



Land Owner Initiated Planning Proposal

Application to amend the Ashfield Local Environmental Plan 2013

- 1,1A,2,3,4,5,6,7,8 Tideswell Street;
- 114,118,120,122,124,126,128,130-140 Parramatta Road;
- 45,47,51,53,55,57,59,61,63 Ormond Street;
- 43,45,47,49,51,53 Grower Street; and,
- 25,29,31,33,35,37,39 Liverpool Street

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1 INTRODUCTION

This report has been prepared to accompany the lodgement of a request to initiate a Planning Proposal, which seeks to amend:

- the land zoning map;
- the Floor space ratio map;
- the Height of buildings map; and,
- Schedule 1 – to permit an additional permissible use (shop top housing),

within the Ashfield Local Environmental Plan 2013 (ALEP 2013). This application relates to a number of properties forming a block bounded by Parramatta Road, Ormond Street, Gower Street and Liverpool Road situated south east of Ashfield Park.



Figure 1

Site location



Figure 2

Lots forming the subject site

The subject site is partly zoned B6 – Enterprise Corridor and R3 – Medium Density Residential. Height of Building, Floor Space Ratio and land use permissibility do not permit development of the type and scale sought, hence the reason for this planning proposal.

This Planning Proposal has been prepared on the basis of detailed urban design and planning analysis which argues that the subject site is able to support of the scale of development as proposed and would act as a catalyst to the progress urban renewal of the Parramatta Road corridor.

It is further argued that transformation of the Parramatta Road corridor envisaged by State Planning Authorities under the existing zoning and development standards is unlikely. In some cases, maintenance of the status quo over some sites in favour of others may well be a desirable strategic planning outcome. However, that is not the case here. Current local planning controls and those suggested within the recently releases *Parramatta Road Corridor Urban Transformation Strategy* will not encourage the acquisition and redevelopment of outdated and aged retail premises and numerous underdeveloped residential premises. Existing retail land uses results in a highly undesirable streetscape presentation and affords very little in the way of creating the renewed Parramatta Road envisaged in the *Parramatta Road Corridor Urban Transformation Strategy*. The existing situation is highly undesirable and if it is to be redressed then it is clear that amendment of the current planning regime is required.

The solution which is advanced by the Planning Proposal is to maintain existing zonings over part of the site and to insert an additional permitted land use to the land zoned B6 – Enterprise corridor to permit redevelopment of the land for shop top housing. Furthermore, the current height of buildings and floor space ratio development standards be amended to enable redevelopment of the subject site in line with the concept plan submitted as part of this proposal.

It is argued that this is the most appropriate means of achieving a desirable development outcome because the development scheme envisaged for the site precisely accords with the standard instrument zone objectives, and would not undermine the desire to preserve a retail and urban hierarchy.

It is suggested that the amendment of planning controls applicable to the subject site would bring significant benefits to the locality. For instance, the subject site has contributed little to employment generation in the past and existing land uses are a less than ideal use of well-located and strategically significant land. Moreover, permitting development of the subject land as proposed would have the potential to bring about positive amenity improvements to the locality by creating a buffer and transition from Parramatta Road corridor and encouraging the evolution of green pedestrian/cycle way linkages to quality areas of public open space. In fact, this proposal will result in the dedication of additional land to public open space and the preservation of heritage items of significance.

In terms of land use permissibility, the greatest impact brought about by the proposed amendment would be the inclusion of residential land uses to the mix of permitted uses within the B6 – Enterprise Corridor Zone along Parramatta Road. With appropriate secondary local controls, land use mix and intensity can be managed to encourage a compatible use of land that would continue to serve as a buffer between existing non-residential and residential land uses.

With respect to secondary local controls, a Site Specific Development Control Plan could provide a suite of supplementary controls which would encourage the development of the land as detailed in this proposal.

A fully resolved development control plan is not required in order to determine whether a Planning Proposal warrants referral to Gateway. If Council is of a mind to support this proposal, required studies can form part of Gateway's requirements to be completed prior to public exhibition of a Draft LEP.

It should be noted that this proposal is supported by a comprehensive architectural and urban design package. Furthermore, this proposal is also supported by heritage advice and preliminary traffic impact assessment.

1.1 Proposed LEP Amendment

This Planning Proposal has been prepared to initiate a change in land use permissibility to enable the provision for employment generating land uses, integrated with residential land uses within a defined precinct being the land bounded by the properties forming a block bounded by Parramatta Road, Ormond Street, Gower Street and Liverpool Road situated south east of Ashfield Park.

This Planning Proposal would seek to:

- permit shop top housing over those lots fronting Parramatta Road currently zoned B6-Enterprise Corridor;
- Rezone the portion of the site currently zoned R3 – Medium Density Residential to R1-General Residential;
- amend the height of buildings (HOB) map to apply maximum building heights to the subject site ranging from 12.5 metres (no change) to 14 metres, 31 metres, 35 metres, 44 metres and 55 metres; and,
- amend the floor space ratio (FSR) map to apply a maximum FSR to the subject site ranging from of 0.7:1 (no change) to 2.3:1, 2.8:1 and 4.2:1.

The Concept Plan seeks to deliver a range of building heights and density. However, heritage items will be retained and incorporated into the total development of the site.

Following an assessment of the planning context and the relevant State and local planning policies, it can be concluded that there is planning merit for the preparation of a Planning Proposal. It is therefore recommended that this request to prepare a Planning Proposal be favorably considered by the Inner West Council and that Council resolve to forward a proposal to the NSW Department of Planning and Environment for Gateway determination in accordance with the Environmental Planning and Assessment Act, 1979 to prepare the necessary LEP amendment.

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2 SITE DETAILS

The subject Planning Proposal relates to all land within the street block bounded by Parramatta Road, Ormond Street, Gower Street and Liverpool Road, Ashfield. The site's location is shown in the Regional context as Figure 3. An Aerial Photograph (Neighbourhood Context) and Aerial Photograph (Local Context) are provided as Figure 4 and Figure 5 respectively. An extract of the current zoning map is included as Figure 6.

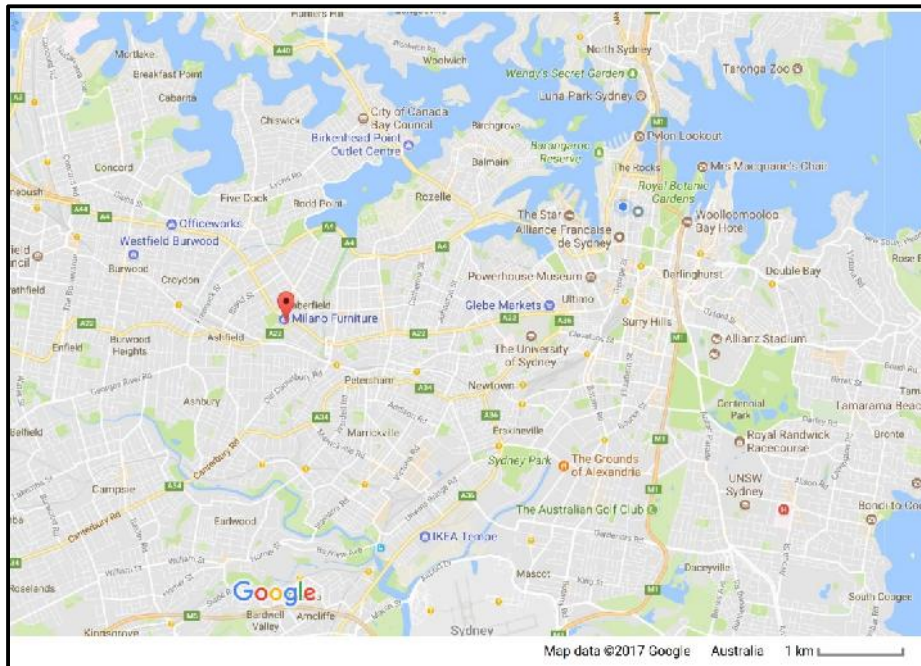


Figure 3: Regional Context



Figure 4: Neighbourhood Context



Figure 5: Subject site – Local Context

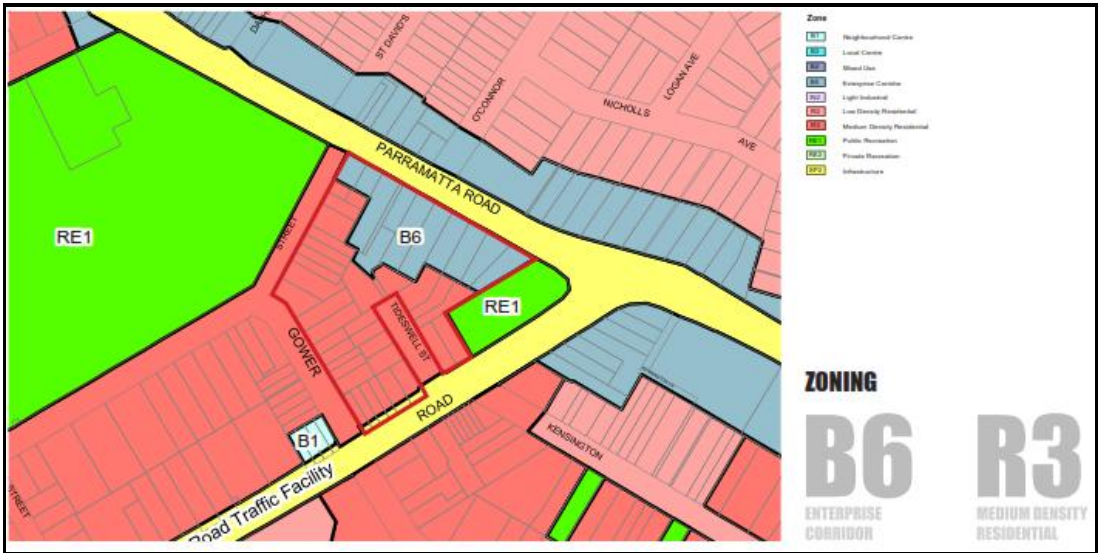


Figure 6: Current Zoning

The subject site currently supports relatively marginal non-residential land uses and modest residential land uses and under current land use controls, is unlikely to attract redevelopment for more desirable uses of the land. In fact, it is argued that the more appropriate use of land has been restricted by an

outdated and overly conservative approach to zoning and development standards for a site that is located within a highly accessible location. The existing restriction on residential permissibility in enterprise corridors has not kept up with contemporary approaches to urban living.

The subject site is particularly attractive in terms of access, size and location for modern mixed use development and with some amendment to ALEP 2013, a broader range of contemporary employment generating land uses may be encouraged and with the inclusion of residential land uses, a healthy mix of employment and residential opportunities are likely. A mix of employment and residential uses within the same precinct brings with it a variety of environmental, transport and economic advantages encouraged by state level planning.

The subject land is situated within walking distance of Ashfield and Summer Hill Railway Stations, adjacent to significant areas of open space and employment land. The Central Business District of Ashfield is close by with the Sydney CBD being easily accessible by rail, light rail and bus.

It is argued that increased population in this locality can be easily accommodated and would be consistent with State Government policy as a location appropriate for growth.

This Planning Proposal provides a Concept Plan for the subject site which indicates a mix of land uses that does not displace employment generation. Rather, this plan increases employment opportunity while also providing for additional housing.

2.1 Site Description

The site comprises forty-five (45) allotments, the descriptions of which are summarised in the following table.

Lot and DP	Area (sqm)
Lot 1 DP 970495	388.764
Lot 1 DP 921904	311.514
Lot 10 DP 439	941.937
SP 20457	434.056
Lot X, DP 354900	613.931
Lot 8, DP 439	932.629
Lot 7, DP 439	924.780
Lot 13, DP 6394	691.614
Lot 12, DP 6394	690.807
SP 85826	631.102

Lot and DP	Area (sqm)
Lot 10, DP 6394	626.256
Lot 2, DP 130500	480.529
Lot 1, DP 130500	481.859
Lot 1, DP 974797	479.668
Lot 2, DP 974797	402.331
SP 66959	585.331
Lot B, DP 343029	387.143
Lot 1, DP 304202	658.643
Lot 6, DP 1120	265.949
Lot 5, DP 1120	259.600
Lot 4, DP 1120	290.272
Lot A, DP 341204	350.209
Lot C, DP 341204	399.646
Lot B, DP 341204	410.123
Lot A, DP 346099	243.804
Lot B, DP 346099	259.216
Lot B, DP 188572	249.364
Lot A, DP 188572	258.511
Lot 4, DP 333011	367.186
Lot A, DP 974913	232.824
Lot B, DP974913	184.391
Lot 9, DP 1120	257.078
Lot 8, DP 1120	259.897
Lot 1, DP 965671	539.792

Lot and DP	Area (sqm)
Lot 1, DP 965669	557.776
Lot 1, DP 937574	555.747
Lot 1, DP 937815	672.537
Lot 1, DP 868921	306.801
Lot 2, DP 868921	316.730
Lot B, DP 445524	319.457
Lot A, DP 445524	320.934
Lot 1, DP 973430	566.227
Lot 1, DP 948529	300.270
Lot 1, DP 130481	159.588
Lot 2, DP130481	157.786
Total	20003.8

2.2 Existing Development

All allotments are developed for residential or commercial purposes. The land zoned B6 – Enterprise Corridor supports some bulky goods retail (Milano Furniture) and other lower order commercial uses. Residential land uses currently exist within the B6 zone fronting Parramatta Road. The existing uses contribute little to street level activation or aesthetic. Reference should be made to images below for an indication of existing development along Parramatta Road.



Figure 7: Long view of Parramatta Road towards subject site (red outline). Milano Furniture development marks the corner of Parramatta Road and Ormond Street.



Figure 8: Parramatta Road Frontage, note little street level activity.



Figure 9: Parramatta Road frontage. Note extensive area of public open space (Ashfield Park)



Figure 10: Parramatta Road Frontage, lower order nonresidential land use adjoins existing residential land use. Though land is zoned enterprise corridor, no change in land use has occurred or likely Significant alteration in planning scheme required to encourage land acquisition and redevelopment.

Finer grain residential development is found along Gower and Ormond Streets. Development of note along Ormond Street includes three (3) dwellings identified as having local heritage significance. This proposal does not seek any alteration to the heritage controls applicable to these parcels of land. In fact, the concept plan submitted with this proposal, if adopted, would see the retention and incorporation of these dwellings into the development scheme. Reference should be made to images below for an indication of existing development along Gower and Ormond Streets.



Figure 11: Corner of Parramatta Road and Ormond Street. Milano furniture building forms the corner. However, it is argued that this corner should support development that properly defines and activates the street edge at Parramatta Road wrapping around to Ormond Street.



