



Planning Proposal
PP_2015_CANTE_007_00

No. 5-9 Croydon Street
in Lakemba

September, 2018



SUBJECT LAND

The planning proposal applies to land located at 5-9 Croydon Street, Lakemba which is described in more detail below.

Table 1: Property Description and Current Land Use

Address	Property Description	Current Land Use
5-7 Croydon Street	Lot B DP365853, Lot B DP357959, Lot 2 DP971844, Lot 1 DP974686	Vacant
7A Croydon Street	Lot A DP357959	Vacant
9 Croydon Street	Lot A1 DP372287	Vacant

The subject site is known as 5-9 Croydon Street, Lakemba, and is located on the western side of Croydon Street. The site has a secondary frontage (access handle) to Railway Parade. The subject site is immediately adjacent to the Lakemba Local Centre and is within a large area of mostly developed Zone R4 High Density Residential. It is located within 200 metres of the entrance to Lakemba Railway Station.

The site is irregularly shaped with frontages of 61.5m to Croydon Street and 8.6m to Railway Parade. The land has a site area of 6,366.9m².

Surrounding development is predominantly mixed residential and commercial development, which includes the Lakemba Local Centre (mainly 1-2 storey commercial, retail and mixed use development with some taller buildings interspersed, the Lakemba Railway Station, residential flat buildings, dwelling houses and the adjoining parkland (Jubilee Reserve). The surrounding zoning mostly consists of R4 High Density Residential and B2 Local Centre.

The aerial photo below shows the subject site and current land use:



The aerial photo below shows the site in its Local Context:



PART 1 OBJECTIVES OR INTENDED OUTCOMES

The objective of the Planning Proposal is to amend the Canterbury LEP 2012 in order to facilitate high density residential development on the site at 5-9 Croydon Street, Lakemba and to ensure the provision of an adequate service lane on the northern and western boundaries of the site.

PART 2 EXPLANATION OF PROVISIONS

The planning proposal seeks to amend the Canterbury LEP 2012 as it applies to the subject site, as per the table below:

1. Amend the Height of Building (HOB) Map (Sheet HOB_004) as per table 2 and reflected in Attachment 3.

Table 2 – HOB Map changes

<i>Current (Canterbury LEP 2012)</i>	<i>Proposed LEP amendment</i>
P 18 metres	Part 33 metres; Part 24 metres

2. Amend the Floor Space Ratio Map (FSR_010) as per table 3 and reflected in Attachment 3.

Table 3 – FSR Map Changes

<i>Current (Canterbury LEP 2012)</i>	<i>Proposed LEP amendment</i>
S2 1.6:1	T2 2:1

3. Insert a new site specific clause requiring the application of the above FSR and Height changes only where the development delivers the following infrastructure to the satisfaction of Council:
 - A laneway, 8.9m minimum width for the entire northern and western boundaries of the site; and
 - The subject laneway is to be designed to Council's standards and dedicated to Council.

If the infrastructure above is not provided to Council's satisfaction, then the current maximum building height of 18m and the current maximum FSR of 1.6:1 will continue to apply.

PART 3 JUSTIFICATIONS

SECTION A: Need for the Planning Proposal

1. Is the planning proposal the result of any strategic study or report?

The planning proposal came about, initially through consideration of the Canterbury Residential Development Strategy (RDS). Whilst the RDS recommended that the zoning and key development standards for the site should be retained, Council resolved to partially support the landowner's proposition by increasing the height and FSR limits on the subject land.

The most recently exhibited planning proposal is a result of a Council resolution dated 2 October 2014 which supported an increase to the FSR on the site to 2.2:1. The exhibited scheme was referred to IHAP twice, on both occasions an FSR of 2.0:1 was recommended as a more appropriate FSR for the site provided ADG compliance could be achieved.

Following IHAP consideration, Council requested the provision of a laneway on the northern and western boundaries of the site to allow for service vehicle access. Council then considered two different schemes for the site, one which it commissioned and one which was submitted independently by the landowner.

The scheme prepared by Council's independent urban design consultant suggests that to provide the required laneway whilst achieving an FSR of 2:1 and achieving ADG compliance, building heights significantly above that exhibited would be required.

