

642-644, 650-658 Canterbury Road, 1-3 Platts Avenue, 2A, 2B, 2C and 2D Liberty Street, Belmore

This report has been prepared following the consideration by the Independent Planning Commission (IPC) on 23 January 2019 of the Gateway determination review request relating to a Planning Proposal to rezone land at 642-644, 650-658 Canterbury Road, 1-3 Platts Avenue, 2A, 2B, 2C and 2D Liberty Street, Belmore.

The IPC requested a response to the strategic planning framework, being the Greater Sydney Region Plan and the South District Plan. These documents were released by the Greater Sydney Commission in March 2018. The Planning Proposal was reported to City of Canterbury Bankstown in June-July 2018 and the Gateway determining the proposal was issued in August 2018. This report supplements the Planning Proposal to include a comprehensive response to the strategic planning framework previously not provided or considered.

The below assessment, finds that the Planning Proposal complies with the strategic planning process, and can be summarised as follows:

- **30-minute city** - The site is within the 30-minute city objective. Firstly, the site is an 11-minute walk from the Belmore train station, which connects Belmore to the Harbour CBD and Greater Sydney. The Belmore station is part of the future Sydenham to Bankstown Sydney Metro City and Southwest rail upgrades to provide faster and more frequent services. Under existing timetables (i.e. prior to metro rail services) from Belmore, the Harbour CBD metropolitan centre is accessible within 22 minutes; Bankstown strategic centre and health and education precinct within 9 minutes; and Campsie strategic centre within 2 minutes. With more frequent and faster trips these times are anticipated to further reduce.
- **Greater Housing Supply** - The Planning Proposal will facilitate the delivery of 174 new dwellings for the Belmore and Canterbury Bankstown community (149 on Site A and 25 on Site B approximately), supporting the Greater Sydney Plan objectives for greater housing supply
- **Employment land** – The Planning Proposal is consistent with the principles for managing industrial and urban services land as it has the potential to provide 2,490sq.m of employment generating floorspace, an additional 302sq.m than is currently available on the site; it avoids land use conflict; and responds to the local context, including surrounding development and needs of the business community.
- **Urban renewal** – The site benefits from its location within close proximity to Belmore train station and the Belmore local centre. The Sydenham to Bankstown corridor is identified for urban renewal by the Greater Sydney Plan. The site is an underutilised and substantially derelict property with the ability to redevelop in the short term, meeting the desire and strategic planning framework of urban renewal in this location, connecting new residents with the Harbour CBD and nearby residents with new jobs.
- **The "do-nothing" option** is inconsistent with the South District Plan, as it creates land use conflict and does not align with the objectives for the B6 Enterprise Corridor zone and the location and principles of industrial and urban services land.

Significant weight in the Council's and Department's assessment, that informed the Gateway determination to which this review relates, was based on the Canterbury Road Corridor Review. It should be noted that this review has not been endorsed by the NSW Government and the Greater Sydney Plan and South District Plan does not give weight to the review. Further, the Council's most recent resolution on the review stated "*Council adopt in-principle the Canterbury Road Review....subject to further work*", and "*Council confirm the junctions and localities between Canterbury and Campsie*".

The subject site is not between the Canterbury and Campsie centres and the adjoining centre has therefore not been endorsed by Council: the Council itself acknowledges that further work needs to be undertaken. The Planning Proposal is consistent with the Greater Sydney Plan and has been informed by detailed study.

Relationship to the strategic planning framework

1. *Is the planning proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy?*

A Metropolis of Three Cities – The Greater Sydney Region Plan 2018

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

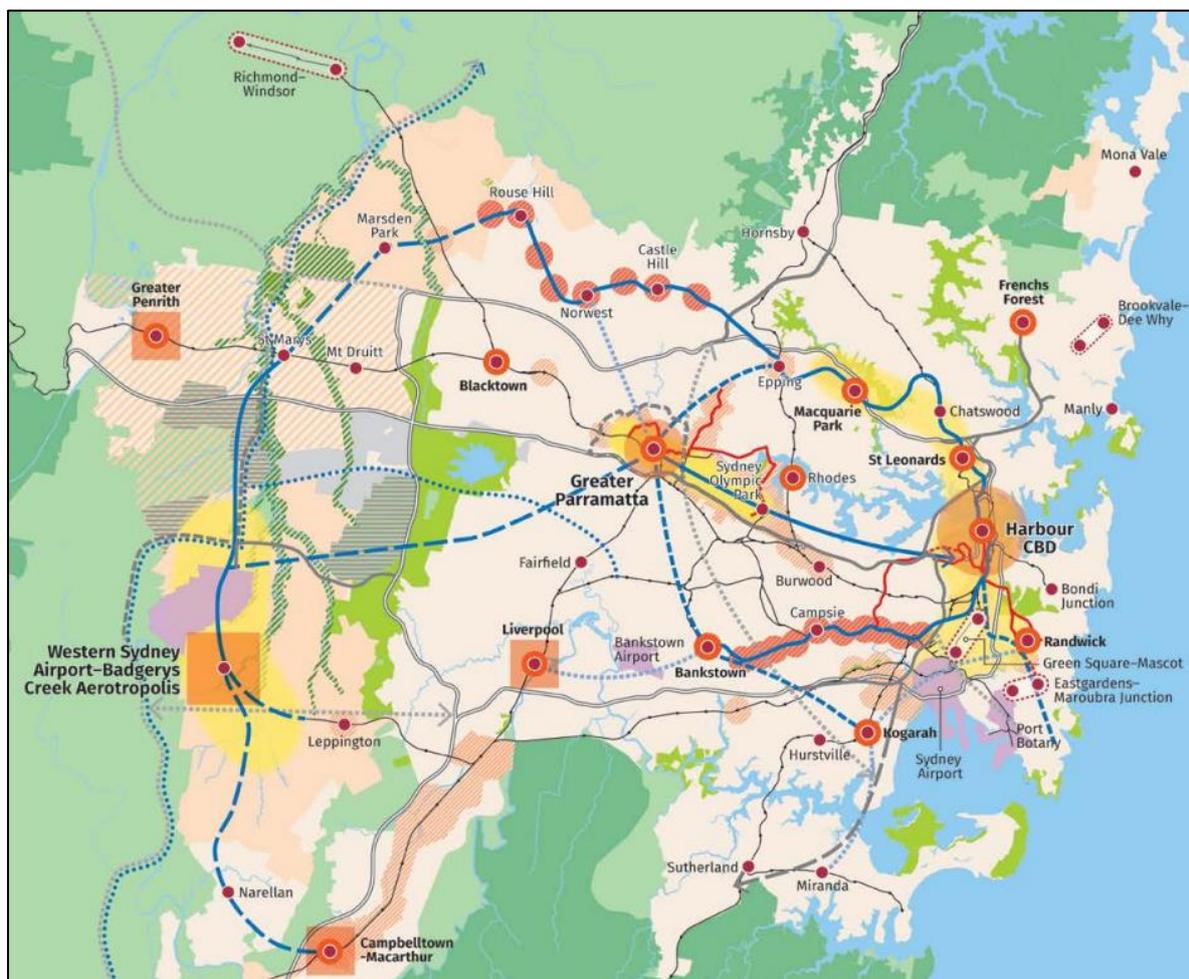


Figure 1: A Metropolis of Three Cities Structure Plan

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

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

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

The subject site is on Canterbury Road within 800 metres of the entrance to Belmore train station. Belmore is part of the ‘Sydney Metro and Southwest’ urban renewal corridor that will provide faster access to the Harbour CBD and on to Chatswood. The site is an 11 minute walk to the train station, and therefore achieves many of the locational attributes identified in the Plan having excellent proximity to public transport, jobs and employment opportunities within a walkable catchment area.