Figure 12: Existing local heritage buildings-Gower Street. These buildings would be preserved and integrated into the proposed development. No change to planning controls proposed for these properties.



Figure 13: Heritage listed Ashfield Park -Ormond Street



Figure 14: Corner Ormond and Gower Street



Figure 15: Gower Street

Existing development along Liverpool Road and Tideswell Street consists of residential land uses, a food and drink premises and public open space. It should be noted this proposal would result in the removal of the existing food and drink premises and the redevelopment and dedication of that land

to public open space. Reference should be made to images below for an indication of existing development along Liverpool Road.



Figure 16: Corner Liverpool Road and Gower Street – View towards Parramatta Road



Figure 17: Liverpool Road – View towards Gower Street



Figure 18: Liverpool Road – view towards Tideswell Street



Figure 19: Tideswell Street



Figure 20: Corner of Liverpool Road and Parramatta Road

2.3 Vegetation

Existing vegetation is predominantly formal private landscaped gardens. Preliminary assessment has revealed that the existing vegetation is unlikely to have any ecological significance. It would be expected that the majority of existing vegetation would be removed but would be replaced by new plantings as part of the site redevelopment process. A comprehensive landscape plan has been prepared and accompanies this proposal indicating the potential to introduce significant landscape enhancement and the creation of “green corridors” linking existing areas of public open space.

3 SITE CONTEXT

The site context is a function of locational context (where the subject site is located within the metropolitan area) and planning context (how the site should be considered in light of recent planning strategies and plans). The consideration of the site context then leads to the establishment of the opportunities and constraints influencing future development potential. These matters are discussed below.

3.1 Site Context – Locational

As the figure below shows, the subject site is located within the inner western ring of Sydney suburbs in very close proximity to the Sydney Central Business District and excellent public transport options.

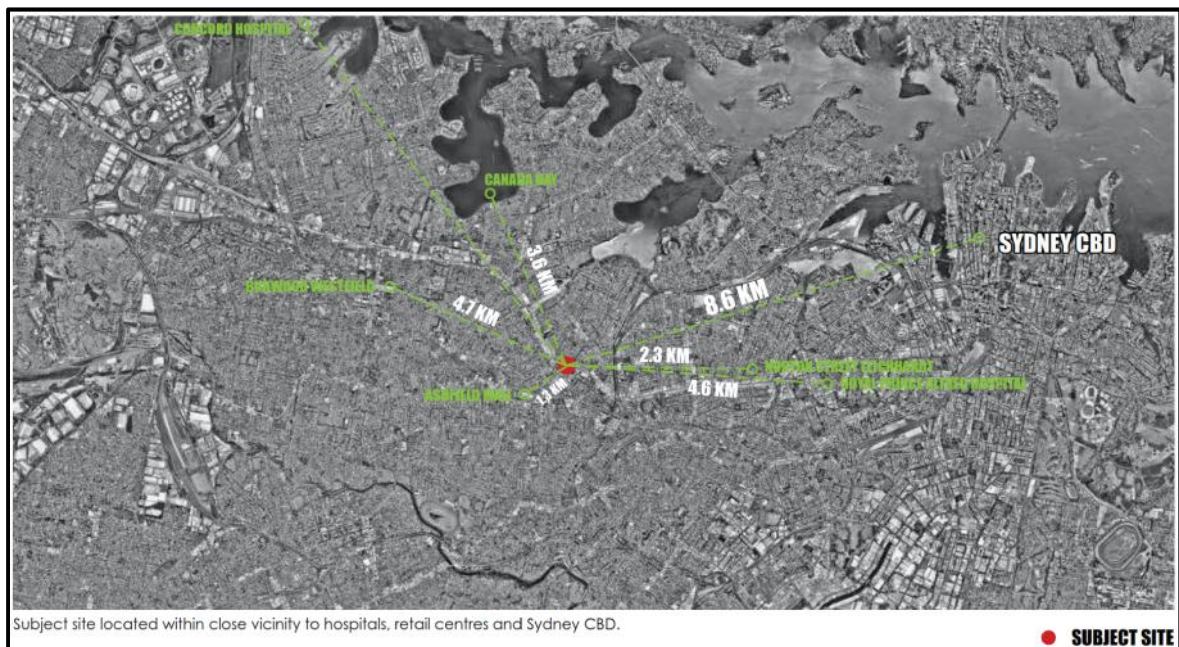


Figure 21: Regional Context

The subject site is:

- accessible by bus with bus stops directly adjacent to the subject site on Parramatta Road and Liverpool Road;
- 510 metres to Summer Hill Railway Station;
- 815 metres to the Taverners Hill Light Rail Station;
- 1.2 Km to Ashfield Railway Station;
- 1.3 Km to Ashfield Town Centre;
- 2.3 Km to Norton Street Leichhardt;
- 4.6 Km to the Royal Prince Alfred Hospital;
- 4.7 Km to Burwood Town Centre; and,
- Sydney CBD 8.6 Km.

Significant employment opportunities are in close proximity with the Sydney CBD being only 8.6 km from the subject site. Manufacturing/industrial employment opportunities are also in close proximity with Mascot/Alexandria/Botany being 7-10 km from the subject site.

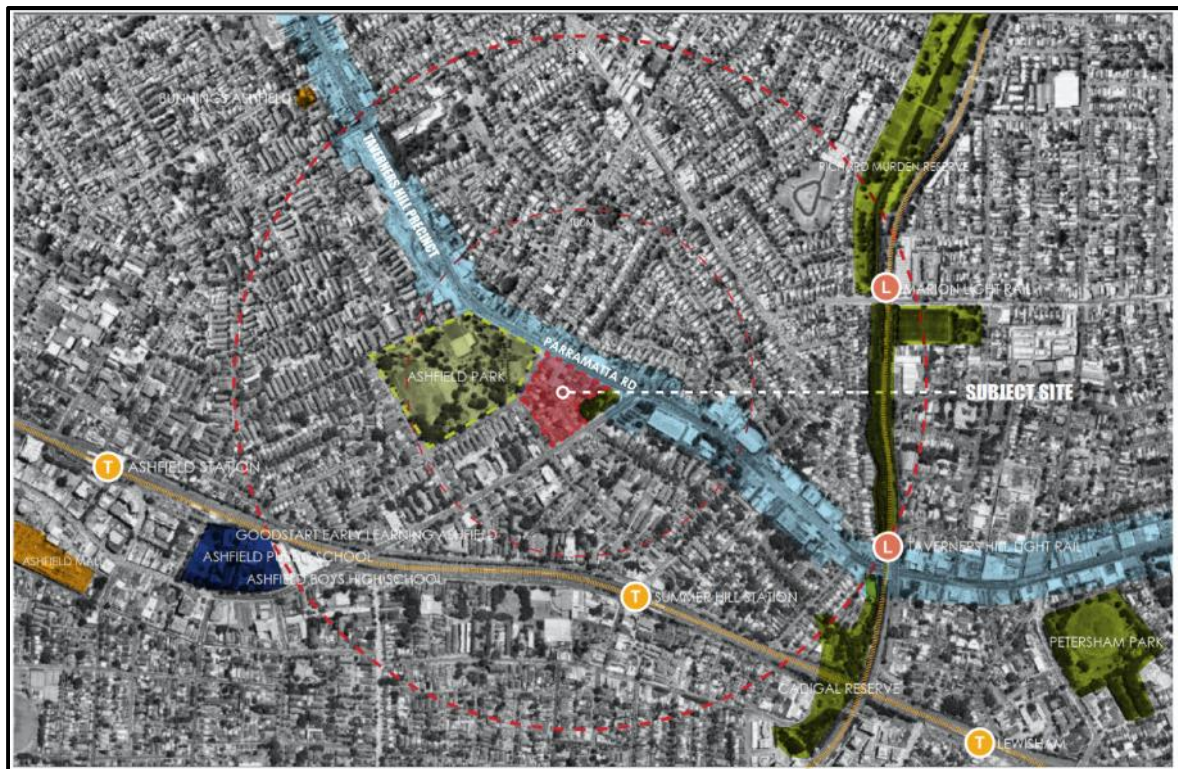


Figure 22: Transport services



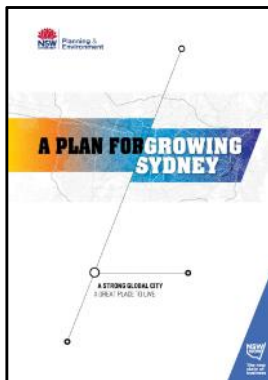
Figure 23: Contiguous land uses

Lower density residential and significant expanses of public open space surround the subject site.

3.2 Site Context – Planning for change

The planning context for the Parramatta Road corridor is established by a number of significant planning strategies recently completed by the NSW Department of Planning and Environment, the Greater Sydney Commission and UrbanGrowth NSW. The strategies and plans provide a wide range of transformation plans and initiatives spanning higher level objectives to more specific actions supported by suggested planning controls and land use guidelines. All of which will influence land use and redevelopment decisions for the subject site and locality. The most relevant plans and strategies are listed and commentary on the relevance of the plan or strategy to the subject site provided below.

3.2.1 A Plan for Growing Sydney



A Plan for Growing Sydney – December 2014 (NSW Department of Planning and Environment)

The most recent metropolitan strategy released by the Department of Planning and Environment lays the foundation for urban renewal and growth within the Sydney Metropolitan region. The strategy recognizes that significant population growth is inevitable and sets in place plans to meet the needs of growth. The Government's vision for Sydney is: a strong global city, a great place to live. To achieve this vision, the Government has set goals that includes:

- a city of housing choice with homes that meet our needs and lifestyles; and,
- a great place to live with communities that are strong, healthy and well connected.

Clearly, the strategy understands the need to increase housing supply and housing choice to meet the expected population growth. ***This proposal would result in the delivery of additional homes with exceptional access to public transport, employment, shopping and recreational opportunities.***

A Plan for Growing Sydney includes four (4) planning goals that will arguably support sustainable growth while meeting the needs of an expanding population. **Goal 2: A city of housing choice, with homes that meet our needs and lifestyles** is of most relevance to this proposal. That is, this proposal will widen housing choice in a locality that is well serviced. The type and style of dwelling proposed is not well represented in the Inner West/Ashfield local government area. High quality mixed use development can be found further east of the subject site, however, despite the medium density zoning assigned to the subject site, the immediate locality is dominated by aging three (3) storey walk-up flat development and detached lower density residential development. The portion of the subject site zoned enterprise corridor supports little enterprise. In fact, the non-residential land uses are marginal at best.

The strategy seeks to accelerate housing supply and local housing choices in *designated infill* areas (established urban areas) through the Priority Precincts and *UrbanGrowth NSW* programs. Furthermore, the strategy seeks to accelerate urban renewal across Sydney by providing homes closer to jobs. Urban renewal in transport corridors which are being transformed by investment and around strategic centres are to be given priority.

The figure below is an extract from the strategy clearly showing the Parramatta Road Urban Renewal Corridor with the subject site clearly located within the renewal corridor.

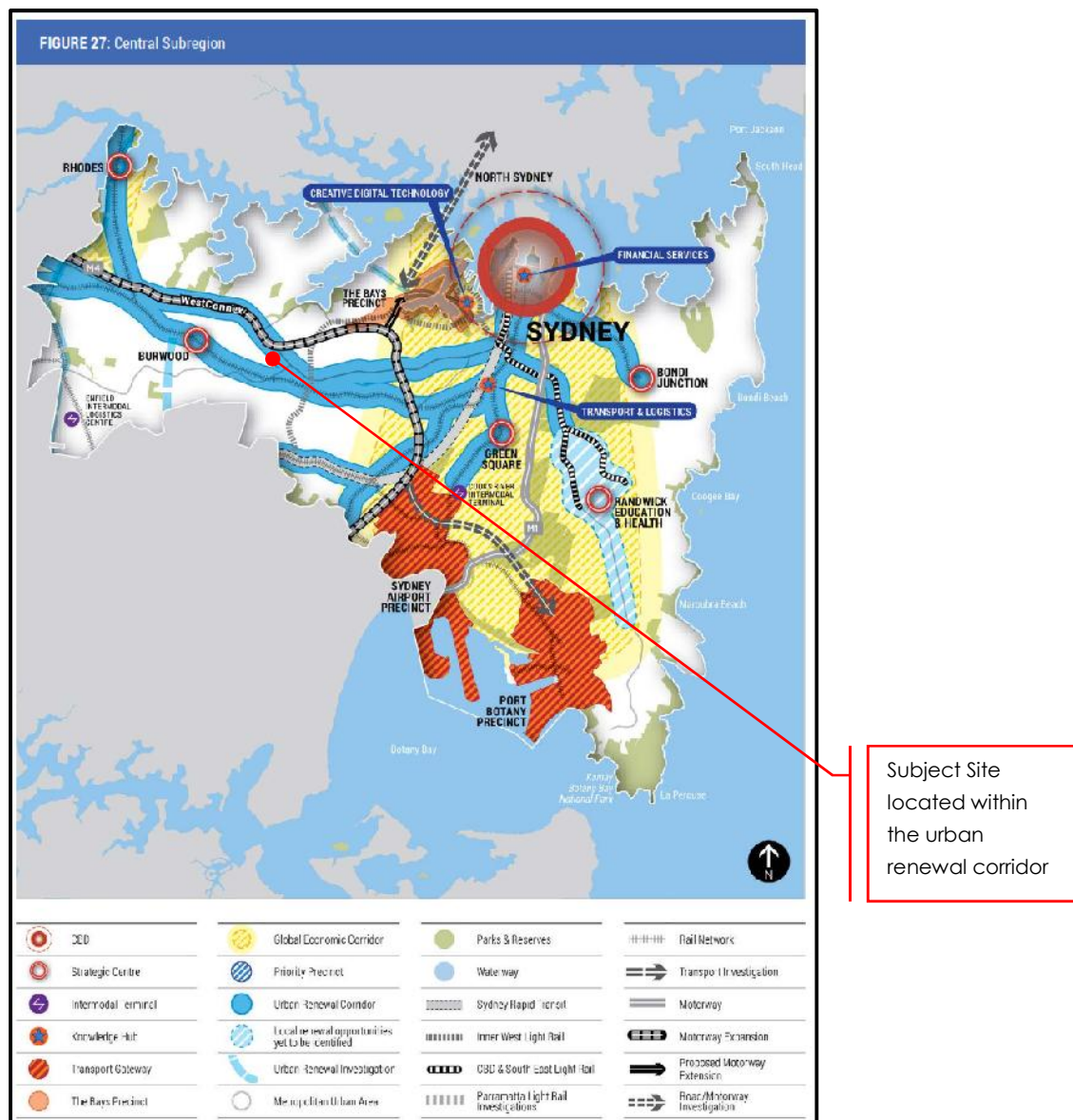


Figure 24: Extract from A Plan for Growing Sydney – Urban Renewal Corridor

At **Direction 2.2:** Accelerate urban renewal across Sydney – providing homes closer to jobs the strategy articulates the governments intentions stating that:

ACTION 2.2.2: UNDERTAKE URBAN RENEWAL IN TRANSPORT CORRIDORS WHICH ARE BEING TRANSFORMED BY INVESTMENT, AND AROUND STRATEGIC CENTRES.