The landowner's scheme suggests that the 2:1 FSR can be achieved with lower building heights whilst maintaining ADG compliance and providing for the required laneway. This scheme is preferred as it would have less overshadowing impacts on adjoining property and would result in a larger area of communal open space. It is also considered appropriate that fine grain issues regarding setbacks are addressed at the development application stage.

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

Yes. Amending the Canterbury LEP 2012 through this planning proposal is the best means of permitting a higher density residential development on the site.

SECTION B: Relationship to strategic planning framework

3. Is the planning proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies?)

The Strategic planning context for consideration of this Planning Proposal is the Greater Sydney Region Plan (March 2018) and the South District Plan (March 2018). Consistency with the goals and directions of these plans is shown in **Tables 4 and 5**.

Table 4: Greater Sydney Region Plan (March 2018)

Provision	Comment
Direction	
Infrastructure supporting new developments	The land is close to a centre with frequent public transport services. The site is located within 200 metres of Lakemba Station on the Bankstown Rail Line. This line will receive improved services in the future, and the Plan specifically identifies it as an area with a focus for new housing.
Working together to grow a Greater Sydney	The proposal will deliver increased density in close proximity existing local open space and includes the provision of pedestrian access to increase accessibility.
Celebrating diversity and putting people at the heart of planning	The proposal will deliver increased housing choice and density within walking distance to the Lakemba local centre.
<i>Giving people housing choices</i>	The proposal will contribute to the delivery of housing choice through the provision of approximately 130 dwellings in close proximity to Lakemba local centre and train station.
Designing Places for People	A key element of the proposal is the provision of a laneway to increase permeability and ensure pedestrian access to the adjoining Jubilee Reserve. Potential schemes have been modelled to an appropriate level of amenity can be achieved on and off the site.
Developing a more accessible and walkable city	The proposal will deliver unit development within walking

	distance to the Lakemba Town Centre and the Lakemba train station.
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Table 5. South District Plan (March 2018)

Priority	Comment
S1. Planning for a city supported by infrastructure	The proposal will capitalise on the location of the site within walking distance of the Lakemba Train Station
S4. Fostering healthy, creative, culturally rich and socially connected communities	The proposal will provide increased density in close proximity to the Lakemba local centre and the Lakemba Railway Station increasing access to public transport and community facilities and reducing potential car dependency. The proposal also includes the provision of a laneway providing access to the adjoining public open space.
S5. Providing housing supply, choice and affordability with access to jobs, services and public transport	Whilst the unit mix has not been confirmed at this stage, the proposal will provide approximately 130 units within walking distance to the Lakemba Train Station and the Lakemba local centre, ensuring jobs and services are accessible for future residents.
S12. Delivering integrated land use and transport planning and a 30-minute city	The proposal will provide approximately 130 dwellings, within walking distance of the Lakemba local centre and the Lakemba Train Station.

4. Is the Planning Proposal consistent with the local Council's community strategic plan, or other local strategic plan?

The former Canterbury Council's Community Strategic Plan 2014-2023 (Community Plan) was adopted in February 2014 sets the vision for the former Canterbury LGA into the next decade and aims to promote sustainable living. The Community Plan sets out long term goals under five key themes being:

- Attractive city;
- Stronger community;
- Healthy environment;
- Strategic leadership; and
- Improving Council

The planning proposal is consistent with Council's Community Strategic Plan. It helps achieve the objective of 'Attractive City' through the development of a high density residential

development and 'Balanced Urban Development' through the appropriate location of new housing close to public transport and shopping/community facilities.

The recently adopted Community Strategic Plan – CB City 2028 for Canterbury Bankstown identifies the community's desire for better design and well managed development. The proposal is consistent with CB City 2028 as it will provide for an increase in density in close proximity to public transport and the Lakemba local centre. Urban design modelling indicates that an appropriate level of amenity can be achieved with finer grain design issues to be addressed at the development application stage.

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

Yes. See **Appendix 1**.

6. Is the planning proposal consistent with applicable Ministerial Directions (s117 directions)?

Yes. See **Appendix 2**.

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?

No. There is no likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the Planning Proposal. The planning proposal pertains to land which is currently within a fully urbanised environment.