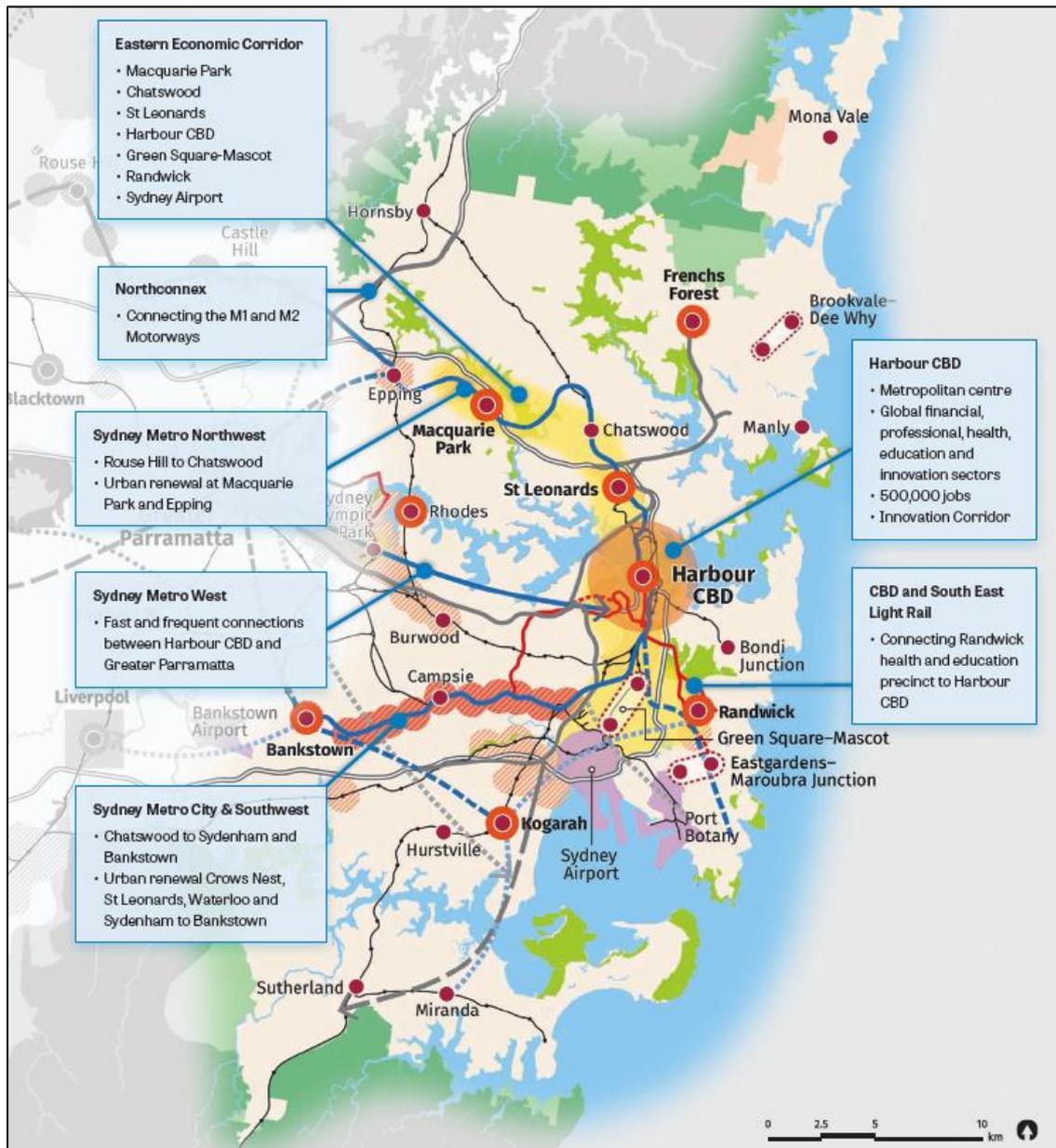


Figure 2: Eastern Harbour City Structure Plan

The Greater Sydney Plan identifies ten directions for the three cities to deliver and monitor the objectives to create a liveable, productive and sustainable City. These include:

1. A city supported by infrastructure
2. A collaborative city
3. A city of people
4. Housing the city
5. A city of great places

6. A well-connected city
7. Jobs and skills for the city
8. A city in its landscape
9. An efficient city
10. A resilient city

The Planning Proposal is considered against the directions of the Greater Sydney Plan in the table below:

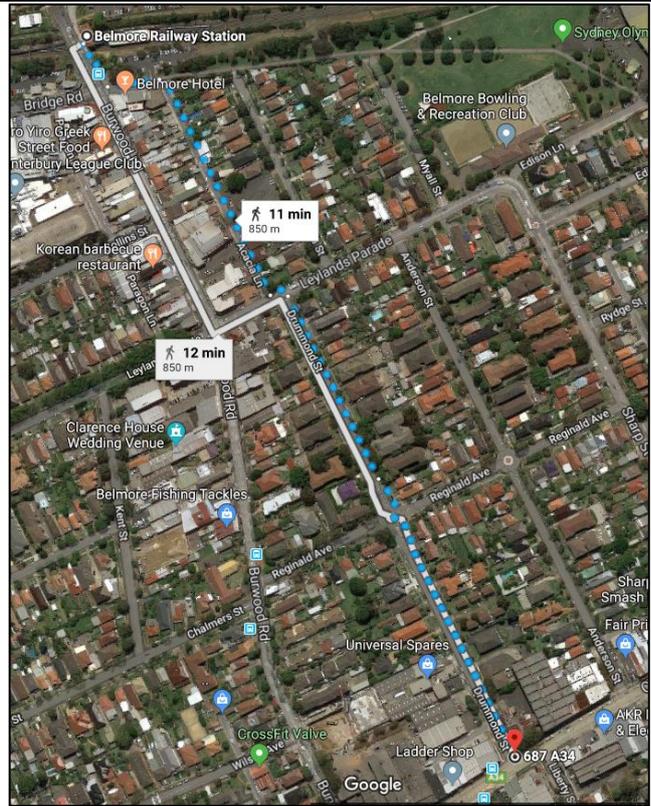
DELIVERING AND MONITORING THE PLAN - OBJECTIVES		
1. A CITY SUPPORTED BY INFRASTRUCTURE Increased 30-minute access to a metropolitan centre/cluster		
1	Infrastructure supports the Three Cities	<p>Consistent</p> <p>The Planning Proposal will facilitate housing, jobs and employment opportunities in the Eastern Harbour City. The site is well connected to public and private transport infrastructure connecting future residents to jobs, and connecting employment opportunities to residents associated with proximity to the Harbour CBD and Greater Sydney.</p> <p>The site is an 11-minute walk to the Belmore train station, which is part of the new Sydenham to Bankstown Sydney Metro City and Southwest rail upgrades that will provide faster and more frequent services.</p> <p>As it currently stands, from Belmore, the Harbour CBD metropolitan centre is accessible within 22 minutes; Bankstown strategic centre and health and education precinct within 9 minutes; and Campsie strategic centre within 2 minutes. With more frequent and faster trips these times are anticipated to further reduce.</p> <p>The vision for the metro rail network in the context of the Eastern Harbour City is: <i>“The Eastern Harbour City has significant rail projects underway to increase its global competitiveness, boost business-to-business connections and attract skilled workers with faster commuting times. The Sydney Metro Northwest links Rouse Hill to Chatswood, Sydney Metro City & Southwest connects Chatswood to Sydenham-Bankstown and Sydney Metro West will provide faster and more frequent trips to and from Greater Parramatta.”</i></p> <p>Further, the role of these nearby strategic centres are also expected to grow due to their proximity to public transport, access to jobs and employment opportunities and existing and proposed social infrastructure, and walkable catchment areas.</p> <p>The planning proposal will therefore support the local and regional economy by not only providing access to</p>
2	Infrastructure aligns with forecast growth – growth infrastructure compact	
3	Infrastructure adapts to meet future needs	
4	Infrastructure use is optimised	

		<p>jobs, but also providing small scale essential goods and services for existing and future workers and locating homes close to jobs.</p> <p>Place based priorities will continue to be considered as growth and change is experienced in this area of the Eastern Harbour City. This includes upgrades to the M5 Motorway with current WestConnex works to duplicate the existing M5 tunnels and upgrades to the M5 Belmore Road ramps to improve access to the M5; and further mass transit links connecting Bankstown to Liverpool, and Hurstville to Macquarie Park via Campsie and Burwood.</p>
<p>2. A COLLABORATIVE CITY Increased use of public resources such as open space and community facilities</p>		
5	Benefits of growth realised by collaboration of Government's, community and business	<p>The subject site has been historically utilised for low grade industrial and disused commercial units, a service station with ancillary auto electrical mechanic workshop and single storey residential dwellings to the south.</p> <p>The site is within 800 metres or an 11-minute walk of existing major transport infrastructure around which transit orientated development as part of the Sydenham to Bankstown urban renewal corridor is to occur. The planning for the Sydenham to Bankstown urban renewal corridor Strategy commenced in 2015, with the final strategies released in 2017. The implementation of Belmore Station Precinct will be a collaborative process to urban renewal between Government and Council to realise the vision and directions of the Greater Sydney Plan.</p> <p>The Planning Proposal process for the subject site has been through a lengthy process since 2014 and supported by a detailed development application. It seeks to support urban renewal in the Belmore catchment and facilitate urban renewal in accordance with the principles of transit orientated development. The Planning Proposal seeks to facilitate the redevelopment of an underutilised industrial site for <u>more intense</u> employment generating uses and additional housing supply close to transport and an urban renewal corridor identified by the Greater Sydney Plan.</p> <p>The Greater Sydney Plan does not give weight to the Canterbury Road Corridor Review, which has also not been endorsed by the Minister of Planning. While the Canterbury Road Corridor Road Review creates an isolated site surrounded by mixed use development, the principles of the Review seek to create an urban connection between Canterbury Road and Belmore. The Planning Proposal supports this intent and objective, by creating urban renewal on a, in part, derelict site in accordance with the mixed-use</p>