In this regard, the Parramatta Road Corridor is a transport corridor which is being transformed by significant investment and it is argued that this proposal will facilitate the urban renewal of the corridor and the provision of new housing in a location which has public transport that runs frequently and can carry large numbers of passengers. Furthermore, this proposal will provide housing within close

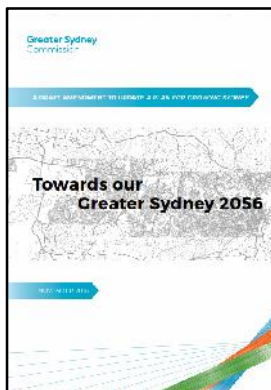
proximity to jobs and social infrastructure such as schools, community facilities, open space and public spaces.

This proposal provides the opportunity to connect new homes to the job-rich areas of the Sydney CBD and North Sydney with easy access to rail and light rail. As the Government has predicted in the strategy, the significant investment in transport infrastructure is acting as a catalyst for new housing development giving the new community to potential for shorter commutes to major job centres.

The scale of investment in the Parramatta Road corridor, along with the light rail means that Parramatta Road will be transformed, provided there is support at the local level with an appropriate amendment to the local environmental plan to enable a viable redevelopment project to be devised.

This proposal is entirely consistent with A Plan for Growing Sydney. If supported, a prominent site within the Parramatta Road Urban Renewal Corridor, close to rail, light rail, jobs, shopping and social infrastructure will be transformed to provide new housing within a mixed use development contributing to the urban renewal of the locality.

3.2.2 Towards our Greater Sydney 2056



Towards our Greater Sydney 2056 – November 2016 (Greater Sydney Commission)

Towards our Greater Sydney 2056, was prepared to update and supplement *A Plan for Greater Sydney*. It is to provide a framework that can better underpin strategic planning and foreshadowed the comprehensive review of the regional plan and is an essential companion to the exhibition of the draft District Plans.

This new central organising strategy of Greater Sydney as a metropolis of three cities has led to a reconsideration of the approach to centres in *A Plan for Growing Sydney*. A new hierarchy of centres is proposed, which defines three types of centres: strategic, district and local. By 2036, the *Growing City metropolitan priority* aims to:

- support the generation of over 817,000 additional jobs
- accommodate 1.74 million additional people and more than 725,000 new homes
- increase Greater Sydney's economic growth rate
- increase total economic activity by 75% to approximately \$655 billion.

By 2036 the *30 minute City metropolitan priority* aims to increase the range of jobs and services and other opportunities that people can get to within 30 minutes to improve overall quality of life and give businesses better access to a broad and deep labour pool. This metropolitan priority aims to:

- increase the proportion of people with good access to jobs and prioritise socially disadvantaged areas
- improve accessibility to jobs across all districts
- improve the ability to walk to local services and amenities.

It is argued that this proposal will support the provision of housing within a locality that is a defined renewal corridor that is receiving investment from Government, that is accessible to transport, jobs and social infrastructure. Accelerating housing opportunities is key to this transitional strategy which states that:

To accommodate new housing growth while also responding to housing affordability, there is a need to accelerate housing supply across Greater Sydney....., we have a key role to play in creating opportunities for new housing in the right locations..... Our vision for accommodating homes for the next generation is intrinsically linked to planning for and integrating with new infrastructure and services. Plan for Growing Sydney identifies possible urban renewal corridors.In addition to the general guidance in A Plan for Growing Sydney, we propose the following criteria for investigating urban renewal corridors:

- Alignment with investment in regional and district infrastructure. This acknowledges the catalytic impacts of infrastructure such as Sydney Metro Northwest and Sydney Metro City & Southwest, NorthConnex, WestConnex, Sydney CBD and South East Light Rail, Parramatta Light Rail, Northern Beaches Hospital and any future NSW Government investments.
- Accessibility to jobs, noting almost half of Greater Sydney's jobs are in strategic and district centres.
- Accessibility to regional transport, noting that high-frequency transport services can create efficient connections to local transport services and expand the catchment area of people who can access regional transport within a decent travel time.
- The catchment area that is within walking distance of centres with regional transport.
- The feasibility of development, including financial viability across a range of housing configurations (one, two and three+ bedrooms) and consistency with market demand. Proximity to services including schools and health facilities.

While the Parramatta Road Urban Renewal Corridor is not new to NSW Planning Authorities, the aforementioned criteria further reinforces the suitability of the subject site as an appropriate location for new housing within a mixed use environment. ***The subject site will benefit from major infrastructure investment including WestConnex, is accessible by light rail, is within 30 minutes to jobs and services, is within walking distance of centres, schools and health facilities. Furthermore, this proposal enables a feasible development proposal that will provide a range of dwelling sizes to meet market demand.***

3.2.3 Draft Central District Plan



Draft Central District Plan – November 2016 (Greater Sydney Commission)

The Draft District Plan seeks to meet the requirements of the Environmental Planning and Assessment Act 1979 (EP&A Act) by:

- progressing the directions of A Plan for Growing Sydney;
- identifying planning priorities for the District and the actions to achieve them.

The draft District Plan translates and tailors metropolitan planning priorities for each District by giving effect to the four goals of A Plan for Growing

Sydney. The draft District Plan does this by describing proposed priorities and actions for the District in terms of:

- A productive city (Goal 1)
- A liveable city (Goals 2 and 3)
- A sustainable city (Goals 3 and 4).

Essentially the district plan bridges the gap between metropolitan level planning and local plans. Of importance is to this proposal is that, this draft District Plan is to:

- inform the preparation of local environmental plans;
- inform planning proposals;
- guide strategic land use, transport and infrastructure planning across local government areas; and,
- inform infrastructure planning.

It is noted that Section 75A1 of the Environmental Planning and Assessment Act 1979 requires local environment plans to be updated to give effect to each District Plan as soon as practicable after a District Plan is made.

In this regard, it is considered that *Chapter 4 - Liveability priorities and actions* are particularly relevant to this proposal as the overarching priorities for the Central region are:

- Improving housing choice
- Improving housing diversity and affordability
- Coordinating and monitoring housing outcomes and demographic trends
- Creating great places
- Fostering cohesive communities
- Responding to people's need for services

Improving housing choice, diversity and affordability go to the heart of this proposal. That is, this proposal seeks the opportunity to provide contemporary mixed use development in a highly accessible location. It should be noted that the draft district plan says that it will:

Leverage investment in transport infrastructure..... such as Sydney Metro City & Southwest, Sydney Metro West and the CBD and South East Light Rail present opportunities to increase connectivity between where we work, live and play with improvements to mass transit, cycling and walking routes.

Furthermore, the draft district plan confirms that three (3) planning principles:

- Principle 1: Increasing housing choice around all centres through urban renewal in established areas;
- Principle 2: Stronger economic development in strategic centres and transport gateways; and,
- Principle 3: Connecting centres with a networked transport system,

remain current and underpin many of the priorities of the draft District Plan.

Therefore, increasing housing close to centres and stations and increasing the variety of housing available remains central to the planning process.

It is interesting to note that the draft District Plan acknowledges the *Parramatta Road Corridor Urban Transformation Strategy* and Implementation Tool Kit as an integrated land use planning and transport framework that establishes the vision for a high quality multi-use Corridor with improved transport choices, better amenity and balanced growth of housing and jobs. It is stated that the

Strategy fosters communities that are walkable and connected, development that is of a high standard and respects heritage, with the facilities that enhance communities and cater for a diverse range of needs. Delivery of the Strategy is supported by the \$198 million Urban Amenity Improvement Plan which will deliver upgrades of existing facilities and fund new infrastructure to support growing communities. The plan includes including funding for streetscape upgrades, creation of new or improved open spaces, urban plazas and town squares, and new walking and cycling links to key transport nodes and open spaces.

It is argued that this proposal, while not exactly within a renewal precinct as defined by the *Parramatta Road Corridor Urban Transformation Strategy* is able to deliver on the vision for the Parramatta Road Corridor. That is as the figure below shows, **the subject site is in close proximity to Ashfield Local Centre, rail and light rail, hence would enjoy the same locational advantages as the urban renewal precinct of Taverners Hill.**

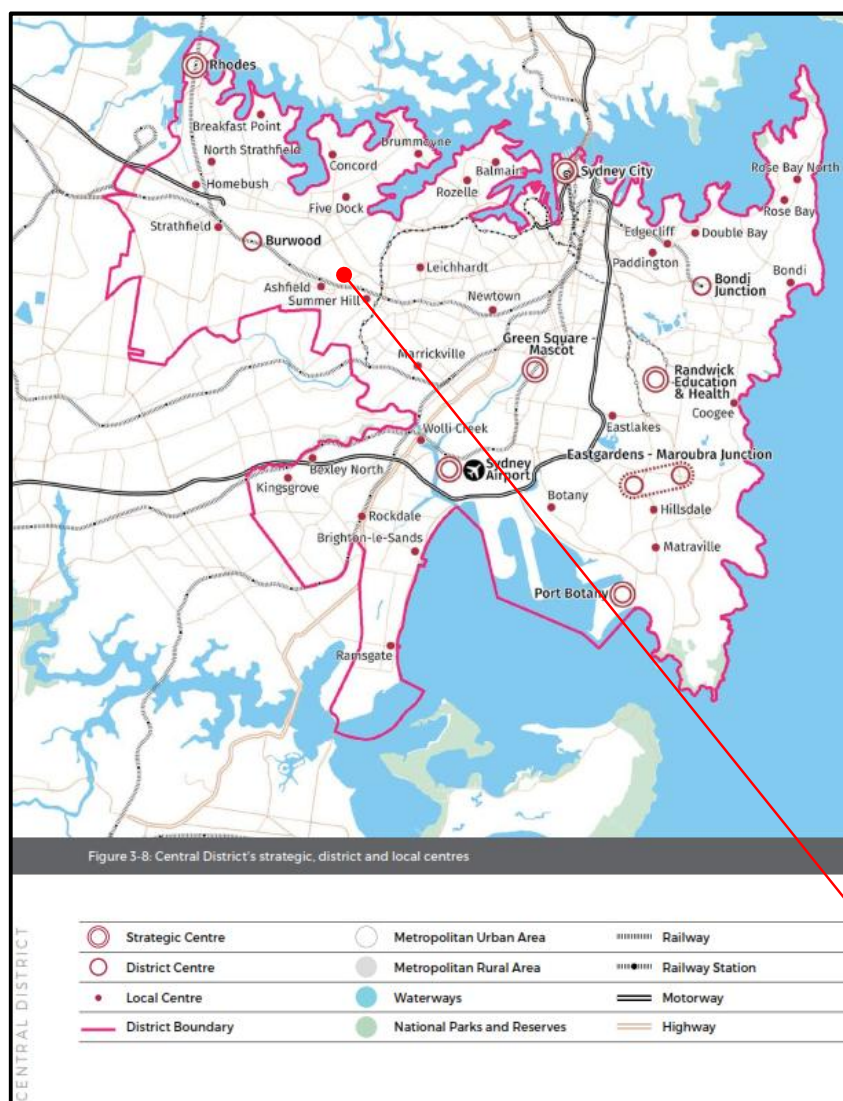


Figure 25: Extract from Draft Central District Plan – Subject site in close proximity to rail, light rail and existing town centres Ashfield and Summer Hill.

Subject Site supporting the potential for a 30 minute city

3.2.3.1 The Liveability Framework

Greater Sydney's Liveability Framework provides an appropriate platform from which to consider the suitability for the subject site. Of the nine liveability outcomes that have been derived, the subject site meets those that relate to housing, urban design, community connection, access to jobs and environment as summarized below. Of the nine liveability outcomes, development of the subject site as proposed will directly support the attainment of six outcomes.

- housing choice by supporting affordable and appropriate housing for all

Comment: This proposal will enable to provision of new housing of a type that is not well represented in the locality. Furthermore, a variety of dwelling size and type will be provided within the development comprising shop top housing, residential apartments and multi dwelling housing.

- urban design excellence by delivering high quality design that supports community safety, health and wellbeing, and enhances community assets and character

Comment: Attention has been given to urban design to provide a contemporary, well designed proposal that supports community safety and being easily accessible by methods other than the private motor vehicle will encourage healthy lifestyles.

- connected communities by supporting walking, cycling and public transport movement between destinations

Comment: The subject site is ideally located to provide easy access to public transport and being close to several town centres will encourage walking and cycling.

- sense of belonging and local identity by creating great places that are socially inclusive and promote respect and feelings of belonging

Comment: Should the site be developed as proposed, the design will provide the opportunity for the creation of a sense of place and community.

- diversity of job opportunities by providing access to a range of jobs and learning/skills development

Comment: The subject site is in close proximity to job opportunities and educational establishments easily accessible by public transport, walking or cycling.

- environmental quality by managing the quality of and access to the natural environment.

Comment: This proposal is within a highly urbanized environment. However, the subject site is adjacent to vast areas of public open space.

3.2.3.2 Housing Targets

The Draft District Plan acknowledges that housing supply is essential to the support a growing population and says that:

..... Department of Planning and Environment estimates that Greater Sydney needs 725,000 additional dwellings over the next 20 years and **157,500 additional dwellings in the Central District. We see this projection as a minimum** requirement.....

The Central District's five-year target (2016-2021) is 46,550 new dwellings with the Inner West local government area to supply 5,900 by 2021.

The Draft plan seeks to work with authorities to accelerate the supply of housing in areas close to services and infrastructure through urban renewal projects and precincts. ***This proposal has the potential to deliver 515 dwellings consisting of approximately 480 apartments and 35 townhouses in a highly accessible location.***

It is interesting to note that the Draft plan says that the Inner West Council will:

.....investigate local opportunities to address demand and diversity in and around local centres and infill areas with a particular focus on transport corridors and other areas with high accessibility.

The subject site is a unique opportunity to address housing demand being located close to local centres and transport corridors and being highly accessible. The subject site is worthy of consideration as a legitimate urban renewal project that could deliver high quality, accessible housing.