8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

The planning proposal relates to urban land that will be converted from one urban use (vacant – the site was a former retirement village) into another urban use (residential flat buildings). The environmental impacts of the proposal would be relatively minor, relating primarily to increased site cover, potential overlooking and overshadowing and minor increases in traffic levels and stormwater runoff. Any subsequent development application and therefore future building will be subject to merit assessment under the provisions of our LEP and DCP (as well as SEPP 65).

9. Has the planning proposal adequately addressed any social and economic effects?

Social effects of the proposal would stem from the additional population within an increased dwelling yield resulting from the increased FSR for the subject land. These social effects are likely to be minor as the land is immediately adjacent to Lakemba Local Centre where there are a full range of social and community services available as well as access to retail and public transport. There will be a minor increase in economic activity relative to what is currently permissible on the site due to the additional construction activity resulting from larger buildings, and a slight increase in retail expenditure from the small number of additional residents that the proposal will allow if successful.

Social and economic effects can be adequately addressed by the application of the development controls contained in Canterbury LEP 2012 and Canterbury DCP 2012 as part of the development assessment process.

SECTION D: State and Commonwealth interests

10. Is there adequate public infrastructure for the planning proposal?

Yes. The site is well serviced by public transport and open space. The planning proposal does not generate any apparent need to upgrade or improve public infrastructure, however a laneway is required to support the development. Consultation with key service providers can occur as part of the planning proposal exhibition process.

11. What are the views of the State and Commonwealth public authorities consulted in accordance with the gateway determination?

The exhibition process included consultation with Transport for NSW and also the NSW Department of Education in accordance with the Gateway Determination.

Council did not receive a submission from the Department of Education and Transport for NSW advised that it did not have any comment on the proposal.

PART 4 MAPPING

The following maps (**Appendix 3**) have been prepared to support the planning proposal:

- Existing height of building and floor space ratio Map.
- Proposed height of building and floor space ratio Map.

PART 5: COMMUNITY CONSULTATION

The following community consultation was undertaken in accordance with the Gateway Determination:

- Notification in the Canterbury-Bankstown Council column which appears in local newspapers.
- Notification letters to any relevant State Agencies or authorities nominated by the Department.
- Notification letters sent to directly affected, adjoining and nearby property owners.
- Advertising of the proposal on Council's website and at Council's Administration Building.
- Copies of the Planning Proposal will be made available at Council's Administration Building, on the Canterbury Council website.

The proposal was exhibited for 29 days, from 1 November 2016, to 30 November 2016.

PART 6: PROJECT TIMELINE

This is outlined in the table below:

Planning proposal stage	Timeframe
Gateway determination	October 2015
Government Agency Consultation	November 2016
Public exhibition period	November 2016
RPA Assessment of Planning Proposal and Exhibition outcomes	January 2017 – September 2018
Submission of endorsed LEP to DP&E for finalisation	October 2018

APPENDIX 1: State Environmental Planning Policies

State Environmental Planning Proposal	Comments
SEPP 1 – Development Standards	Not Applicable
SEPP 14 – Coast Wetlands (repealed)	Not Applicable
SEPP 19 – Bushfire in Urban Areas	Not Applicable
SEPP 21 – Caravan Parks	Not Applicable
SEPP 26 – Littoral Rainforests (repealed)	Not Applicable
SEPP 30 – Intensive Agriculture	Not Applicable
SEPP 32 – Urban Consolidation (Redevelopment of Urban Land)	Consistent
SEPP 33 – Hazardous and Offensive Development	Not Applicable
SEPP 36 – Manufactured Home Estates	Not Applicable
SEPP 44 – Koala Habitat Protection	Not Applicable
SEPP 47 – Moore Park Showground	Not Applicable
SEPP 50 – Canal Estate Development	Not Applicable
SEPP 52 – Farm Dams and other works in Land and Water Management Plan Areas	Not Applicable
SEPP 55 – Remediation of Land	Consistent
SEPP 62 – Sustainable Aquaculture	Not Applicable
SEPP 64 – Advertising and Signage	Not Applicable
SEPP 65 – Design Quality of Residential Flat building	The planning proposal seeks to amend the planning controls to permit a residential development that would be subject to the SEPP. Any future development application should consider the relevant provisions of the SEPP.
SEPP 70 – Affordable Housing (Revised Schemes)	Not Applicable
SEPP 71 – Coastal Protection (Repealed)	Not Applicable