		<p>development surrounding the site and identified by the Greater Sydney Plan.</p> <p>The Planning Proposal is therefore consistent with the objectives related to working through collaboration as it gives effect to A Metropolis of Three Cities to deliver the objective: <i>“Benefits of growth realised by collaboration of governments, community and business”</i>.</p>
<p>3. A CITY FOR PEOPLE Increased walkable access to local centres</p>		
6	Services and infrastructure meet communities changing needs	<p>The Greater Sydney Plan seeks to facilitate increased walkable access to local centres and <i>‘foster a more active, resilient and connected society’</i>. The Planning Proposal is consistent with the growth objectives for the Belmore centre associated with the Sydney Metro City & Southwest and in accordance with the urban renewal identified for Belmore. The site is within this walkable catchment, being an 11-minute walk to the station. This urban renewal corridor provides an urban connection to the site, and the Planning Proposal seeks to deliver an increase in jobs and employment opportunities in addition to homes in a walkable catchment.</p> <p>The site is also within close walking distance to numerous existing social infrastructure facilities including but not limited to the Belmore South public school (170 metres), Canterbury Hospital (470 metres) and open space such as Terry Lamb Reserve (600 metres).</p>
7	Communities are healthy, resilient and socially connected	
8	Greater Sydney’s communities are culturally rich and diverse neighbourhoods	
9	Greater Sydney celebrates the Arts and supports creative industries and innovation	
<p>4. HOUSING THE CITY Increased housing completions (by type). Number of councils that implement Affordable Rental Housing Target Schemes</p>		
10	Greater housing Supply	<p>The Planning Proposal will facilitate the delivery of 174 new dwellings for the Belmore and Canterbury Bankstown community (149 on Site A and 25 on Site B approximately), supporting the Greater Sydney Plan objectives for greater housing supply. This supports the urban renewal objective for Belmore and the growth of nearby strategic centres at Campsie and Bankstown. The site is used for low grade industrial (not permitted in the current zone), is partly derelict, and partly low density residential. The Planning Proposal supports future housing and jobs in an excellent location.</p> <p>Further, the Greater Sydney Plan identifies that the Greater Sydney Commission will work with Council and public agencies to prepare 6-10 year housing targets. The NSW Government has identified that 725,000 additional homes will be needed by 2036 to meet demand based on current population projections. The South District, within which the site is located, will continue to grow over the next 20 years with demand for an additional 83,500 dwellings. This will be provided</p>
11	Housing is more diverse and affordable	

		<p>through urban renewal, around new and existing infrastructure, and infill developments.</p> <p>In the South District the greatest increase in population is expected in Canterbury-Bankstown Local Government Area, where 70 per cent of new residents (142,450 additional people by 2036) will be accommodated due to anticipated urban renewal.</p> <p>The 5-year housing supply target for Canterbury-Bankstown local government area to 2021 is 13,250. The Planning Proposal will facilitate additional housing within walking distance of a local centre and an 11-minute walk from a future metro train station. It is noted that the Canterbury Road Corridor Review will reduce available floorspace for additional housing supply.</p>
<p>5. A CITY OF GREAT PLACES Increased access to open space</p>		
12	Great places that bring people together	<p>The Planning Proposal (while not seeking development consent) will facilitate future development applications. Given the varying heights across the site as part of the application and the relationship between Site A and Site B (that form the Planning Proposal site), a Development Application was lodged with Council for Site A. The site has therefore been extensively studied to development application level. The Planning Proposal facilitates a fine grain urban form along Canterbury Road and achieves the objectives as follows:</p> <ul style="list-style-type: none"> • A 3-metre setback to Canterbury Road to provide for road widening and future land acquisition; • 3 metre setbacks to side streets; • Creates a new through-site laneway connecting Platts Avenue and Liberty Street; • Ensure no vehicular access off Canterbury Road, and provides for an easement through Site A to Site B should they be developed independently; • Setbacks to the laneway and southern properties in accordance with a 45° height plane; • An internal courtyard for amenity and through light; • Provide housing variation with apartments and terraces; • Supports an additional 174 new dwellings; and • Provides up to 2,490sq.m of employment generating floorspace, an additional 302sq.m than is currently on the site. <p><u>Note:</u> of the existing commercial floorspace, Site A is derelict, and Site B contains a questionable use.</p> <p>The Greater Sydney Plan does <u>not</u> seek to deliver isolated sites that have the potential to create significant land use conflict.</p> <p>The principles of ‘Great places that bring people together’ will be invaluable to achieving a vibrant</p>
13	Environmental heritage is identified, conserved and enhanced	

		<p>pedestrian orientated development, that is accessible and easy to move within.</p> <p>The retail component will ensure a vibrant and interesting public realm that is safe and inviting for all members of the community.</p> <p>It is also noted that there is a need for additional open space in the area and the Belmore station catchment. The accessibility to open space contributes to creating great and healthier places and brings people together. The difficulties in overcoming availability issues can be overcome through development opportunities. With an updated infrastructure plan for open space, Council could consider a new regional section 94 Plan to address this issue, or could utilise this current Part 3 planning process to negotiate a VPA and assist with the delivery of open space opportunities for people in the area.</p> <p>There is no known environmental heritage impacted by the proposal.</p>
<p>6. A WELL CONNECTED CITY Percentage of dwellings located within 30 minutes of public transport of a metropolitan centre/cluster; and percentage of dwellings located within 30 minutes by public transport of a strategic centre</p>		
14	A Metropolis of Three Cities – integrating land use and transport creates walkable and 30-minute cities	<p>The Greater Sydney Plan states: <i>“New infrastructure at local, district or metropolitan levels, is to be planned and delivered to meet the needs of Greater Sydney as a metropolis of three cities. For the South District this will include Sydney Metro City & Southwest which will create opportunities for people in the South District to work closer to their homes.”</i></p> <p><i>“A 30 – minute city is where most people can travel to their nearest metropolitan centre or cluster by public transport within 30 minutes; and where everyone can travel to their nearest strategic centre by public transport seven days a week to access jobs, shops and services”.</i></p> <p>The site is within the 30-minute city objective. Firstly, the site is an 11-minute walk from the Belmore train station, which connects Belmore to the Harbour CBD and Greater Sydney. The Belmore station is on the future Sydenham to Bankstown Sydney Metro City and Southwest rail upgrades to provide faster and more frequent services.</p>
15	The Eastern, GOP and Western economic corridors are better connected and more competitive	
16	Freight and logistics network is competitive and efficient	
17	Regional connectivity is enhanced	



Under existing timetables (i.e. prior to metro rail services) from Belmore, the Harbour CBD metropolitan centre is accessible within 22 minutes; Bankstown strategic centre and health and education precinct within 9 minutes; and Campsie strategic centre within 2 minutes. With more frequent and faster trips these times are anticipated to further reduce. Therefore, in the context of the metro rail network and the Eastern Harbour City is, the Planning Proposal is consistent with the Greater Sydney Plan as it provides:

- Dwellings within 30 minutes by public transport (22 minutes) of a metropolitan cluster; and
- Dwellings within 30 minutes by public transport (2 minutes and 9 minutes) of a strategic centre.

The subject site is well located in proximity to future existing and future infrastructure, including but not limited to the Sydenham to Bankstown Sydney Metro City and Southwest rail line and the M5 motorway lane duplication and Belmore Road on ramp upgrades.

7. JOBS AND SKILLS FOR THE CITY		
18	Harbour CBD is stronger and more competitive	The Harbour CBD is a 22-minute train journey from Belmore station. The Planning Proposal creates 30-minute connections to the CBD employment market, allowing more supply for that market.
19	Greater Parramatta is stronger and better connected	Future mass transit projects a new connection between Bankstown and Greater Parramatta, which is supported by the already committed to Sydenham to Bankstown Sydney Metro City and Southwest rail line.