3.2.3.3 Safe and healthy places

The Draft Plan seeks to facilitate the delivery of safe and healthy places. In that regard the plan says that relevant planning authorities should demonstrate how these matters have been taken into account in any planning proposal. It is argued that this proposal would contribute to the enhancement and renewal of a neighbourhoods with good walking and cycling connections to schools, services and public transport. This proposal also has the ability to create an attractive and meaningful link to areas of public open space.

3.2.4 Parramatta Road Corridor Urban Transformation Strategy



Parramatta Road Corridor Urban Transformation Strategy – November 2016 (UrbanGrowth NSW)

The Parramatta Road Corridor Urban Transformation Strategy is the NSW Government's plan setting out how the Parramatta Road Corridor should be planned and will grow. The Strategy has been adopted by the NSW Government and is given statutory force by a Ministerial Direction under section 117 of the Environmental Planning and Assessment Act 1979. In this regard, the Strategy is a key consideration to this proposal.

The subject site is located with the Parramatta Road Corridor as shown on the following figure.

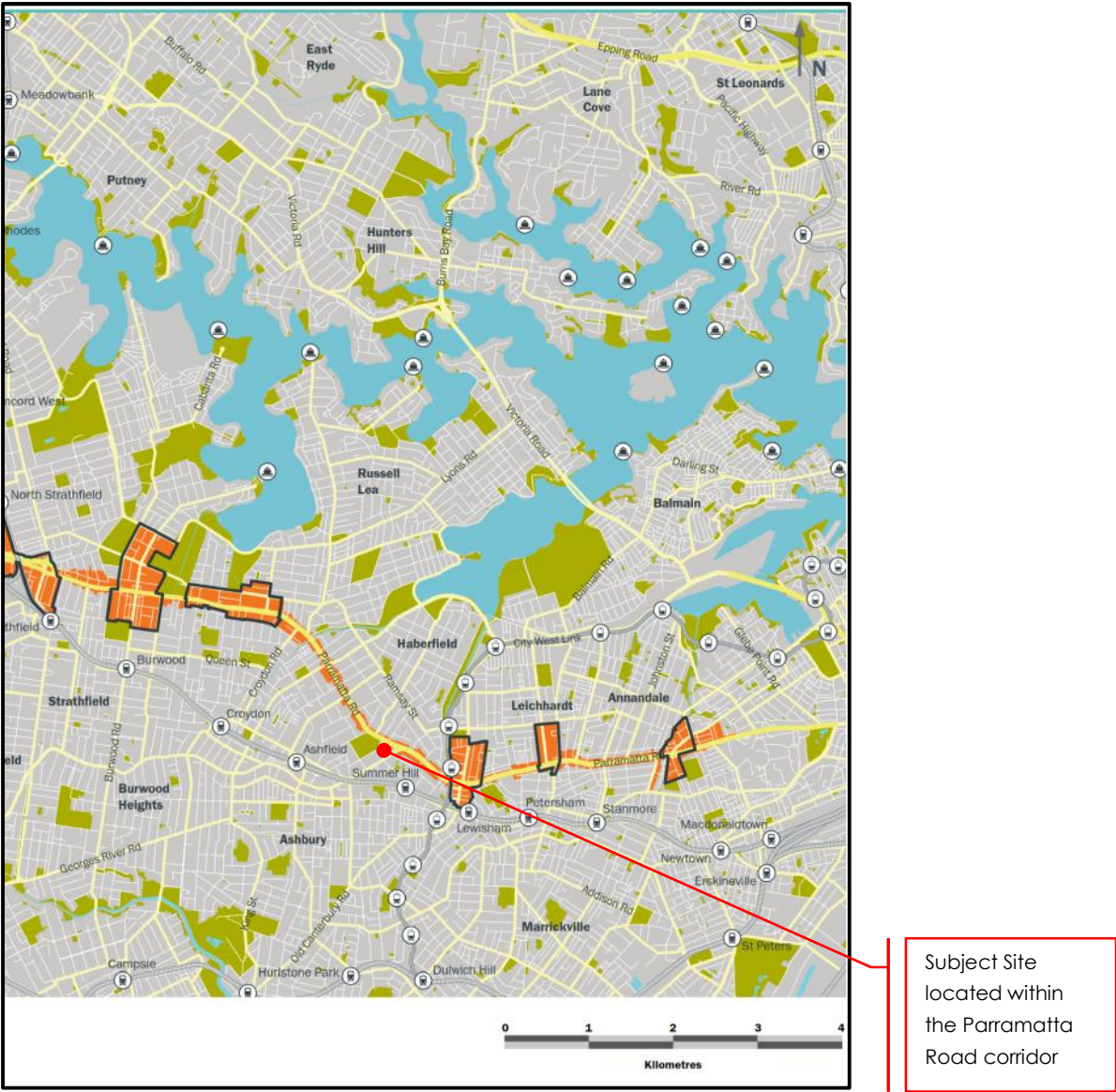


Figure 26: Extract from Parramatta Road Corridor Urban Transformation Strategy. Figure shows subject site within the Corridor.

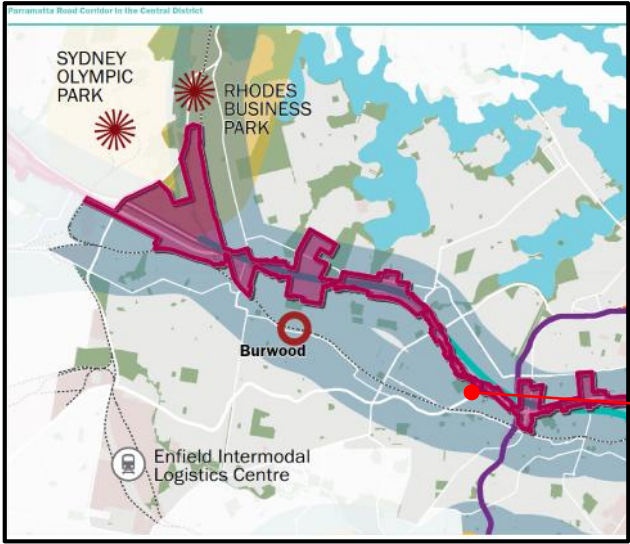


Figure 27: Extract from Parramatta Road Corridor Urban Transformation Strategy. Figure shows subject site within the Central District.

Subject Site
located within
the Parramatta
Road corridor

The Strategy recognizes that the key strengths of this section of the Corridor including:

- proximity to the Sydney CBD
- access to a range of transport options, including public transport to key employment hubs
- proximity to nationally and internationally recognised health and education uses such as Royal Prince Alfred Hospital, eleven medical research institutes, University of Sydney, University of Technology Sydney (UTS), Notre Dame University the Ultimo TAFE and the Sydney Dental Hospital.

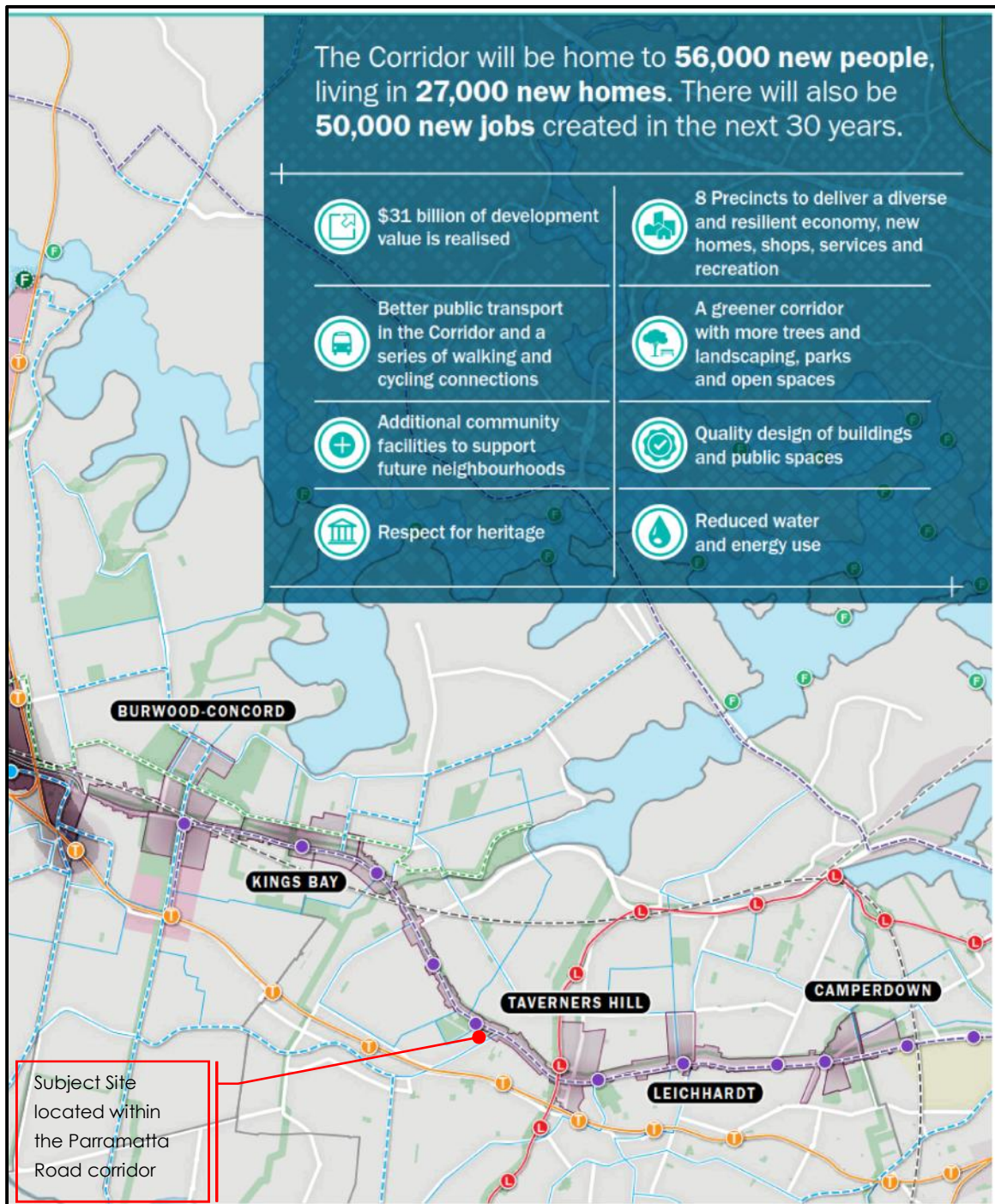


Figure 28: Extract from Parramatta Road Corridor Urban Transformation Strategy. Figure shows subject site within easy access to public transport options.

The vision for the Parramatta Road Corridor includes:

1. Housing choice and affordability

- An additional 56,000 people live in the Corridor in 27,000 new homes.
- The community's housing needs are met with a mix of dwelling types, sizes and prices.
- A minimum of five per cent of new housing is Affordable Housing (or in line with Government policy of the day), new housing also caters for single households, older people or different household structures.

Comment: This proposal will facilitate the provision of new homes and contribute to housing mix to cater for single households, older people or different household structures.

Strategic Actions for housing diversity: This proposal will support the proponent strategic actions by providing housing mix that meets market demand, while satisfying with the objectives and design criteria of the Apartment Design Guide.

This proposal includes a mix of dwelling size and type including residential apartments, shop top housing and town house development.

Strategic Action for Affordable Housing: This proposal will support the proponent strategic actions by providing the opportunity to incorporate affordable housing within the proposal.

2. Diverse and resilient economy

- \$31 billion of development value is realised.
- Parramatta Road Corridor is Sydney's 'economic spine' - 50,000 workers across a diverse range of sectors and roles come into the Corridor each day to work.
- Auburn is recognised as Sydney's large format retail hub and Camperdown is a specialist precinct that supports the world class research, educational and health uses associated with the University of Sydney and the Royal Prince Alfred Hospital.
- Town centres at Granville and Kings Bay support new residents and workers.
- There is new life in the retail areas of Parramatta Road, and the Corridor is home to a variety of businesses, including small and medium enterprises, advanced technologies and creative industries.

Comment: This proposal will support the viability of growing town centres by locating new residents in close proximity to centres and employment opportunities. The existing retail spaces located upon the subject site will be expanded and modernized, attracting new business enterprises to the Parramatta Road corridor.

3. Accessible and connected

- It is easier to move to, through and within the Corridor in both east-west and north-south directions.
- The urban transformation of the Corridor is supported by transit-oriented development. Existing and new desirable and affordable mixed use environments are enhanced by high-quality, high frequency public transport and safe active transport connections.

- The Corridor's inherent social, economic and environmental resources are optimised, including freight generating uses within and supporting the Corridor.
- Available road and rail capacity is utilised and public investments in transport are optimised.
- Non-infrastructure initiatives, such as encouraging visitors to use non-car modes of travel to help alleviate congestion, and modifying or altering timing of trips, are well utilised.
- People choose to walk and/or cycle for local trips along the Corridor's 34km of new and upgraded links, hop on buses and/or light rail for intermediate trips, and use rail and/or car for regional trips.
- The integrated transport network contributes to regional resilience and sustainable communities along the Corridor and beyond.

Comment: This proposal is located to be easily accessible by a variety of public transport options. It is argued that this proposal would be considered as a transit-oriented development being a new mixed use development easily accessible by public transport. New residents will have access to viable transport alternatives to the private motor vehicle.

4. Vibrant community places

- Residents can walk easily to public transport, local shops, schools, parks and open space areas, jobs and a range of community services and facilities that are all close by.
- Neighbourhoods include a mix of old and new buildings sitting well together creating attractive places for people to enjoy.
- New development respects and protects existing lower-scale development and heritage.
- New landmarks and high quality buildings and spaces are recognised and valued by the community.
- Residents and workers can easily access new and upgraded community facilities and services including libraries, community centres, child care centres, cultural facilities, schools and community health facilities.

Comment: This proposal will contribute to the creation and support the growth of existing places. This proposal includes substantial areas of common open space and protects heritage buildings with their incorporation into the redevelopment of this subject site. This proposal places new residents within easy access to public transport, shops and parks.

5. Green spaces and links

- There is 66ha of new open space areas, linear parks and links along watercourses and infrastructure corridors, linked to pedestrian and cycle connections.
- Parramatta Road and the surrounding road network is greener and lined with trees.
- The Corridor's nine watercourses have been naturalised and are pleasant places for people to walk and cycle along and enjoy.

Comment: This proposal has been designed to provide a linkage between areas of open spaces. The potential for pedestrian and cycle connections are enhanced by this proposal.