SEPP (Affordable Rental Housing) 2009	Not Applicable
SEPP (Building Sustainability Index BASIX) 2004	The planning proposal seeks to amend the planning controls to permit a residential development that would be subject to the SEPP. Any future development application should consider the relevant provisions of this SEPP.
SEPP (Coastal Management) 2018	Not Applicable
SEPP (Educational Establishments and Child care Facilities)	Not Applicable
SEPP (Exempt and Complying) 2008	Not Applicable
SEPP (Housing for Seniors or People with a Disability) 2004	Not Applicable
SEPP (Infrastructure) 2007	Not Applicable
SEPP (Integration and Repeals) 2016	Not Applicable
SEPP (Kosciusko National Park – Alpine Resorts) 2007	Not Applicable
SEPP (Kurnell Peninsula) 1989	Not Applicable
SEPP (Major Developments)	Not Applicable
SEPP (Mining, Petroleum Production and Extractive Industries) 2007	Not Applicable
SEPP (Miscellaneous Consent Provisions) 2007	Not Applicable.
SEPP (Penrith Lakes Scheme) 1989	Not Applicable
SEPP (Rural Lands) 2008	Not Applicable
SEPP (State and Regional Development) 2011	Not Applicable
SEPP (State Significant Precincts) 2005	Not Applicable
SEPP (Drinking Water Catchment) 2011	Not Applicable
SEPP (Sydney Region Growth Centres) 2006	Not Applicable
SEPP (Three Ports) 2013	Not Applicable

SEPP (Urban Renewal) 2010	Not Applicable
SEPP (Vegetation in Non-Rural Areas) 2017	Not Applicable
SEPP (Western Sydney Employment Area) 2009	Not Applicable
SEPP (Sydney Western Parklands) 2009	Not Applicable
Greater Metropolitan REP No.2 George's River	Not Applicable
Sydney REP (Sydney Harbour Catchment) 2005	Not Applicable