		Further, the location of the site is already well connected to the arterial road network, and will benefit from private transport access to Greater Parramatta via WestConnex and the M5 upgrades.
20	Western Sydney airport and Badgery's Creek Aerotropolis are economic catalysts for Western Parkland City	N/A
21	Internationally competitive health, education, research and innovation Precincts	Bankstown is identified as a strategic centre and health and education precinct. Bankstown is a 9-minute journey from Belmore station. The Planning Proposal supports proximity of people to the precinct.
22	Investment and business activity in Centres	<p>The Greater Sydney Plan supports the continuation of locating major trip generating activities (such as retail, hospitality, offices, health and education, community and administrative services) in centres with train stations.</p> <p>As previously discussed, the Belmore local centre, which is also identified for urban growth and renewal, is a few hundred metres away, with the entrance to the station being an 11-minute walk and less than 800 metres. The Planning Proposal supports the benefits associated with a well-connected and diverse centre (Belmore) including:</p> <ul style="list-style-type: none"> • Creating jobs closer to homes and homes closer to jobs; • Supporting the significant investment in the public transport network (Sydenham to Bankstown Sydney Metro City and Southwest rail), <i>“giving the community better access to goods, jobs and services which will be reinforced by a 30-minutes city (refer to Objective 14)”</i>. • Locating homes closer to Bankstown Health and education precinct (9-minute train journey) in ensure that <i>“significant investment in health, education, administrative, community and other social infrastructure is optimised giving the community productivity and liveability benefits”</i>; • Supports the location of businesses (in the Harbour CBD, Bankstown, Campsie and Belmore local centre) to a large skilled labour force; and • Supports the enhancement of a sense of place and identity through the unique design of the development and the response to all sides of the public domain including setbacks and the provision of a laneway. <p>The Planning Proposal therefore facilitates future investment to redevelop the site and support business growth and employment generation, as well as additional housing supply close to jobs, supporting the long-term future for the site and supporting the growth of the Belmore urban renewal area.</p>

23	Industrial and urban services land is planned, retained and managed	<p>Industrial and urban services land refers to land identified in the NSW Department of Planning and Environment’s Employment Lands Development Monitor, and includes industrial zoned land and some business zoned land which permits a number of industrial uses.</p> <p>The Greater Sydney Plan notes that <i>“urban services tend to have particular land use, floor space, operational or accessibility characteristics that require them to locate in non-residential areas”</i>. <i>“They also safeguard against land use conflict with non-compatible uses, such as residential use”</i>.</p> <p>It is clear that the Greater Sydney Plan in identifying the locational requirements for urban services land does not envisage that isolated lots in a residential/mixed use location is ideal for industrial and urban services land. To that end, if this was an application to rezone a mixed-use site in a mixed-use area to industrial and urban services land it would be inconsistent with the Greater Sydney Plan and therefore unlikely be supported.</p> <p>The Greater Sydney Plan goes on to state that <i>“the retention, growth and enhancement of industrial and urban services land should reflect the needs of each of Greater Sydney’s three cities, and their local context”</i>. The local context is incredibly important. The Greater Sydney Plan does not say retain and protect industrial and urban services land at all costs, it says it should reflect needs and the local context. The local context here includes:</p> <ol style="list-style-type: none"> 1. a site surrounded by residential land and zoned for that purpose; 2. a proposal that facilitates more employment generating floorspace than is currently available on the site. Note the site has not redeveloped under its existing zone. <p><u>Addressing the principles for managing industrial and urban services land:</u></p> <p>While the principles for retain and manage state: <i>“All existing industrial and urban services land should be safeguarded from competing pressures, especially residential and mixed-use zones. This approach retains this land for economic activities required for Greater Sydney’s operation, such as urban services”</i>, it also goes on to state <i>“the number of jobs should not be the primary objective – rather a mix of economic outcomes that support the city and population. The management of these lands should accommodate evolving business</i></p>
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		<p><i>practices and changes in needs for urban services from the surrounding community and businesses”.</i></p> <p>The "retain" and "manage" concept generally associates industrial and urban services land with precincts and these precincts should be protected from residential and mixed-use developments. It would be perverse to preserve any and all industrial and urban services land if it is a vestige of prior strategic planning or historical development, which is now antiquated, simply because it is "industrial" or supports urban services, and particularly if it conflicts with the emerging land use surrounding these sites. The subject site is zoned B6 Enterprise Corridor and is surrounded by mixed use development, residential land, and local centre zones. These zones support mixed use and employment generating land that meets the needs of the surrounding community and businesses. The objective of the B6 zone is to ‘promote business along main roads and to encourage a mix of compatible uses’. The types of uses are not compatible with the surrounding mixed uses and the emerging character of the area. An isolated B6 is also not the desired outcome of the Enterprise ‘Corridor’ zone.</p> <p>Therefore, while it is clearly important to retain and manage industrial and urban services land, <u>this is not at all costs</u>. The Planning Proposal facilitates more employment generating floorspace than is currently provided (note that this is no reference to jobs) with a range of employment generating floorspace and urban services that is consistent with the surrounding land uses and mixed use nature of the area. The below illustrates the difference in uses permitted in each zone, and clearly a number of urban service land uses can be supported in the proposed B5 zone, consistent with its surroundings. The B6 is not the appropriate zone for the site having regard for the local context and the objectives of the B6 zone.</p> <p><u>B5 Business Development</u> Centre-based child care facilities; Food and drink premises; Garden centres; Hardware and building supplies; Hotel or motel accommodation; Landscaping material supplies; Passenger transport facilities; Respite day care centres; Roads; Shop top housing; Specialised retail premises; Vehicle sales or hire premises; Warehouse or distribution centres; Any other development not specified in item 2 or 4</p> <p><u>B6 Enterprise Corridor</u></p>
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		<p>Business premises; Community facilities; Food and drink premises; Garden centres; Hardware and building supplies; Hotel or motel accommodation; Landscaping material supplies; Light industries; Passenger transport facilities; Plant nurseries; Roads; Vehicle sales or hire premises; Warehouse or distribution centres; Any other development not specified in item 2 or 4</p> <p>The Greater Sydney Plan goes on to note that in any review, <i>“the changing nature of industries and the transformation in the sector impacting on changing demands for land.... In limited cases, conversion to other uses may be appropriate”</i>. As discussed above, the Planning Proposal continues to facilitate urban services in a mixed-use development that are more appropriate to the context of the zone and the objectives of the zones around it. The B6 zone is not intended for isolated sites, and retaining this zone has the potential to create land use conflict.</p> <p>Therefore, as discussed, to do nothing is <i>inconsistent</i> with the Greater Sydney Plan which seeks to facilitate the development of employment land and minimise land use conflict. The Planning Proposal is <i>consistent</i> with the Greater Sydney Plan as it avoids potential land use conflict, creates more employment floor space than is currently available and is responsive to the local context, which is a mixed use area strengthening the role of Belmore.</p>
24	Economic sectors are targeted for success	<p>A Metropolis of Three Cities outlines the strategies to support industry sectors. They cover the areas of:</p> <ul style="list-style-type: none"> • industry skills and capacity building • investment attraction • export growth and facilitation • industry showcasing and promotion • opportunities through government procurement • government and industry partnerships. <p>The Planning Objective reinforces the need to:</p> <ul style="list-style-type: none"> • support the growth of internationally competitive industry sectors • respond to changing technologies • plan for tourism and visitation. <p>While much of the focus of this direction is around the ability of the Harbour CBD to grow its industry sectors, the local economy plays an important role. The entire Sydenham to Bankstown corridor is identified as a growth corridor. This is due to its accessible location to, and ability to play a key role in the integrated land use and transport planning and a 30 minute city.</p>