6. Sustainability and resilience

- Smart parking strategies have reduced people's car dependence and fuel use leading to reduced greenhouse gas emissions. Development is more feasible, meaning savings could be passed on to homebuyers, making housing more affordable and reducing the overall cost of living.
- Because thinking about parking has changed, the design of buildings transition between different uses ensuring community uses and facilities, or perhaps even open space to occur over time.
- A lush tree canopy and vegetation on buildings makes places cooler and greener, and residents and workers can enjoy the outdoors.
- Households enjoy improved living costs made possible by significant reductions in water and energy consumption in the Corridor.

Comment: This proposal is located with easy access to town centres and public transport. Dependence on the private motor vehicle is reduced. This proposal will also result in landscape enhancement and provision of community facilities.

7. Delivery

- There is an effective governance structure in place.
- Decisions are made in a timely, transparent and coordinated way.
- Well understood benchmarks and indicators inform the planning and decision making processes.
- There is a clear monitoring, reporting and review process.

Comment: The preparation of this proposal provides the opportunity for government to demonstrate leadership and commitment to the urban renewal of the Parramatta Road Corridor. This proposal is considered to be consistent with the Parramatta Road Strategy and is worthy of support.



Figure 29: Figure shows extract from Parramatta Road Corridor Urban Transformation Strategy (image left) compared with impression of proposed development (image right). Proposed development will realize the vision for Parramatta Road.

3.2.4.1 Delivering the Parramatta Road Corridor Urban Transformation Strategy

The Strategy and Implementation Tool Kit are the subject of a Section 117 Ministerial Direction, which requires that councils consider the vision, principles and strategic actions of the Corridor Strategy and the Implementation Tool Kit when assessing this planning proposal. In this regard it is argued that this proposal is consistent with the Corridor Strategy and should be supported as development as proposed will secure the outcomes envisioned for the Parramatta Road Corridor.

The Transformation strategy recognizes that the current planning controls constrain much of the proposed renewal activities identified in the Strategy, hence will need to be amended. This proposal seeks to initiate the amendment of planning controls.

3.2.4.2 Corridor East Precincts and Frame Areas

The Precincts in Corridor East are Homebush, Burwood-Concord, Kings Bay, Taverners Hill, Leichhardt and Camperdown. The subject site is within to the Taverner's Hill precinct.

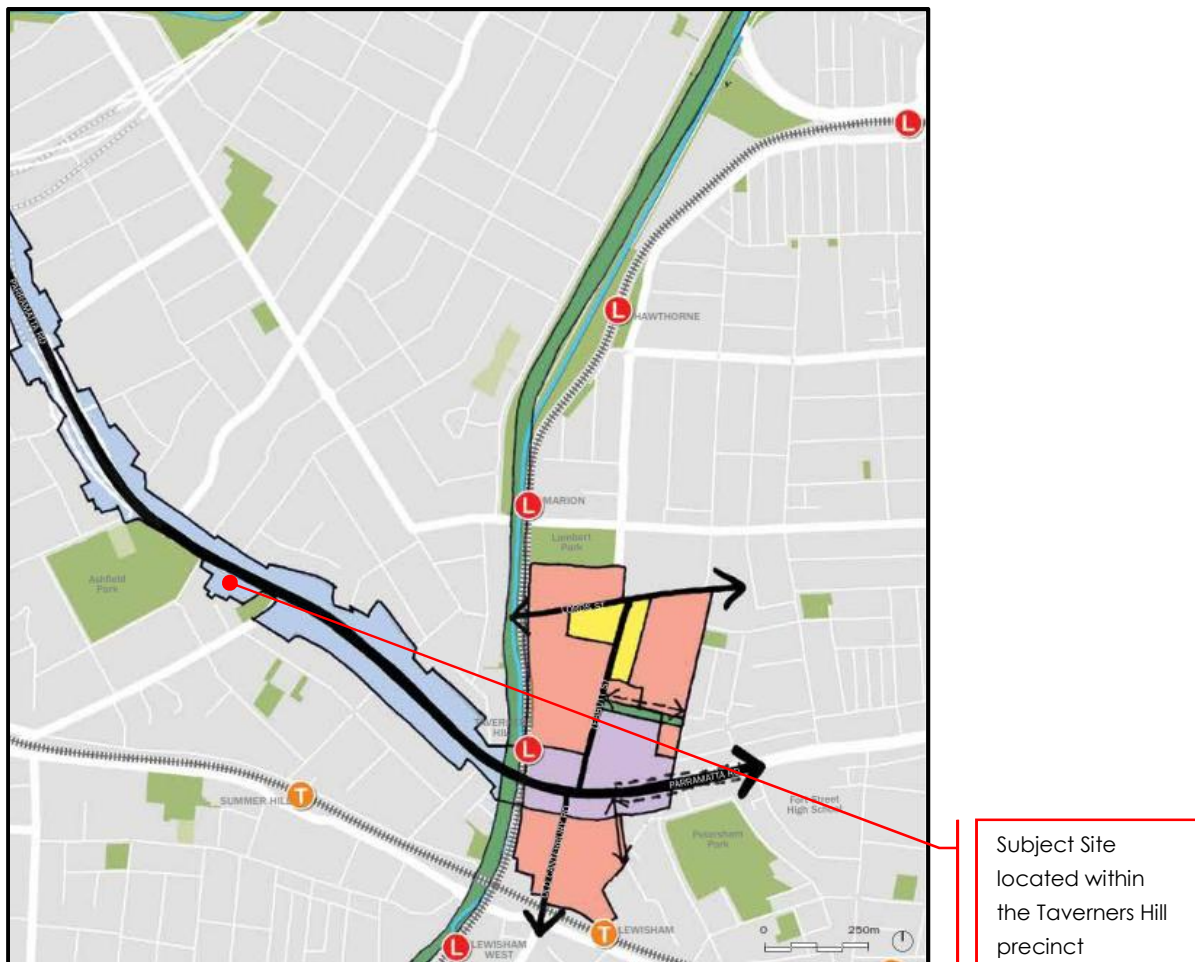
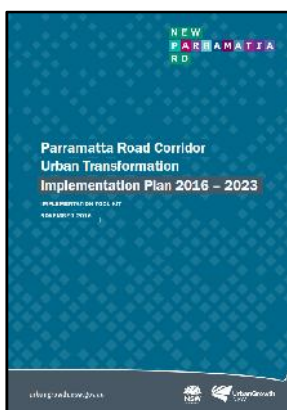


Figure 30: Figure shows extract from Parramatta Road Corridor Urban Transformation with subject site located within the Taverners Hill precinct.

This proposal supports the desired land uses by:

- maintain an employment land uses along Parramatta Road;
- proposing higher density development along the Parramatta Road corridor without adversely impacting upon the existing low-density character away from the corridor; and,
- proposing appropriately scaled residential development in a key location to attract and retain people in the core of the Precinct.

3.2.5 Parramatta Road Corridor Urban Transformation Implementation Plan 2016-2023



The Parramatta Road Corridor Urban Transformation Strategy does not directly rezone land, it establishes the framework for land use and transport planning to guide, coordinate and facilitate changes to local planning controls that will lead to the Corridor's transformation. The Implementation Plan clearly states that the Strategy will be implemented through **planning proposals prepared by landowners or developers**, comprehensive local environmental plan reviews undertaken by councils, and State environmental planning policies for future Priority Precincts. This proposal seeks to follow the implementation plan by initiating a planning proposal.

The Taverners Hill Action Plan says that from 2016, sequencing of planning proposals in the Precinct and Frame Area to be consistent with the Taverners Hill Action Plan 2016 – 2023, hence it is argued that this proposal is consistent with anticipated sequencing.

3.2.6 Parramatta Road Corridor Urban Transformation Planning and Design Guidelines



The Guidelines apply to the subject site which is located within the Frame Area which if developed as envisaged will deliver a transformational effect along the Corridor.

The Planning and Design Guidelines are comprehensive, however, the most relevant section to this proposal is Chapter 10 – Taverners Hill Guidelines. The Taverners Hill Green Edge, Transitions and Active Commercial Frontage Plan indicates that

the subject site is:

- not constrained by a heritage conservation area;
- includes some items of heritage significance;
- should include a Green Edge Setback; and,
- adjacent to areas of accessible open space.

The recommended land use zones to implement the vision for the Taverners Hill Precinct and Frame Area are shown in Figure 10.17 – reproduced below.

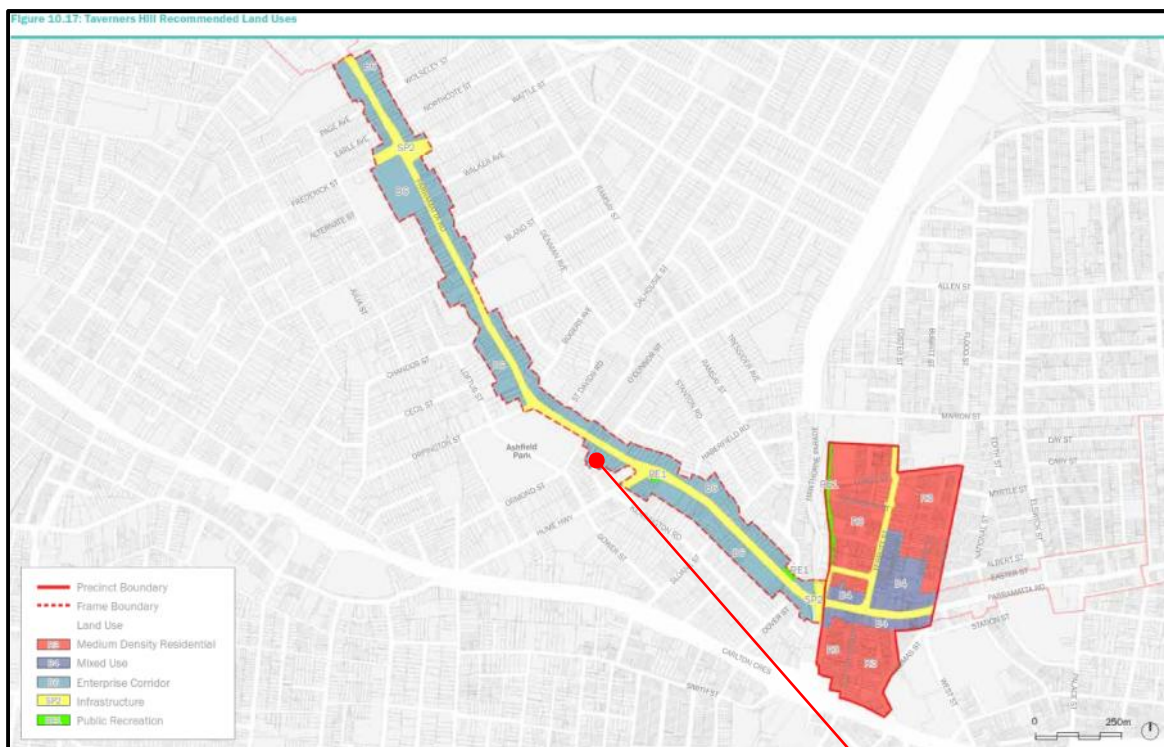


Figure 31: Recommended Land use zones

Subject Site Zone
B6 – Enterprise
Corridor

Land Use Zone

The Design Guideline suggests that the western Frame Area (subject site within this area) from Iron Cove Creek to Hawthorne Canal will be maintained as B6 Enterprise Corridor. East of Hawthorne Canal, a wider range of mixed uses are proposed along both sides of Parramatta Road and the eastern side of Tebbutt Street. A B4 Mixed Use Zone is recommended to facilitate an appropriate quantum of residential development whilst ensuring a broad range of non-residential uses capable of delivering employment and other activities is able to be provided. Land uses will be sufficiently broad to retain and enhance the evolving pattern and character of small scale and businesses and bespoke services within the ground floor of premises. **Alternatively a B6 Enterprise Corridor could be considered for these areas, subject to residential development being a permissible use in the B6 zone.**

It is argued that the subject site should retain the B6 Enterprise Corridor zone with the inclusion of residential development being a permissible use in the B6 zone. This proposal seeks the inclusion of residential development as a permissible land use as a means of supporting redevelopment for a mix of land uses including ground floor commercial land uses with residential development above.

Building Height

The Guidelines suggest that the tallest buildings permitted will be located on Upward Street and will be up to 32 metres or 8 storeys to reflect the amendments to the local planning controls that have only recently been approved. A 32 metre height control is also recommended for land on Lords Road that is close to the Marion Light Rail stop and other nearby facilities and services such as Kegworth

Public School and Leichhardt Marketplace. Building heights along Parramatta Road, Lords Road west of Tebbutt Street, the southern end of Tebbutt Street, and the southern end of Old Canterbury Road range from 17 - 21 metres, or 4 - 6 storeys. These parts of the Precinct are best served by existing or proposed public transport and therefore could be appropriate for some intensification. Low scale heights are recommended throughout the remainder of the Precinct. A maximum of 12 metres is suggested to enable infill uplift up to three storeys in select locations.

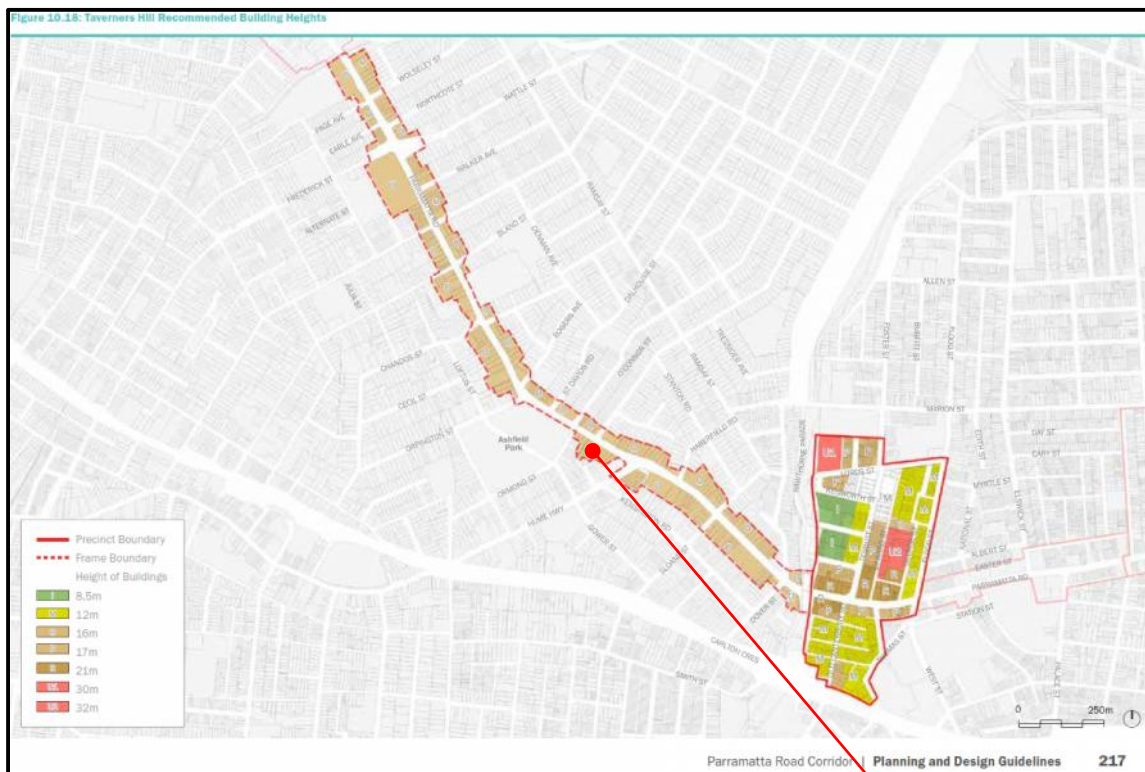


Figure 32: Recommended HOB – 16 metres

The subject site is not unduly constrained by heritage conservation areas and individual items of heritage can be integrated into the overall develop of the site. The resulting built form outcome is one that is consistent with the vision for Parramatta Road Corridor.