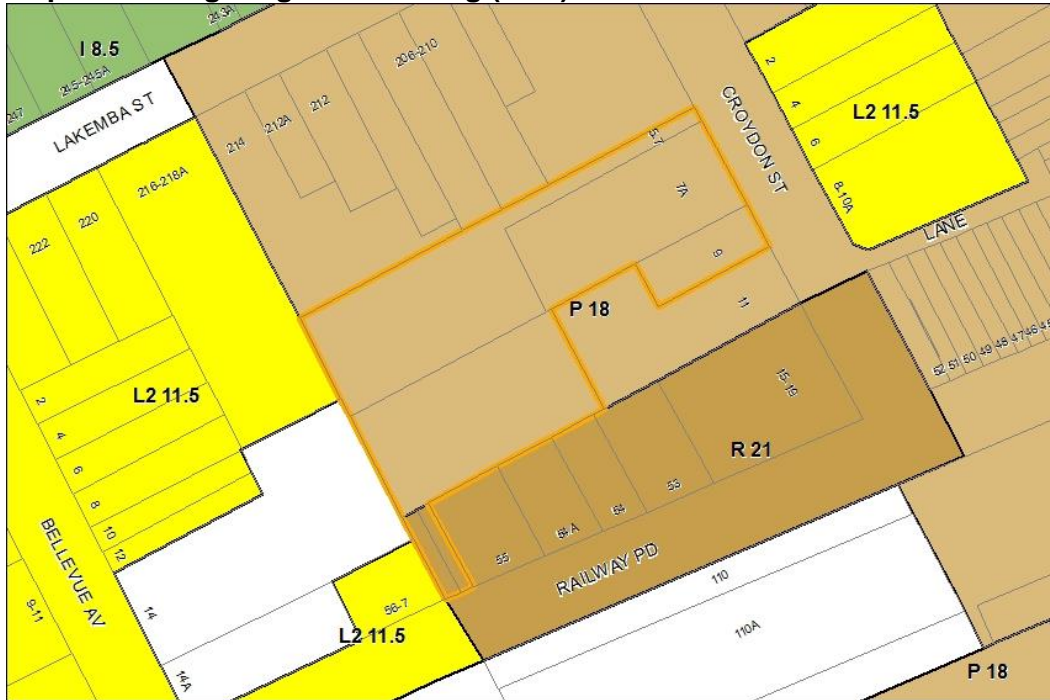
APPENDIX 2: Section 117 Directions

Section 117 Directions	Consistency	Comments
<i>Housing, Infrastructure and Urban Development</i>		
3.1 Residential zones	Consistent	<p>The direction applies when a relevant planning authority prepares a planning proposal that will affect land within any zone in which significant residential development is permitted or proposed to be permitted. It is considered that the planning proposal is consistent with this Ministerial Direction as follows:</p> <ul style="list-style-type: none"> • The planning proposal encourages a variety and choice of housing types by increasing density on R4 High Density Residential Zoned land thus increasing the supply of apartment dwellings in the Lakemba locality. • The planning proposal contributes to efficient use of infrastructure and services by providing for additional housing in an area already serviced for urban development immediately adjacent to Lakemba Local Centre. • The planning proposal will have no discernable effects on the environment or resource lands. • The planning proposal will contribute a small increase in the choice of building types and locations in the housing market by increasing apartment supply in an area zoned for high density residential development. • The planning proposal will make a small contribution to more efficient use of existing infrastructure and services by increasing dwelling supply in an area that is already provided with infrastructure and services, being within close proximity to Lakemba Local Centre, Lakemba Railway Station and bus routes. • The planning proposal will make a minor contribution to the reduction of land consumption at the urban fringe by providing a small increase in the dwelling capacity of the R4 High Density zone in Lakemba, an infill development area, which may have a small dwelling substitution effect. • Any development application lodged pursuant to this planning proposal will be subject to the design requirements under SEPP 65 and the Canterbury Development Control Plan at the development application stage. • The land subject to this planning proposal has been previously developed for residential purposes and has been zoned for high

		<p>density residential purposes for many years. As such, adequate service capacity has been provided in anticipated of this site and others in the R4 High Density Residential zone redeveloping.</p> <ul style="list-style-type: none"> • The intent of the planning proposal is to increase the permissible residential density of the land to which it applies. • (6) (c) The proposal is in accordance with the Greater Sydney Region Plan as previously detailed.
3.4 Integrating Land Use and Transport	Consistent	<p>The planning proposal improving access to housing, jobs and services by walking, cycling and public transport by increasing the supply of housing within walking access to Lakemba Local Centre and Lakemba Railway Station and bus routes.</p> <p>The planning proposal contributes to the reduction in car dependence by increasing housing supply in a highly accessible location.</p> <p>(1) (c) The planning proposal contributes to the reduction in travel demand by increasing housing supply within walking distance of a local centre and public transport.</p> <p>(1) (d) The planning proposal contributes to the viability of public transport by providing for a (small) increase in population within the primary catchment of Lakemba Railway Station and metropolitan cross-regional bus routes.</p>
6.3 Site specific provisions		<p>The objective of this control is to discourage unnecessarily restrictive site specific planning controls.</p> <p>The proposal is inconsistent with Clause 4 of the Direction as it introduces a site specific provision to require the provision of a laneway prior to the proposed density being realised. However, it does not bind the planning proposal to a DA</p> <p>In accordance with Clause 6 of the Direction, it is considered that this inconsistency is of minor significance and is required to ensure that future scheme at the proposed FSR functions appropriately.</p>
7.1 Implementation of A Plan for Growing Sydney	Consistent	<p>The proposal is consistent with <i>A Plan for Growing Sydney</i>. Note that the planning proposal site is located in the Bankstown – Sydenham corridor and will benefit directly from the implementation of the Sydney Rapid Transit as it is within 200m of the entrance to Lakemba Station. An increase in residential density in this location will increase housing supply in proximity to a mixed use centre and transport node.</p>

APPENDIX 3: Maps

Map 1: Existing Height of Building (HoB)



Map 2: Existing Floor Space Ratio Map



Map 3: Proposed Height of Building Map



Map 4: Proposed Floor Space Ratio