		<p>The site is currently a significantly underutilised site, not operating under its existing zone and creating an eye sore on the urban fabric that is evolving and sought in the Belmore community.</p> <p>The ability to deliver additional employment generating floorspace supports its small role in the Eastern Harbour City ensuring the ability to support local jobs and remove barriers to the growth in small business and employment opportunities. This provides a "win win" solution of effectively preserving employment land, whilst modernising it at the same time and providing new housing.</p> <p>The Planning Proposal is consistent with this objective and planning priority as it creates more employment generating floorspace than is currently available. It provides large footprints that are appropriate for the specific site attributes and constraints of the site. Note the site is a sloping site north to south and Mr Stanisc has made it clear that the site is simply not suitable for large bulky goods warehousing, despite the comments of Council during its interview with the IPC. This type of use would also create land use conflict with the mixed use all around it.</p>
8. A CITY IN ITS LANDSCAPE		
25	The coast and waterways are protected and healthier	N/A
26	A cool and green parkland city in the South Creek corridor	N/A
27	Biodiversity is protected, urban bushland and remnant vegetation is enhanced	N/A
28	Scenic and cultural landscapes are protected	<p>While the site is impacted by the scenic objectives associated with the Metropolitan Rural Area and the Protected Natural Area, it is important to recognise the scenic landscape objectives associated with the built environment, and particularly Objective 12 which seeks to deliver great local places, with distinctive, attractive and well-designed built environments.</p> <p>As has previously been discussed, the site has been heavily planned to development application level. Ground floor setbacks to Canterbury Road seek to provide for street planting and greening of the edge along with the potential for street widening. The upper level setbacks seek to move residential accommodation away from Canterbury Road itself, and the design of the building has been through detailed design, providing a variety of heights for visual interest, court yards and open spaces, variety of housing typologies, and a new laneway shifting development away from existing residential to the south. The development has been designed to contribute to the emerging pattern of development in the area (mixed use) creating a great</p>

		<p>place for the existing and new community, and is attractive and well-designed.</p> <p>The Planning Proposal is consistent with Objective 28 and Objective 12.</p>
29	Environmental, social and economic values in rural areas are protected and enhanced	<p>N/A</p> <p>The site is not located within the Metropolitan Rural Area.</p>
30	Urban tree canopy cover is increased	<p>The Development Application is supported by a Landscape Plan prepared by Site Design and Studios, prepared to illustrate the treatment of the open spaces proposed as part of the development and the interface of the development with its urban edges.</p> <p>Given the importance of facilitating a high standard of amenity for residents and the interface with surrounding development and contribution to the streetscape, the Landscape Plan illustrates the level and type of tree planting, the softening of the edges and the use and visual interest of the internal courtyard and rooftop garden.</p> <p>If the site remains as it is, the urban canopy will not be increased.</p>
31	Public open space is accessible, protected and enhanced	<p>The Greater Sydney Plan notes:</p> <p><i>“Open space along the foreshores of beaches, harbours and bays of the Eastern Harbour City form the backbone of its green grid. The popular walking tracks along the coast and Sydney Harbour will be enhanced and complemented by improved connections through tree-lined streets and established urban parks, towards open space along coastal waterways, such as the Northern Beaches coastal lagoons, Cooks River and Georges River.”</i></p>
32	The Green Grid links parks, open spaces, bushland and walking and cycling paths	<p>The future vision for Canterbury Road, both via the local Canterbury Road Review and the Greater Sydney Plan is for greener streets and softening of the streetscape as new urban development occurs. This is supported, and the development application associated with the Planning Proposal facilitates an increased setback to support planting and greening of the frontage.</p> <p>The site is also accessible to nearby open spaces and approximately 2 km from accessing the Cooks River shared cycle and pedestrian path.</p>
9. AN EFFICIENT CITY		
33	A low-carbon city contributes to net zero emissions by 2050 and mitigates climate change	<p>Consistent.</p> <p>With good access to nearby public transport and proximity to metropolitan clusters and health and education precincts the Planning Proposal seeks to achieve the objective of reducing trip generation and car dependency. This is also achieved by providing further employment opportunities encouraging resident job retention in the area and reducing car dependency.</p>

34	Energy and water flows are captured, used and re-used	Consistent The Planning Proposal does not consider energy efficiency and water flows. This can be further addressed under the development application where consideration can be given to opportunities to generate energy sustainably, and to store, distribute and use energy more efficiently. This also considers the way of using resources, so energy, water and waste are used efficiently and continually recycled and re-used.
35.1	More waste is re-used and recycled to support the development of a circular economy	N/A to the Planning Proposal.
10. A RESILIENT CITY		
36	People and places adapt to climate change and future shocks and stresses	Consistent
37	Exposure to natural and urban hazards is reduced	Consistent
38	Heatwaves and extreme heat are managed	N/A

Table 1: Consistency with A Metropolis of Three Cities

South District Plan

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

The South District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney.

The Australian Nuclear Science and Technology Organisation (ANSTO) at Lucas Heights, and the health and education facilities at Kogarah, Sutherland, Hurstville and Bankstown contain the largest concentrations of knowledge-intensive jobs in the District. Road and rail investments such as the Sydney Metro City & Southwest and WestConnex will benefit workers and businesses.

Enhancing transport infrastructure to research, health and education precincts, the nationally significant trade gateways of Sydney Airport, Port Botany and Port Kembla, and freight networks across Greater Sydney and other regions, will increase productivity and access to jobs.

The South District Plan was released in March 2018 to set the priorities and actions for improving the quality of life for residents as the district grows and changes.