Density

The recommended floor space ratios (FSR) reflect the recommended heights and it is argued that the subject site is able to support a more generous FSR along with a more generous height control.



Figure 33: Recommended FSR – 2.0:1

This proposal is inconsistent with the suggested FSR. However, it is argued that the subject site can support a more generous FSR control due to its unique locational advantages, size and proximity to areas of open space.

3.2.7 Ashfield Urban Planning Strategy 2010



The former Ashfield Council prepared the Ashfield Urban Planning Strategy 2010 to provide the strategic underpinning for the preparation of Council's comprehensive Local Environmental Plan 2010. The Strategy was also to provide the long term direction for land use planning decisions within the Ashfield local government area and to consider strategic directions and actions, including additional dwelling and employment capacity targets, as set out in the Sydney Metropolitan Strategy 2005 and the Draft Inner West Subregional Strategy 2008. While the Strategy predates council amalgamations, more recent metropolitan and district planning, it is considered worthy of consideration, accepting that it has not been reviewed and updated every five years (2015, 2020, 2025, and 2030) as part of the required five year review of the comprehensive Local Environmental Plan 2010.

The relevance of the Strategy with respect to population, housing and employment have been considered as demonstrated below.

When drafted, the Strategy identified a number of challenges including:

- Ageing population
- Ageing infrastructure and high amounts of residential flat buildings
- Deal with the impacts of WestConnex.

Comment: This proposal will provide the opportunity to provide suitable housing for an aging population in an accessible location, trigger urban renewal while responding/leveraging off the WestConnex project.

Council had identified that 17,500 sqm of new employment floor space would be required to cater for additional jobs and that opportunity for employment growth within the Ashfield LGA was likely to be within the Parramatta Road Corridor and Ashfield Town Centre.

Comment: This proposal does not displace employment opportunities. In fact, this proposal will result in an increased supply of commercial floor space within the Parramatta Road Corridor.

A specific housing strategy has not been published. However, the Urban Planning Strategy and Local Environmental Plan (2010) had identified capacity for an additional 1,400 dwellings by 2021. Key directions related to housing in the Ashfield Urban Planning Strategy (2010) include:

- Promote urban renewal in and around the Ashfield Town Centre;
- Implement proposed heritage listings and conservation areas;
- Ensure new housing meets the needs of the local community;
- Improve the residential amenity and urban design of new housing;
- Improve the quality, quantity and accessibility of our open space;

Comment: This proposal will result in urban renewal in close proximity to the Ashfield Town Centre, preserves heritage items, provides a housing mix within a high quality, contemporary mixed use development designed to comply with the Apartment Design Guide, linked to areas of open space, within easy access to public transport. However, this proposal is not consistent with the former Ashfield Council's view, as expressed in the 2010 Strategy in relation to built form, and maintaining medium density zonings. That is, this proposal exceeds the building height envisaged at the time, seeks to introduce residential development within an enterprise corridor zone and increase densities.

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4 EXISTING STATUTORY PLANNING FRAMEWORK

Ashfield Local Environmental Plan 2013 provides the local statutory planning framework for the subject site with the key provisions detailed below

Zoning

The site is zoned part B6-Enterprise Corridor and part R3-Medium Density

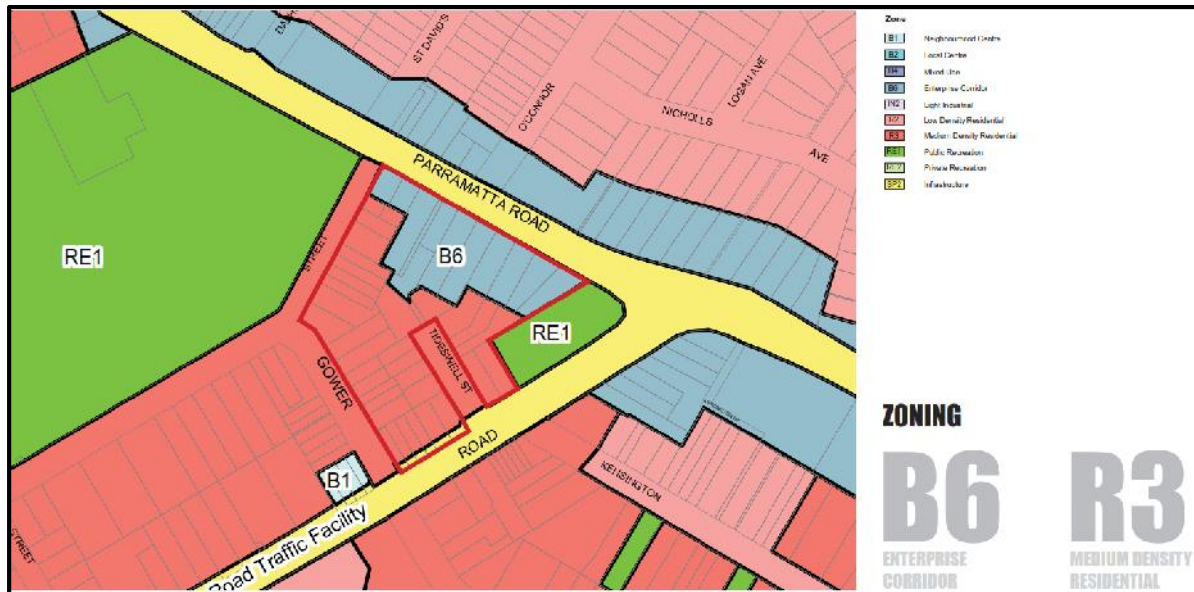


Figure 34: Current Zone

The objectives of the B6 zone are:

- To promote businesses along main roads and to encourage a mix of compatible uses.
- To provide a range of employment uses (including business, office, retail and light industrial uses).
- To maintain the economic strength of centres by limiting retailing activity.

The following uses that are permissible with development consent;

Bulky goods premises; Business identification signs; Business premises; Community facilities; Garden centres; Hardware and building supplies; Hotel or motel accommodation; Kiosks; Landscaping material supplies; Light industries; Markets; Passenger transport facilities; Plant nurseries; Pubs; Roads; Shops; Timber yards; Vehicle sales or hire premises; Warehouse or distribution centres; Water recycling facilities; Any other development not specified in item 2 or 4

The following uses that are prohibited;

Agriculture; Air transport facilities; Airstrips; Animal boarding or training establishments; Biosolids treatment facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Environmental facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm

buildings; Forestry; Freight transport facilities; Heavy industrial storage establishments; Helipads; Highway service centres; Home occupations (sex services); Industries; Jetties; Marinas; Mooring pens; Moorings; Open cut mining; Recreation facilities (major); Residential accommodation; Resource recovery facilities; Restricted premises; Retail premises; Rural industries; Sewage treatment plants; Sex services premises; Signage; Transport depots; Truck depots; Vehicle body repair workshops; Waste disposal facilities; Water recreation structures; Water supply systems

Comment: This proposal does not seek a change in zone, but the inclusion of Residential accommodation in the form of Shop Top Housing as an additional permitted land use over the portion of the site zoned B6.

The objectives of the R3 zone are:

- To provide for the housing needs of the community within a medium density residential environment.
- To provide a variety of housing types within a medium density residential environment.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.

The following uses that are permissible with development consent;

Attached dwellings; Bed and breakfast accommodation; Boarding houses; Business identification signs; Centre-based child care facilities; Community facilities; Group homes; Multi dwelling housing; Neighbourhood shops; Places of public worship; Respite day care centres; Roads; Seniors housing; Any other development not specified in item 2 or 4

The following uses that are prohibited;

Agriculture; Air transport facilities; Airstrips; Amusement centres; Animal boarding or training establishments; Biosolids treatment facilities; Boat building and repair facilities; Boat sheds; Camping grounds; Car parks; Caravan parks; Cemeteries; Charter and tourism boating facilities; Commercial premises; Correctional centres; Crematoria; Depots; Dual occupancies (detached); Eco-tourist facilities; Emergency services facilities; Entertainment facilities; Environmental facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Function centres; Heavy industrial storage establishments; Helipads; Highway service centres; Home occupations (sex services); Industrial retail outlets; Industrial training facilities; Industries; Information and education facilities; Jetties; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Passenger transport facilities; Recreation facilities (indoor); Recreation facilities (major); Recreation facilities (outdoor); Registered clubs; Research stations; Restricted premises; Rural industries; Rural workers' dwellings; Service stations; Sewage treatment plants; Sex services premises; Signage; Storage premises; Tourist and visitor accommodation; Transport depots; Truck depots; Vehicle body repair workshops; Vehicle repair stations; Veterinary hospitals; Warehouse or distribution centres; Waste or resource management facilities; Water recreation structures; Water supply systems; Wholesale supplies

Comment: While residential flat development is not prohibited, the objectives of the R3 zone are considered inconsistent with development as proposed. Therefore, a change in zone to R1 General Residential is sought for the portion of the subject site currently zoned R3 – Medium Density.

Pursuant to the Standard Instrument Order the objectives of the R1 Zone are:

- To provide for the housing needs of the community.
- To provide for a variety of housing types and densities.

- To enable other land uses that provide facilities or services to meet the day to day needs of residents.

Land uses Permitted with consent should include:

Attached dwellings; Boarding houses; Centre-based child care facilities; Community facilities; Dwelling houses; Group homes; Hostels; Multi dwelling housing; Neighbourhood shops; Places of public worship; Residential flat buildings; Respite day care centres; Semi-detached dwellings; Seniors housing; Shop top housing

Height of Buildings

The height of buildings standard applicable to the subject site is 12.5 metres and 15 metres.



Figure 35: Current Height of Buildings Standard

This proposal seeks the amendment of the height of buildings standard to permit buildings of height of 12.5 metres (no change) to 55 metres.

Floor Space Ratio

The FSR standard applicable to the subject site is 0.7:1 and 2.0:1.



Figure 36: Current Floor Space Ratio Standard

This proposal seeks the amendment of the FSR standard to permit FSR of 0.7:1 (no change) to 4.2:1.

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5 PROPOSED DEVELOPMENT

This planning proposal is required to enable the development of the subject site for a mix of land uses including commercial premises, shop top housing, residential flat buildings and multi dwelling housing. A concept plan is submitted with this proposal. This plan has been devised to respond to the site opportunities and constraints as summarised below.

5.1 Opportunities

The key site opportunities are considered to be:

Transport and access

- The site fronts Parramatta Road which is currently serviced by regular bus services to key centres.
- The site is in close proximity (walking distance) to Railway and Light Rail Stations.

Proximity to Centres and services

- The site is in close proximity to Ashfield and Summer Hill Town Centres and easy commute to Sydney CBD and major centres such as Burwood.
- The site is in easy access to professional, educational shopping and entertainment services.

Ability to provide new local services and connections

- The site is a strategically located large site in within the Parramatta Urban Renewal Corridor and provides an opportunity for a carefully designed and planned mixed use precinct.
- This proposal offers the opportunity for street level activation and improved walking linkages to areas of open space.
- Mixed use development as proposed will make efficient use of existing services and infrastructure investment in in the Parramatta Road Corridor.
- Mixed use development as proposed will provide a mix of housing contributing to housing targets consistent with State Government policies towards locating housing close to jobs and services.
- This proposal will also provide an opportunity to accommodate commercial premises to cater for the future residents on the site and future residential developments in the locality.

Site area

- The site has several street frontages providing alternative vehicular and pedestrian access points to the site.
- Site has a total site area of 20,000 sqm.

5.2 Constraints

The physical constraints are considered to be:

Vehicular access

- Vehicular movement to and from the site is constrained by Parramatta Road access restrictions and secondary street with constraints.
- Vehicular access has been considered by McLaren Traffic and is discussed later in this report.

Noise

- Residential development is required to respond to noise originating primarily from high volumes of traffic on Parramatta Road. This is a residential design matter to be addressed at a DA stage.

Solar Access

- The need to protect solar access to existing surrounding residential development and to achieve reasonable levels of solar access to apartments within the development.

5.3 Concept Design

This Planning Proposal seeks to amend the Ashfield Local Environmental Plan 2013 to support a mixed use development over the subject site and will permit the subsequent lodgement of Development Applications for construction and use of these developments. The vision for the site is to

Unlocking the development potential of the strategic corner site, located at the junction of Parramatta and Liverpool Roads offers the opportunity for the site to act as an important catalyst. This would be achieved through the integration of built form, increased density, public amenity and green space to transform the area in line with the principles and intent of the UrbanGrowth NSW Parramatta Road Corridor Urban Transformation Strategy.

Located within walking distance of three major train stations –Ashfield, Summer Hill and Lewisham , two planned light rail terminals, Marion and Traveners Hill, and on well serviced arterial roads, a transport oriented gateway building will provide connectivity to the vibrant local communities and a landmark for continued development along Parramatta Road

The future redevelopment for the site centers about the creation of a high quality mixed use development that includes the potential to integrate:

- commercial and/or retail land uses;
- Residential apartments;
- Preservation of heritage items;
- Linking Green Spaces; and
- Provision of Car parking

The concept includes the proposal to:

- Provide high quality landscaped public domain spaces

- Provide a high quality residential environment with significant landscaped spaces between buildings with excellent access to amenities and close proximity to public transport.
- Increased employment opportunities from new ground floor commercial premises.

