	N/A
	(Major Infrastructure Corridors) 2020	No	N/A
	(Mining, Petroleum Production & Extractive Industries) 2007	Yes	Yes
	(Penrith Lakes Scheme) 1989	No	N/A
	(Primary Production & Rural Development) 2019	Yes	Yes
	(Rural Lands) 2008	No	N/A
	(State & Regional Development) 2011	Yes	Yes
	(State Significant Precincts) 2005	Yes	Yes
	(Sydney Drinking Water Catchment) 2011	No	N/A
	(Sydney Region Growth Centres) 2006	No	N/A
	(Three Ports) 2013	No	N/A
	(Urban Renewal) 2010	No	N/A
	(Vegetation in Non–Rural Areas) 2017	Yes	Yes
	(Western Sydney Aerotropolis) 2020	No	N/A
	(Western Sydney Employment Area) 2009	No	N/A
	(Western Sydney Parklands) 2009	No	N/A



ATTACHMENT B–Ministerial Directions

Direction & Issue Date		Applicable	Consistent
Employment and Resources			
1.1	Business and Industrial Zones [01/05/17]	Yes	No, justified
1.2	Rural Zones [14/04/16]	Yes	Yes
1.3	Mining, Petroleum Production & Extractive Industries [01/07/09]	Yes	Yes
1.4	Oyster Aquaculture [01/07/09]	No	N/A
1.5	Rural Lands [28/02/19]	No	N/A
Environment and Heritage			
2.1	Environment Protection Zones [14/04/16]	No	N/A
2.2	Coastal Management [03/04/18]	No	N/A
2.3	Heritage Conservation [01/07/09]	No	N/A
2.4	Recreation Vehicle Areas [14/04/16]	Yes	Yes
2.5	Application of E2 and E3 Zones & Environmental Overlays in Far North Coast LEPs [02/03/16]	No	N/A
2.6	Remediation of Contaminated land [17/04/2020]	Yes	Yes
Housing, Infrastructure and Urban Development			
3.1	Residential Zones [14/04/16]	Yes	No, justified
3.2	Caravan Parks & Manufactured Home Estates [14/04/16]	Yes	Yes
3.3	Home Occupations [Revoked]	No	N/A
3.4	Integrating Land Use & Transport [14/04/16]	Yes	Yes
3.5	Development Near Regulated Airports and Defence Airfields [14/04/16]	Yes	Yes
3.6	Shooting Ranges [16/02/11]	Yes	Yes



3.7	Reduction in Non-Hosted Short Term Rental Accommodation Period [15/02/19]	No	N/A
Hazard and Risk			
4.1	Acid Sulfate Soils [01/07/09]	Yes	Yes
4.2	Mine Subsidence & Unstable Land [14/04/16]	No	N/A
4.3	Flooding [14/07/21]	Yes	No, justified
4.4	Planning for Bushfire Protection [01/07/09]	Yes	Yes
Regional Planning			
5.1	Implementation of Regional Strategies [Revoked]	No	N/A
5.2	Sydney Drinking Water Catchments [03/03/11]	No	N/A
5.3	Farmland of State & Regional Significance on the NSW Far North Coast [01/05/17]	No	N/A
5.4	Commercial & Retail Development along the Pacific Highway, North Coast [21/08/15]	No	N/A
5.5	Development in the vicinity of Ellalong, Paxton and Millfield (Cessnock LGA) [Revoked]	No	N/A
5.6	Sydney to Canberra Corridor [Revoked]	No	N/A
5.7	Central Coast [Revoked]	No	N/A
5.8	Second Sydney Airport: Badgerys Creek [Revoked]	No	N/A
5.9	North West Rail Link Corridor Strategy [30/09/13]	No	N/A
5.10	Implementation of Regional Plans [14/04/16]	Yes	Yes
5.11	Development of Aboriginal Land Council Land [06/02/19]	Yes	Yes
Local Plan Making			
6.1	Approval & Referral Requirements [01/07/09]	Yes	Yes
6.2	Reserving Land for Public Purposes [01/07/09]	No	N/A
6.3	Site Specific Provisions [01/07/09]	Yes	Yes
Metropolitan Planning			



7.1	Implementation of A Plan for Growing Sydney [Revoked]	No	N/A
7.2	Implementation of Greater Macarthur Land Release Investigation [22/09/15]	No	N/A
7.3	Parramatta Road Corridor Urban Transformation Strategy [09/12/16]	No	N/A
7.4	Implementation of North West Priority Growth Area Land Use & Infrastructure Implementation Plan [15/05/17]	No	N/A
7.5	Implementation of Greater Parramatta Priority Growth Area Interim Land Use & Infrastructure Plan [25/07/17]	No	N/A
7.6	Implementation of Wilton Priority Growth Area Interim Land Use & Infrastructure Plan [05/08/17]	No	N/A
7.7	Implementation of Glenfield to Macarthur Urban Renewal Corridor [22/12/17]	No	N/A
7.8	Implementation of Western Sydney Aerotropolis Plan [20/08/18]	No	N/A
7.9	Implementation of Bayside West Precincts 2036 Plan [25/09/18]	No	N/A
7.10	Implementation of Planning Principles for the Cooks Cove Precinct [25/09/18]	No	N/A
7.11	Implementation of St Leonards and Crows Nest 2036 Plan [27/08/20]	No	N/A
7.12	Implementation of Greater Macarthur 2040 [28/11/19]	No	N/A
7.13	Implementation of the Pyrmont Peninsula Place Strategy [11/12/20]	No	N/A



ATTACHMENT C—Council Response to Department of Planning, Industry and Environment letter dated 26 April 2021 regarding Council's Employment Lands Strategy

Note: Attachment C is being exhibited as a separate document as part of the exhibition of this Planning Proposal.