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

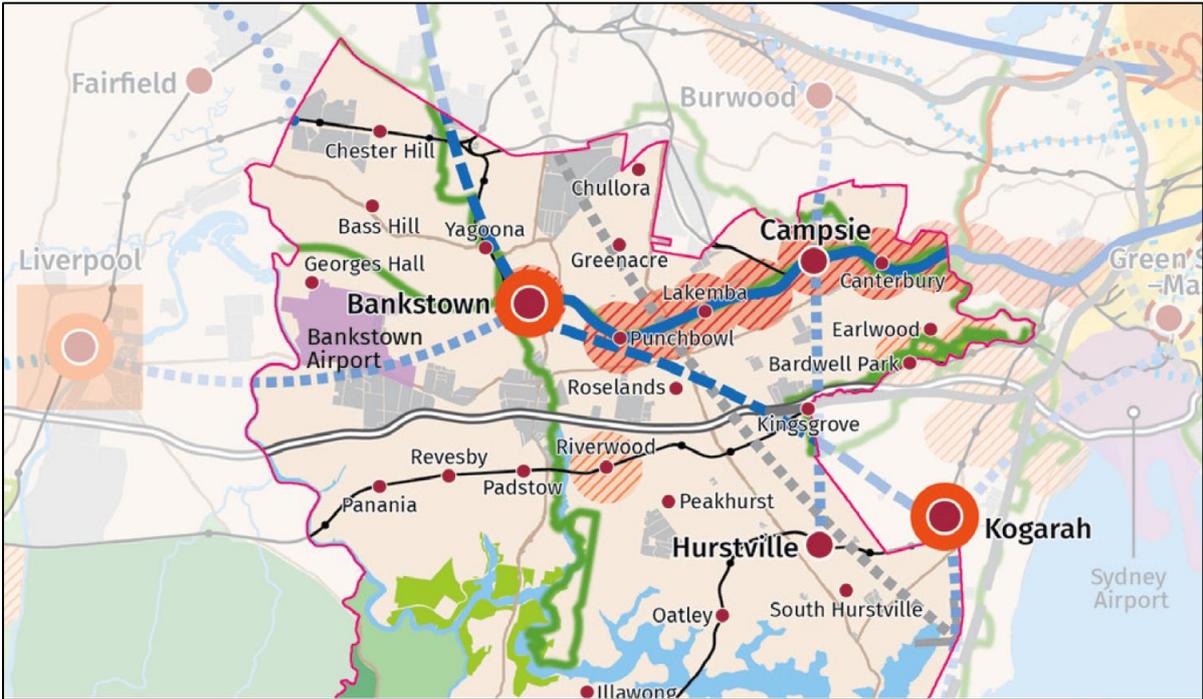


Figure 3: Canterbury Bankstown extract from South District Structure Plan



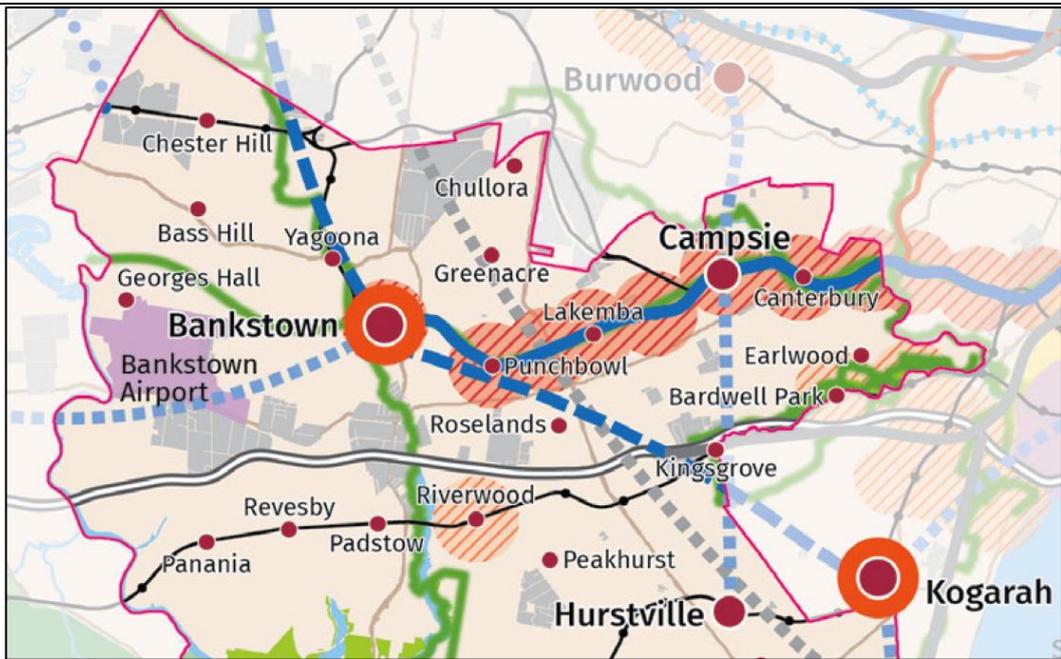


Figure 4: South District Structure Plan

Consistency with the South City District planning priorities and indicators is considered in Table 2 below:

A CITY SUPPORTED BY INFRASTRUCTURE		
DIRECTION: INFRASTRUCTURE SUPPORTING NEW DEVELOPMENTS		
P.I	<p><u>Potential Indicator:</u> Increased 30-minute access to a metropolitan centre/cluster</p>	<p><i>“A 30 – minute city is where most people can travel to their nearest metropolitan centre or cluster by public transport within 30 minutes; and where everyone can travel to their nearest strategic centre by public transport seven days a week to access jobs, shops and services”.</i></p> <p>The site is within the 30-minute city objective. Firstly, the site is an 11-minute walk from the Belmore train station, which connects Belmore to the Harbour CBD and Greater Sydney. The Belmore station is on the future Sydenham to Bankstown Sydney Metro City and Southwest rail upgrades to provide faster and more frequent services.</p> <p>Under existing timetables (i.e. prior to metro rail services) from Belmore, the Harbour CBD metropolitan centre is accessible within 22 minutes; Bankstown strategic centre and health and education precinct within 9 minutes; and Campsie strategic centre within 2 minutes. With more frequent and faster trips these times are anticipated to further reduce.</p> <p>The subject site is well located in proximity to future existing and future infrastructure, including but not limited to the Sydenham to</p>

		Bankstown Sydney Metro City and Southwest rail line and the M5 motorway lane duplication and Belmore Road on ramp upgrades.
S.1	<u>Planning Priority S1</u> Planning for a city supported by infrastructure	<p>New infrastructure at local, district or metropolitan levels, is to be planned and delivered to meet the needs of Greater Sydney as a metropolis of three cities. For the South District this will include Sydney Metro City & Southwest which will create opportunities for people in the South District to work closer to their homes.</p> <p>Aligning land use and infrastructure planning will maximise the use of existing infrastructure. A growth infrastructure compact could be used to align infrastructure with growth. This approach is being piloted in Greater Parramatta and the Olympic Peninsula (GPOP).</p> <p>The site benefits from its location within close proximity to Belmore train station and the Belmore local centre. The Sydenham to Bankstown corridor is identified for urban renewal. The site is an underutilised and substantially derelict property with the ability to redevelop in the short term, meeting the desire and strategic planning framework of urban renewal in this location., connecting new residents with the Harbour CBD and nearby residents with new jobs.</p> <p>The existing infrastructure supports the redevelopment of the site in its own right, however the metro rail upgrades and the WestConnex and M5 duplication further support jobs and homes in this location in accordance with the District Plan.</p>



	Metropolitan Centre		Major Urban Parkland including National Parks and Reserves
	Health and Education Precinct		Waterways
	Strategic Centre		Green Grid Priority Corridor
	Local Centre		Train Station
	Economic Corridor		Committed Train Link
	Trade Gateway		Train Link/Mass Transit Investigation 10-20 years
	Industrial Land		Train Link/Mass Transit Visionary
	Land Release Area		Motorway
	Transit Oriented Development		Committed Motorway
	Urban Renewal Area		Road Investigation 0-10 years
	Urban Area		Road Visionary
	Protected Natural Area		District Boundary

A COLLABORATIVE CITY

DIRECTION: WORKING TOGETHER TO GROW A GREATER SYDNEY

<p>P.I</p>	<p><u>Potential Indicator:</u> Increased use of public resources such as open space and community facilities</p>	<p>The Greater Sydney Commission is collaborating with local councils to improve regional open space and deliver Greater Sydney’s Green Grid through the administration and management of the Metropolitan Greenspace Program.</p> <p>The future vision for Canterbury Road, both via the local Canterbury Road Review and the Greater Sydney Plan call for greener streets and softening of the streetscape as new urban development occurs. This is supported, and the development application associated with the</p>
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		<p>Planning Proposal facilitates an increased setback to support planting and greening of the frontage.</p> <p>The site is also accessible to nearby open spaces and approximately 2 km from accessing the Cooks River shared cycle and pedestrian path.</p> <p>If the site remains under its current zoning, there will be no driver (i.e. people in homes) to increase the use of public and community facilities.</p>
S.2	<p><u>Planning Priority S2</u> Working through collaboration</p>	Consistent
A CITY FOR PEOPLE		
DIRECTION: CELEBRATING DIVERSITY AND PUTTING PEOPLE AT THE HEART OF PLANNING		
P.I	<p><u>Potential Indicator:</u> Increased walkable access to local centres</p>	<p>Consistent</p> <p>The site is perfectly situated to foster residents walking to places.</p> <p>The site is a short walk to the Belmore local centre, a location associated with major trip generating activities such as retail, hospitality, offices, health and education, community and administrative services.</p> <p>Belmore contains a train station, which is an 11-minute walk from the site. Belmore train station is on the future Sydenham to Bankstown Sydney Metro City and Southwest rail line upgrades to provide faster and more frequent services.</p> <p>Belmore is identified as part of the Sydenham to Bankstown urban renewal corridor. The Planning Proposal therefore facilitates the urban renewal of an underutilised site within the 800 metre catchment to the Belmore train station and close to existing and future public transport, employment, jobs, services, recreation, social infrastructure and convenience retail etc.</p>
S.3	<p><u>Planning Priority S3</u> Providing services and social infrastructure to meet people's changing needs</p>	Consistent
S.4	<p><u>Planning Priority S4</u> Fostering healthy, creative, culturally rich and socially connected communities</p>	Consistent
HOUSING THE CITY		
DIRECTION: GIVING PEOPLE HOUSING CHOICES		
P.I	<p><u>Potential Indicator:</u> Increased housing completions (by type)</p>	<p>Consistent</p> <p><i>"The South District will continue to grow over the next 20 years with demand for an additional 83,500 dwellings. This will be provided through</i></p>

		<p><i>urban renewal, around new and existing infrastructure, and infill developments.”</i></p> <p>In the South District the greatest increase in population is expected in Canterbury-Bankstown Local Government Area, where 70 per cent of new residents (142,450 additional people by 2036) will be accommodated due to anticipated urban renewal. The next largest increase is anticipated to be in the Sutherland Local Government Area, where the population will increase by 13 percent.</p> <p>The 5-year housing supply target for Canterbury-Bankstown local government area to 2021 is 13,250.</p> <p>The Planning Proposal has the ability to facilitate the delivery of an additional 174 dwellings within walking distance of a local centre and an 11-minute walk from a future metro train station. If the site remains, housing completions will not be added to.</p>
	Number of councils that implement Affordable Rental Housing Target Schemes	N/A
S.5	<p><u>Planning Priority S5</u></p> <p>Providing housing supply, choice and affordability with access to jobs, services and public transport</p>	<p>Consistent</p> <p>The status quo conflicts with this priority.</p> <p>The Planning Proposal facilitates housing supply and choice within an affordable housing product with access to jobs, services and public transport within just a few minutes. While creating homes, it also supports the local economy and provides access for future residents to nearby services, jobs and recreation.</p> <p>It is within close and accessible proximity to the Belmore local centre, Campsie strategic centre (2 minute train ride), Bankstown strategic centre and health and education precinct (9 minute train ride) and the Metropolitan Centres of Harbour CBD (22 minutes train ride).</p>
A CITY OF GREAT PLACES		
DIRECTION: DESIGNING PLACES FOR PEOPLE		
P.I	<p><u>Potential Indicator:</u></p> <p>Increased access to open space</p>	<p>The status quo will miss an opportunity to contribute a higher percentage of homes in proximity to public transport to reach the goal of the 30-minute city.</p> <p>The site is located within good access to existing open space and recreation. The site is 600 metres from Terry Lamb Reserve and the Belmore Bowling and Recreation Club. The Canterbury Road Review also identifies a number of locations for the provision of open space to complement the changing urban fabric of Canterbury Road. This is also supported by the vision of for greener streets and softening of the</p>