The concept plan will efficiently utilise a site of significant to create a central landscaped plaza with pedestrian through links creating connections between existing areas of open space.

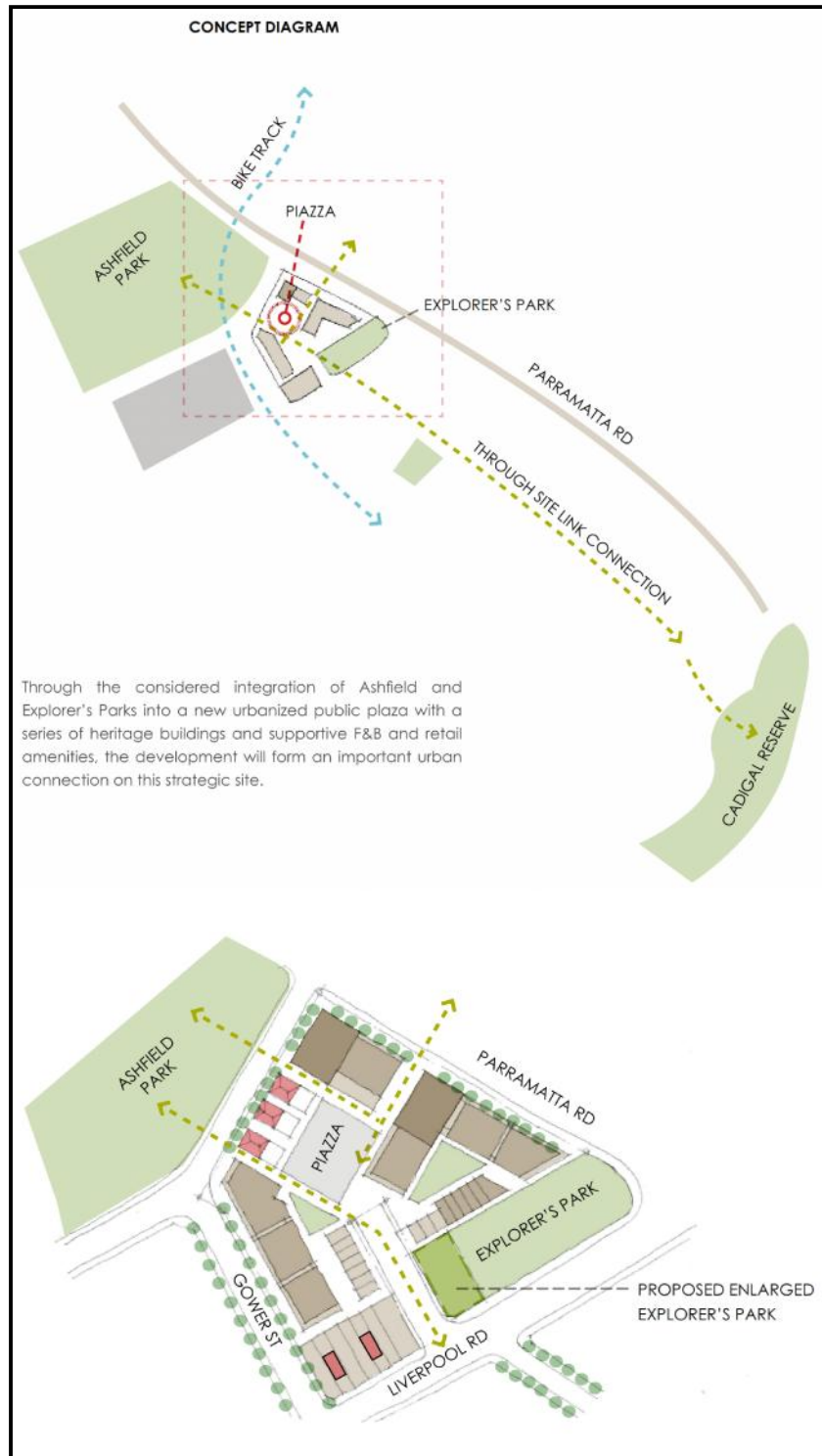


Figure 37: Concept connecting areas of green spaces

Commercial space will be provided along the Parramatta Road corridor with residential development above.



Figure 38: Typical ground floor – mix of commercial, shop top housing, residential flat buildings and town house development

The residential component of the proposed development is to be provided in a number of block forms of varying heights. The inclusion of multi dwelling housing provides for a transition of building scale.



Figure 39: The concept design responds to context and regulation including the Residential Apartment Design Guide.

5.4 Development Summary

Site Area:	20,003.8 m² (survey)
GFA Residential:	42,693.8 m²
GFA Non-residential:	3,315 m²
NSA Residential:	36,290 m² approx.
NLA Non-residential:	2,880 m² approx.
Apartment No:	480 approx.
Townhouse No:	35 NOS.
GFA Total:	46,008.7 m²
FSR Total:	2.3:1

Figure 40: Development Summary

5.5 Public Domain Improvements

Envisaged public domain works include the enhancement of the pedestrian areas with landscape improvements and provision of cycle path and linkages. Improvements to roads servicing the subject site will also be carried out.

Notwithstanding the above, section 93F of the Act, provides for a proponent to enter into a Voluntary Planning Agreement (VPA) where a change to an environmental planning instrument is sought. That is, the developer may pay a monetary contribution or provide a material public benefit to be used or applied towards a public purpose. In this regard, the proponent is willing to enter into more detailed discussions with Council for the preparation of a formal offer to Council to enter into a VPA. This process will be advanced at a later stage and will include consideration to a range of public benefits that could include further streetscape and public domain works in and around the site, or provision of a monetary contribution to Council.

5.6 Supporting Documentation

This Planning Proposal is supplemented by a number of supporting documents that provide further support for this proposal. This includes:

- Comprehensive Urban Design and Architectural Package.
- Concept Landscape Plan;
- Preliminary Traffic and Parking Advice; and,
- Heritage Advice

A summary of the key findings of the Traffic and Heritage reports is provided below. The complete reports and plans are submitted with this Planning Report.

5.6.1 Preliminary Traffic and Parking Advice

Preliminary Traffic and Parking advice has been provided by McLaren Traffic and the key observations and findings have been extracted from their assessment and reproduced below.

Council's DCP specifies car parking rates for various land uses that must be provided in accordance with development proposals.

The site is located within 800m of Summer Hill Station and as such the RMS car parking rates apply for the residential component of the development. It is envisaged that all residential and non-residential car parking will be provided within each Stages basement car park. It should be noted that the number of car parking spaces required for the planning proposal are subject to change based upon detailed design. The car parking requirement and provision of the proposed development can be detailed and further assessed during D.A stage.

Given the scale of the residential portion of the development and the required number of residential visitor spaces, consideration could be made to reduce the overall parking requirement for the retail portions of the developments by a shared parking arrangement between the retail visitors and residential visitors. It should be noted, that the peak parking demand for residential visitors typically occurs on a Friday or Saturday night after 6pm, hence after commercial and retail business hours

The development yield is expected to generate 247 and 222 vehicle movements during both the AM (94 in, 153 out) and PM (135 in, 87 out) peak period..... Furthermore, the impact of the traffic generation for the yield of the planning proposal will be assessed during the DA stage, when more detailed information is provided in relation to the proposed scale of the development.

..... consideration must be given to the existing land uses on-site and the net impact of the proposal, such that the estimated traffic generation can be discounted from the existing uses of the site. The assessment during D.A would identify the net impact of the proposal in comparison to the existing land uses.

As a preliminary assessment the following considerations should be made to provide vehicles and pedestrians a safe and convenient environment:

- Widening of the carriageway width by 3m along Ormond Street from the intersection Gower Street to Parramatta Road to facilitate heavy vehicles and improve two-way passing efficiency with the provision of kerbside parking on both sides of the road.

- Upgrade of the intersection of Ormond street / Gower Street to a roundabout intersection to provide pedestrians safe access to nearby bus stops and Ashfield Park. Furthermore, the provision of a roundabout will allow safe U-turn manoeuvres. The upgrade of the intersection to a roundabout is subject to the assessment of the existing traffic flows in combination to the proposed traffic flows from the proposed development.
- Restriction of Tideswell Street to a left in / left out arrangement with the provision of a concrete median within the Hume Highway. The provision of this is subject to traffic flows under the future development. To retain the existing intersection of Tideswell Street and The Hume Highway the basement car park for Stage 1 will need to facilitate a low level of traffic generation during the AM and PM peak periods.
- Widening of the Hume Highway at the intersection of Gower Street / Hume Highway to provide a dedicated right turn lane into Gower Street with amendments to the signalised intersection phasing.

.....the subject planning proposal is supported on the grounds of traffic and parking. More detailed design and traffic impact assessment will be required at the DA stage, though important traffic and parking features in support of the proposal.....

5.6.2 Preliminary Heritage Advice

Preliminary Heritage advice has been provided by Heritage 21 and the key observations and findings have been extracted from their assessment and reproduced below.

The five heritage listed items fall into two broad categories of building types:

- Terrace (2) on Liverpool Road; and,
- Houses (3) on Ormond Street – two of which are dual occupancies

It is also important to note that the current heritage listings do not extend to any interiors within the five listed sites. This allows for a total reconfiguration of internal spaces.

The site borders the locally listed Explorers Park and is with the visual catchment of a further three sites, Ashfield Park to the north of the site, Ashfield bowling club which is located within Ashfield park, and a locally listed house to the south.....It is not anticipated that the proximity of these listed sites should necessitate revisions to the design sketches.....

The Haberfield heritage conservation area (HCA) lies to the north of the site, just beyond Parramatta Road.....Certain aspects of the proposed development may be within the visual catchment of the Haberfield HCA, but this will be limited due to distance and local topography and should appear only as a skyline feature.....

With regard to the integration of existing and new, the retention of onsite heritage listed houses and terraces for incorporation within the proposed development is to be commended.



Figure 41: Artist Impression of proposal – Parramatta Road

6 PLANNING PROPOSAL

This section of this report provides information to satisfy Section 55(2) of the Environmental Planning and Assessment Act 1979. Reference has been made to the *Department of Planning's Guide to preparing Planning Proposals (August 2016)*.

6.1 PART 1 – OBJECTIVES AND INTENDED OUTCOMES

The key objective of this Planning Proposal is to amend the provisions of the Ashfield Local Environmental Plan 2013 to:

- permit shop top housing along the portion of the subject site fronting Parramatta Road currently zoned B6 – Enterprise Corridor;
- permit high density residential development over the remainder of the subject site currently zoned R3 – Medium Density Residential; and,
- enable building heights and density greater than the current height and floor space ratio controls permit.

The proposed amendments to zoning and built form controls aim to facilitate development which:

- recognizes the strategic location of the subject site, particularly being located within the Parramatta Road Urban Renewal Corridor;
- leverages the subject site's proximity to public transport, town centres and jobs;
- will be a catalyst to the urban renewal of the Parramatta Road Corridor;
- increases employment opportunities from by increasing commercial floor space along Parramatta Road; and,
- provides a range of housing opportunities close to jobs and transport;

The intended outcome of this Planning Proposal is to amend the Ashfield Local Environmental Plan to permit development over the subject site for shop top housing, residential flat buildings, commercial floor space, multi dwelling housing and associated car parking. This development will include the upgraded and incorporation of existing heritage buildings.

Concept designs for future development has been prepared and discussed in Section 5 of this report and is separately attached. However, it should be noted that the scheme will be refined as part of the Development Application process once the Planning Proposal has been supported by Council and a favorable Gateway Determination has been received.

6.2 Part 2 – Explanation of Provisions

This Planning Proposal will amend the Ashfield Local Environmental Plan 2013 by:

- Permitting "shop top housing" over land currently zone B6 – Enterprise Corridor within the subject site. The amendment should be achieved by inclusion of that portion of the site and the additional uses into Schedule 1 Additional permitted uses;
- Rezoning the balance of the subject site to R1 – General Residential to facilitate a variety of dwelling type including residential flat buildings, multi dwelling housing and dwelling house to meet the housing needs of the community;
- Amendment to the height of buildings (HOB) map to permit building heights heights to the subject site ranging from 12.5 metres (no change) to 14 metres, 31 metres, 35 metres, 44 metres and 55 metres; and,
- Amendment of the floor space ratio (FSR) map to apply a maximum FSR to the subject site ranging from of 0.7:1 (no change) to 2.3:1, 2.8:1 and 4.2:1.