		<p>streetscape. The Planning Proposal, Development Application and Landscape Plan provide green setbacks to strengthen the public domain and creates a rear laneway to improve pedestrian and vehicular movements.</p> <p>The site is also 700 metres from the Canterbury League Club and is approximately 2 km from accessing the Cooks River shared cycle and pedestrian path.</p> <p>It is also noted that there is a need for additional open space in the area and the Belmore station catchment. The accessibility to open space contributes to creating great and healthier places and brings people together. The difficulties in overcoming availability issues can be overcome through development opportunities. With an updated infrastructure plan for open space, Council could consider a new regional section 94 Plan to address this issue, or could utilise this current Part 3 planning process to negotiate a VPA and assist with the delivery of open space opportunities for people in the area.</p>
S.6	<p><u>Planning Priority S6</u> Creating and renewing great places and local centres, and respecting the District's heritage</p>	<p>The status quo conflicts with this direction, as there would be no renewal. It would entrench the further demise of the site.</p> <p>The Planning Proposal is supported by a Development Application and Landscape Plan that were lodged at the request of Council. As the Planning Proposal involved various heights across the site (i.e. an increase in some parts and a decrease in others), the Council requested that it would assist the assessment to understand the built form, massing and relationship to surrounding development.</p> <p>A Council engaged independent review was undertaken in 2015 that supported the scheme subject to some minor alterations including a 45° height plane to existing development to the south and to ensure a maximum of 4 storeys to part of the Canterbury Road frontage.</p> <p>This process was all part of creating a quality development that would contribute to creating a great place and facilitating urban renewal in a location that urgently needed it. It has previously been discussed that part of the site is a vacant warehouse which is regularly broken in to and vandalised, and another part of the site includes a non-permissible land use that causes land uses conflict with existing a future development around it.</p> <p>For a number of years, the Planning Proposal and Development Application has had the support of Council and the NSW Government. This site has</p>

		been singled out to be retained for its existing use, while all sites around it experience mixed use urban renewal. Retaining the existing land use and zone will not achieve this Planning priority of “ <i>creating and renewing great places and local centres</i> ”. <u>The do-nothing option is inconsistent with the South District Plan.</u>
A WELL CONNECTED CITY		
DIRECTION: DEVELOPING A MORE ACCESSIBLE AND WALKABLE CITY		
P.I	<u>Potential Indicator:</u> Percentage of dwellings located within 30 minutes by public transport of a metropolitan centre/ cluster	The site is within the 30-minute city objective. Firstly, the site is an 11-minute walk from the Belmore train station, which connects Belmore to the Harbour CBD and Greater Sydney. The Belmore station is on the future Sydenham to Bankstown Sydney Metro City and Southwest rail upgrades to provide faster and more frequent services.
	Percentage of dwellings located within 30 minutes by public transport of a strategic centre	Under existing timetables (i.e. prior to metro rail services) from Belmore, the Harbour CBD metropolitan centre is accessible within 22 minutes; Bankstown strategic centre and health and education precinct within 9 minutes; and Campsie strategic centre within 2 minutes. With more frequent and faster trips these times are anticipated to further reduce. Therefore, in the context of the metro rail network and the Eastern Harbour City is, the Planning Proposal is consistent with the Greater Sydney Plan as it provides:
S.12	<u>Planning Priority S12</u> Delivering integrated land use and transport planning and a 30-minute city	<ul style="list-style-type: none"> • Dwellings within 30 minutes by public transport (22 minutes) of a metropolitan cluster; and • Dwellings within 30 minutes by public transport (2 minutes and 9 minutes) of a strategic centre. <p>The subject site is well located in proximity to future existing and future infrastructure, including but not limited to the Sydenham to Bankstown Sydney Metro City and Southwest rail line and the M5 motorway lane duplication and Belmore Road on ramp upgrades.</p>
JOBS AND SKILLS FOR THE CITY		
DIRECTION: CREATING THE CONDITIONS FOR A STRONGER ECONOMY		
P.I	<u>Potential Indicator:</u> Increased jobs in metropolitan and strategic centres	Consistent The supply of housing and population within the site will support the available workforce in proximity to the Harbour CBD Metropolitan Centre (22-minute train ride), the Bankstown strategic centre and health and education

		<p>precinct (9 minute train ride) and the Campsie strategic centre (2 minute train ride).</p> <p>Jobs within the Parramatta Metropolitan Centre, the Westmead health and education precinct and the Greater Parramatta to Olympic Peninsula will also be easily reachable for the site's future workforce when the metro rail extension from Bankstown to Parramatta is realised.</p>
S.7	<p><u>Planning Priority S7</u></p> <p>Growing and investing in the ANSTO research and innovation precinct</p>	<p>Consistent</p> <p><i>"The Australian Nuclear Science and Technology Organisation (ANSTO) at Lucas Heights, and the health and education facilities at Kogarah, Sutherland, Hurstville and Bankstown contain the largest concentrations of knowledge-intensive jobs in the District."</i></p> <p>Bankstown is identified as a strategic centre and health and education precinct. Bankstown is a 9-minute journey from Belmore station. The Planning Proposal supports proximity of people to the precinct and ensures that <i>"significant investment in health, education, administrative, community and other social infrastructure is optimised giving the community productivity and liveability benefits"</i>.</p>
S.8	<p><u>Planning Priority S8</u></p> <p>Growing and investing in health and education precincts and Bankstown Airport trade gateway as economic catalysts for the District</p>	N/A
S.9	<p><u>Planning Priority S9</u></p> <p>Growing investment, business opportunities and jobs in strategic centres</p>	<p>The Subject site is not within a Strategic Centre. The nearest Strategic Centres are Campsie, a 2-minute train ride from Belmore, and Bankstown, a 9-minute train ride from Belmore.</p> <p>The redevelopment of the site in the Belmore local centre urban renewal corridor (i.e. within 800 metres from Belmore station). The site is currently underutilised and partly derelict. It is an eyesore on the streetscape and contains non-permitted or approved uses. The redevelopment of the site as facilitated by the planning proposal achieves many of the expectations, principles and associated investment in centres in the South District that achieve the 30-minute city. This includes:</p> <ul style="list-style-type: none"> • high levels of private sector investment • flexibility, so that the private sector can choose where and when to invest • co-location of a wide mix of activities, including residential • high levels of amenity, walkability and being cycle-friendly • areas identified for commercial uses and, where appropriate, commercial cores.

The site is surrounded by a B2 Local Centre zone and mixed use residential and commercial development. The unlikely redevelopment in accordance with the existing zone would create land use conflict and would look completely out of context with the emerging urban fabric all around it. The Planning Proposal facilitated orderly redevelopment, with a range of uses, that create a wider and improved streetscape and importantly more commercial floorspace than is currently available. The Planning Proposal facilitates an additional 174 dwellings that will provide homes for people, which in turn will provide access and a workforce to support the growth in investment and opportunities in the nearby strategic centres.

The Canterbury Road Review singles out this site for a B6 Enterprise Corridor use, in effect prohibiting mixed use development, on the basis that industrial and urban services land must be retained at all cost. The Planning Proposal facilitates more employment and commercial floorspace than is currently available (a site specific clause in the instrument can also ensure this – but the DA already talks to it) and because of the ‘at all cost’ attitude will result in land use conflict and a poor planning outcome from a visual context as the site becomes isolated with mixed use residential all around it. The objective of the B6 Enterprise Corridor zone is not to create pockets of industrial and warehousing uses in a residential mixed use pocket.

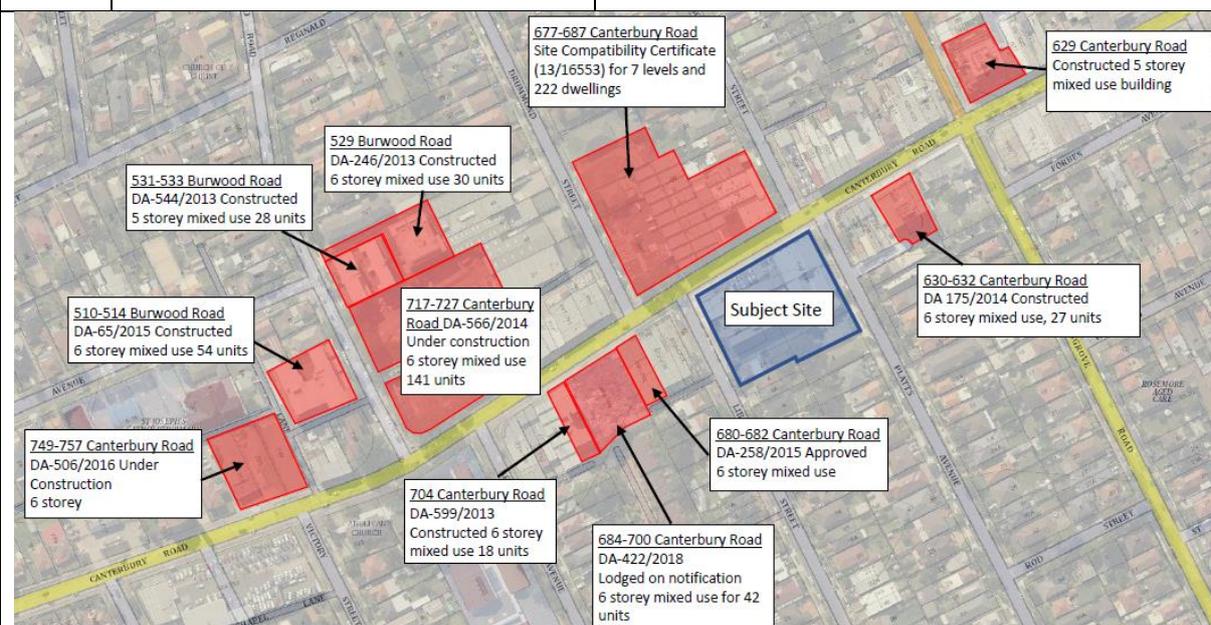


Illustration of surrounding development

S.10	<p><u>Planning Priority S10</u> Retaining and managing industrial and urban services land</p>	<p>Action 39 of the South District Plan states: <i>“Retain and manage industrial and urban services land, in line with the Principles for managing industrial and urban services land, in the South District by safeguarding all industrial zoned land from conversion to residential development, including conversion to mixed-use zones. In updating local environmental plans, councils are to conduct a strategic review of industrial lands”.</i></p> <p>The principles of for managing industrial and urban services land mean that industrial and urban services land should not be retained at all costs, however consideration given to land use conflict, the changing needs of the community and the range of business required to support the city’s productivity.</p> <p>The principles for managing industrial and urban services land are addressed in detail under Direction 7 Objective 23 of the Greater Sydney Plan earlier in this document. Please refer to section for a detailed analysis on consistency with the principles.</p> <p>Under the Greater Sydney Plan, the Planning Proposal is <u>consistent</u> with Action 39 and retaining the existing zone is <u>inconsistent</u> with Action 39 for the following reasons:</p> <ul style="list-style-type: none"> • Retaining the B6 Enterprise Corridor zone is not consistent with the objectives of the zone as the site is an isolated site away from other employment land; • Retaining the B6 zone has the potential to cause land use conflict with surrounding zones and land uses due to its isolation; • The Planning Proposal creates 302 sq.m of additional employment floorspace in a zone that is consistent with the zones around it. In doing so, it creates more urban services land and avoids land use conflict. Therefore, it directly supports the principles for managing and retaining urban services land under Action 39. • The Planning Proposal facilitates a development outcome consistent with the local context.
S.11	<p><u>Planning Priority S11</u> Supporting growth of targeted industry sectors</p>	<p>As discussed in the Greater Sydney Plan section, much of the focus of this planning priority is around the ability of the Harbour CBD to grow its industry sectors. However, the local Belmore economy does play an important role.</p>

		<p>The entire Sydenham to Bankstown corridor is identified as a growth corridor. This is due to its accessible location, and ability to play a key role in the integrated land use and transport planning including a 30-minute city.</p> <p>The site is currently a significantly underutilised site, not operating under its existing zone and creating an eye sore on the urban fabric that is evolving and sought in the Belmore community.</p> <p>The ability to deliver additional employment generating floorspace supports its small role in the Eastern Harbour City ensuring the ability to support local jobs and remove barriers to the growth in small business and employment opportunities.</p> <p>The Planning Proposal is consistent with this objective and planning priority as it creates more employment generating floorspace than is currently available. It provides large footprints that are appropriate for the specific site attributes and constraints of the site. Note the site is a sloping site north to south and not suitable for large bulky goods warehousing. This type of use would also create land use conflict with the mixed use development all around it.</p>
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A CITY IN ITS LANDSCAPE

DIRECTION: VALUING GREEN SPACES AND LANDSCAPE

P.I	<p><u>Potential Indicator:</u> Increased urban tree canopy</p>	<p>The Development Application is supported by a Landscape Plan prepared by Site Design and Studios, prepared to illustrate the treatment of the open spaces proposed as part of the development and the interface of the development with its urban edges.</p> <p>Given the importance of facilitating a high standard of amenity for residents and the interface with surrounding development and contribution to the streetscape, the Landscape Plan illustrates the level and type of tree planting, the softening of the edges and the use and visual interest of the internal courtyard and rooftop garden. If the site remains zoned B6, there will be no improvement in urban tree canopy.</p>
	Expanded Greater Sydney Green Grid	<p>As previously discussed, The Greater Sydney Plan notes:</p> <p><i>“Open space along the foreshores of beaches, harbours and bays of the Eastern Harbour City form the backbone of its green grid. The popular walking tracks along the coast and Sydney Harbour will be enhanced and complemented by</i></p>

		<p><i>improved connections through tree-lined streets and established urban parks, towards open space along coastal waterways, such as the Northern Beaches coastal lagoons, Cooks River and Georges River.”</i></p> <p>The future vision for Canterbury Road, both via the local Canterbury Road Corridor Review and the Greater Sydney Plan is for greener streets and softening of the streetscape as new urban development occurs. This is supported, and the development application associated with the Planning Proposal facilitates an increased setback to support planting and greening of the frontage.</p> <p>The site is also accessible to nearby open spaces and approximately 2 km from accessing the Cooks River shared cycle and pedestrian path. If the site remains in its current zoning, there will be no contribution to a greener street edge.</p>
S.13	<p><u>Planning Priority S13</u> Protecting and improving the health and enjoyment of the District’s waterways</p>	N/A
S.14	<p><u>Planning Priority S14</u> Protecting and enhancing bushland, biodiversity and scenic and cultural landscapes and better managing rural areas.</p>	N/A
S.15	<p><u>Planning Priority S15</u> Increasing urban tree canopy cover and delivering Green Grid connections</p>	See above Potential Indicator
S.16	<p><u>Planning Priority S16</u> Delivering high quality open space</p>	N/A
AN EFFICIENT CITY		
DIRECTION: USING RESOURCES WISELY		
P.I	<p><u>Potential Indicator:</u> Reduced transport related greenhouse gas emissions</p>	With good access to nearby public transport and proximity to metropolitan and strategic centres, the proposal seeks to achieve the objective of reducing trip generation and car dependency.
	Reduced energy use per capita	
S.17	<p><u>Planning Priority S17</u> Reducing carbon emissions and managing energy, water and waste efficiently</p>	The Planning Proposal does not consider energy efficiency and water flows. This can be further addressed under the development application where consideration can be given to opportunities to generate energy sustainably, and to store, distribute and use energy more efficiently. This also considers the way of using resources, so energy, water and waste are used efficiently and continually recycled and re-used.

A RESILIENT CITY		
DIRECTION: A RESILIENT CITY		
P.I	Number of councils with standardised state-wide natural hazard information	N/A
S.18	<u>Planning Priority S18</u> Adapting to the impacts of urban and natural hazards and climate change	Consistent

Table 2: Consistency with South District Plan