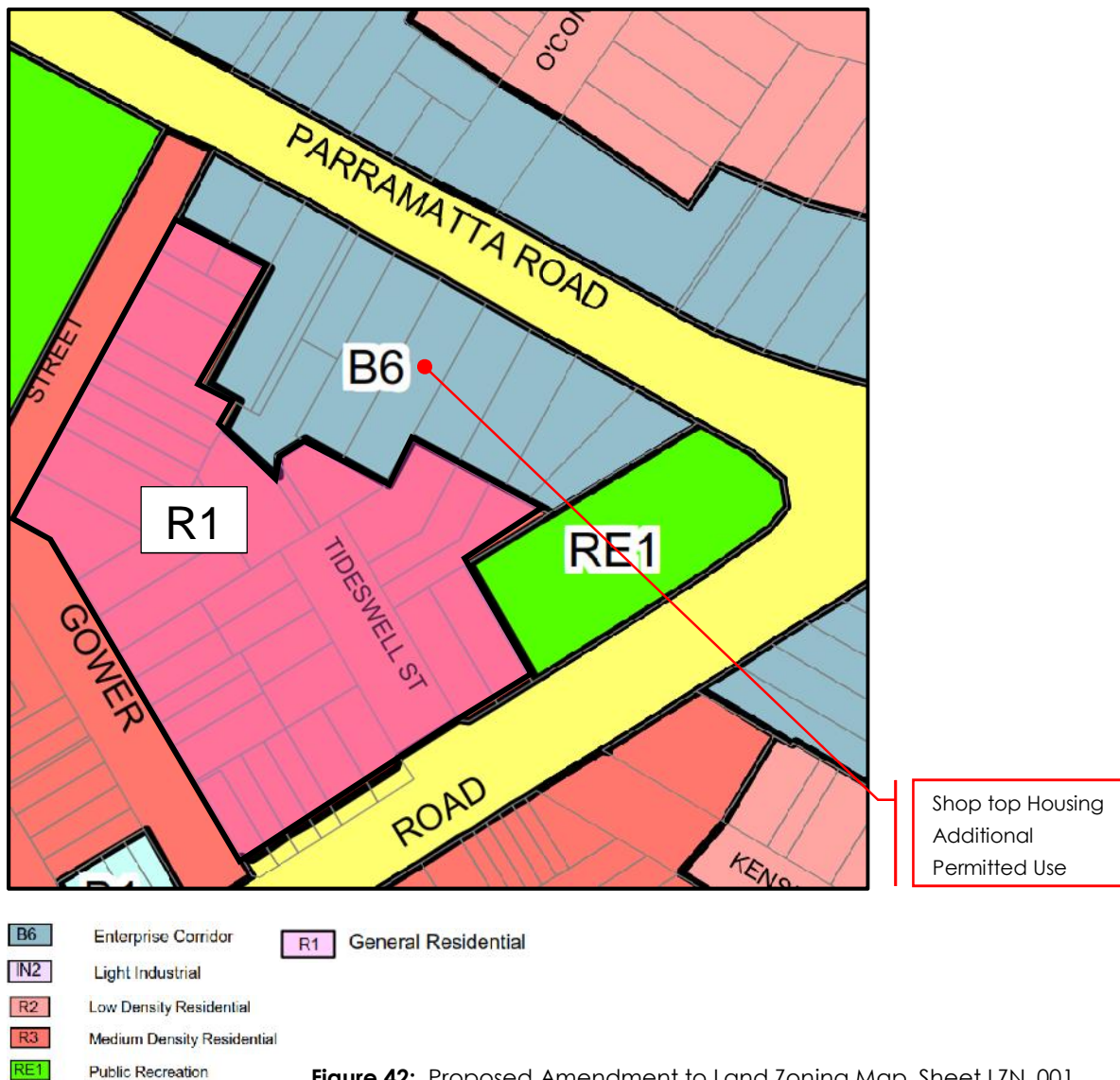


Figure 42: Proposed Amendment to Land Zoning Map_Sheet LZN_001



Figure 43: Proposed Amendment to Height of Buildings Map_Sheet HOB_001



Figure 44: Proposed Amendment to the Floor Space Ratio Map_Sheet FSR_001

6.3 Part 3 – Justification

Justification for this proposal is outlined in accordance with the Department of Planning and Environment's Guide to preparing Planning Proposals.

6.3.1 Section A – Need for the Planning Proposal

Q1. *Is this Planning Proposal a result of any Strategic Study or Report?*

The Planning Proposal is not the result of a strategic study or report prepared by Council but is consistent with State Government strategies as detailed in section 3 of this report. This Planning Proposal will enable the creation of a vibrant mixed use precinct that will contribute to the urban renewal of the Parramatta Road Corridor. The concept plan seeks to create a vibrant precinct with central landscaped plaza linked to existing areas of open space. The submitted architectural package and additional investigations support this proposal.

Q2. *Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?*

Yes. A planning proposal amending land zoning, inclusion of additional permitted use, amending permitted height of buildings and floor space ratio are the only means of achieving the objectives and intended outcomes.

Alternative land uses zones have been considered. For instance, the portion of the subject site currently zoned R3 does not make residential flat buildings a prohibited use, however, residential flat development is not consistent with the R3 zone objectives, hence, this request to amend the land use zone to R1 General Residential. The R1 zone provides a flexible approach to residential development permitting a wide variety of dwelling type, supporting the mix of dwelling sought.

Maintaining the B6 zone along the Parramatta Road corridor, with the inclusion of shop top housing is considered the most appropriate means of achieving the desired mix of land uses along the Parramatta Road corridor. Seeking an alternative zone, such as B4 Mixed use was considered, however, it is argued that an isolated rezoning of a portion of the subject site is not considered to be strategically appropriate.

6.3.2 Section B – Relationship to strategic planning framework

Q3. *Is the planning proposal consistent with the objectives and actions of the applicable regional, sub-regional or district plan or strategy (including any exhibited draft plans or strategies)?*

The applicable strategies are discussed in section 3.2 of this report. This proposal is considered to have strategic merit as this proposal is consistent with the applicable strategies and represents development that is responding to a change in circumstance triggered by significant investment into the renewal of the Parramatta Road Corridor and the objectives of leveraging urban renewal in locations where there is significant government investment along with the potential to provide a variety of housing types close to jobs, transport and services.

Q4. Is the planning proposal consistent with a council's local strategy or other local strategic plan?

The former Ashfield Council adopted an Urban Planning Strategy in 2010 to inform the preparation of its comprehensive Local Environmental Plan. This proposal is consistent with this strategy as it will result in urban renewal in close proximity to the Ashfield Town Centre, preserves heritage items, provides a housing mix within a high quality, contemporary mixed use development designed to comply with the Apartment Design Guide, linked to areas of open space, within easy access to public transport. However, this proposal is not consistent with the former Ashfield Council's view, as expressed in the 2010 Strategy, with respect to built form, and maintaining medium density zonings. That is, this proposal exceeds the building height envisaged at the time, seeks to introduce residential development within an enterprise corridor zone and increase densities.

Q5. Is the planning proposal consistent with applicable State Environmental Planning Policies?

The following table provides a summary of applicable State Environmental Planning Policies

Legislation and Provisions	Comments
State Environmental Planning Policy (SEPP) 32 – Urban Consolidation	<p>This Planning Proposal seeks to rezone and redevelop the subject land for higher density living in close proximity to public transport options in accordance with current NSW State Government policy.</p> <p>The proposed location is in an area where there is existing public infrastructure, transport and community facilities. This in turn enables people to live in a locality which is both close to employment and public transport enabling ease of travel to workplaces, leisure and other opportunities.</p> <p>The proposed rezoning and redevelopment of the subject land is considered an optimal solution to increased housing development while reducing the reliance on private with direct access to public transport options.</p> <p>It is also considered that the proposed redevelopment will provide a greater diversity of housing types within the locality to meet the demand generated by changing demographic and household needs.</p>
SEPP 55 - Remediation of Land	<p>Clause 7 of SEPP 55 requires that contamination be considered in the assessment of Development Applications. Given the existing and long term residential use of the subject land, it is not considered likely that the existing site has been contaminated. Appropriate investigation would be carried out at development stage.</p>

SEPP 65 – Design Quality of Residential Apartment Development	<p>The Planning Proposal seeks to provide residential apartment buildings that meet the design quality requirements specified in the SEPP.</p> <p>It is considered that the Proposal will provide sustainable housing in social and environmental terms and will be a long-term asset to the surrounding neighbourhood. It will provide a variety of dwelling types to meet population growth, and to support housing affordability, which is of crucial importance in NSW.</p> <p>It will also satisfy the increasing demand for housing, including the needs of a wide range of people from childhood to old age, including those with disabilities, acknowledging the changing social and demographic profile of our communities.</p> <p>The opportunity for existing residents to downsize from the family home to a residential unit is also an important outcome which allows residents to 'age in place'.</p> <p>The Planning Proposal seeks to maximise amenity, safety and security for the benefit of the occupants of each building and the wider community.</p> <p>The proposed residential buildings will achieve better built form and aesthetics including the surrounding streetscapes and the public spaces they define.</p> <p>It is intended to minimise the consumption of energy from non-renewable resources, to conserve the environment and to reduce greenhouse gas emissions both during the construction of the buildings and during the life of the property.</p>
SEPP (Affordable Rental Housing) 2009	<p>The Planning Proposal will not preclude new affordable rental housing under the Policy. Moreover, by increasing housing supply in a highly accessible location, the Planning Proposal is consistent with the aims of the SEPP regardless of whether subsequent Development Applications proposed affordable housing.</p>
SEPP (BASIX) 2004	<p>Future residential flat building development would be BASIX affected development. Future Development Applications would be expected to be accompanied by BASIX Certificates.</p>
SEPP (Infrastructure) 2007	<p>The Planning Proposal will facilitate the erection of more than 300 residential apartments and as such, any future Development Application subsequent to LEP amendment would be "traffic generating development" pursuant to clause 104 and Schedule 3 of SEPP</p>

	(Infrastructure) 2007. It would be expected that the subject Planning Proposal will be referred to the RMS for comment. It is further expected that a requirement of Gateway will be the preparation of a comprehensive Traffic Impact Statement. Preliminary assessment of traffic impacts arising from the Planning Proposal is provided as an appendix to this report.
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The applicable Ministerial Directions have been identified and comment provided below.

Ministerial Direction	Applicable to Planning Proposal?	Consistency of Proposal with Direction	Assessment
1. Employment and Resources			
1.1 Business and Industrial Zones The objectives of this direction are to: (a) encourage employment growth in suitable locations, (b) protect employment land in business and industrial zones, and (c) support the viability of identified strategic centres.	Yes	Yes	The proposal seeks maintain the current zoning. As demonstrated in the concept plan and discussed in this report this proposal relates to an integrated mixed use development that increases available commercial floor space. Residential development will not undermine the enterprise corridor zone objectives. The development as proposed will strengthen the economic activity along the Parramatta Road corridor.
1.2 Rural Zones	No	N/A	Direction does not apply.
1.3 Mining, Petroleum, Production and Extractive Industries	No	N/A	Direction does not apply.
1.4 Oyster Production	No	N/A	Direction does not apply.
1.5 Rural Lands	No	N/A	Direction does not apply.

2. Environment and Heritage			
2.1 Environmental Protection Zones	No	N/A	Direction does not apply.
2.2 Coastal Protection	No	N/A	Direction does not apply.
2.3 Heritage Conservation (1) The objective of this direction is to conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance	No	Yes	The contain items of environmental heritage. These matters have been considered and heritage items are to be preserved through integration and reuse within the proposal. The proposed amendment will not alter heritage provisions.
2.4 Recreation Vehicle Area	No	N/A	Direction does not apply.
2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	No	N/A	Direction does not apply.
3. Housing, Infrastructure and Urban Development			
3.1 Residential Zones The objectives of this direction are: (a) to encourage a variety and choice of housing types to provide for existing and future housing needs, (b) to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and	Yes	Yes	This direction requires the Planning Authority to broaden housing choice, maximise infrastructure efficiency, minimise housing consumption on the urban fringe and be of good design. This Planning Proposal will add to the number of dwellings and broaden the choice of building types and locations in the housing market. The proposal will make efficient use of existing infrastructure and services, use existing developed land so as to avoid the consumption of land for housing and associated urban development and is of a good design complying with the Apartment Design Guide.

(c) to minimise the impact of residential development on the environment and resource lands.			The subject land is in close proximity to public transport and employment, both locally and regionally.
3.2 Caravan Parks and Manufactured Home Estates	No	N/A	Direction does not apply.
3.3 Home Occupations The objective of this direction is to encourage the carrying out of low-impact small businesses in dwelling houses.	Yes	Yes	The Planning Proposal will not affect the home occupation related provisions of ALEP 2013.
3.4 Integrated Land Use and Transport The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives: (a) improving access to housing, jobs and services by walking, cycling and public transport, and (b) increasing the choice of available transport and reducing dependence on cars, and (c) reducing travel demand including the number of trips generated by development and the	Yes	Yes	<p>The Planning Proposal will add to the number of dwellings in close proximity to public transport and employment, both locally and regionally which is a Key Priority of the NSW State Government</p> <p>This Proposal also encourages the choice of available transport and reduces travel demand including the number of trips generated by development and the distances travelled, particularly by car whilst encouraging pedestrian access to nearby public transport.</p>

distances travelled, especially by car, and			
(d) supporting the efficient and viable operation of public transport services, and			
(e) providing for the efficient movement of freight.			
3.5 Development Near Licensed Aerodromes	No	N/A	Direction does not apply.
3.6 Shooting Ranges	No	N/A	Direction does not apply.
4. Hazard and Risk			
4.1 Acid Sulfate Soils	No	N/A	Direction does not apply.
4.2 Mine Subsidence and Unstable Land	No	N/A	Direction does not apply.
4.3 Flood Prone Land	No	N/A	Direction does not apply.
4.4 Planning for Bushfire Protection	No	N/A	Direction does not apply.
5. Regional Planning			
5.1 Implementation of Regional Strategies	No	N/A	Direction does not apply.
5.2 Drinking Water Catchment	No	N/A	Direction does not apply.
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	No	N/A	Direction does not apply.
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	No	N/A	Direction does not apply.
5.5 Development in the vicinity of Ellalong,	No	N/A	Direction revoked.

Paxton and Millfield (Cessnock LGA)			
5.6 Sydney to Canberra Corridor	No	N/A	Direction revoked.
5.7 Central Coast	No	N/A	Direction revoked.
5.8 Second Sydney Airport: Badgerys Creek	No	N/A	Direction does not apply.
5.9 North West Rail Link Corridor Strategy	No	N/A	Direction does not apply.
5.10 Implementation of Regional Plans	No	N/A	Direction does not apply.
6. Local Plan Making			
6.1 Approval and Referral Requirements The objective of this direction is to ensure that LEP provisions encourage the efficient and appropriate assessment of development.	Yes	Yes	The Proposal seeks to minimise the inclusion of provisions that would require the concurrence, consultation or referral of development applications to a Minister or public authority.
6.2 Reserving Land for Public Purposes The objectives of this direction are: (a) to facilitate the provision of public services and facilities by reserving land for public purposes, and (b) to facilitate the removal of reservations of land for public purposes where the land is no longer required for acquisition.	Yes	Yes	No reservation of public land required

<p>6.3 Site Specific Provisions</p> <p>The objective of this direction is to discourage unnecessarily restrictive site specific planning controls.</p>	Yes	Yes	The Planning Proposal does not propose site specific or development specific controls outside those listed within this report.
7. Metropolitan Planning			
<p>7.1 Implementation of A Plan for Growing Sydney</p> <p>The objective of this direction is to give legal effect to the planning principles; directions; and priorities for subregions, strategic centres and transport gateways contained in A Plan for Growing Sydney.</p>	Yes	Yes	As discussed in this Report, this Planning Proposal is considered to be consistent with A Plan for Growing Sydney
7.2 Implementation of Greater Macarthur Land Release Investigation	No	N/A	Direction does not apply.
<p>7.3 Parramatta Road Corridor Urban Transformation Strategy</p> <p>The objectives of this Direction are to:</p> <p>(a) facilitate development within the Parramatta Road Corridor that is consistent with the Parramatta Road Corridor Urban Transformation Strategy (November, 2016) and the Parramatta Road</p>	Yes	Yes	As discussed in this Report, this Planning Proposal is considered to be consistent with the Parramatta Road Corridor Urban Transformation Strategy.

Corridor Implementation Tool Kit, (b) provide a diversity of jobs and housing to meet the needs of a broad cross-section of the community, and (c) guide the incremental transformation of the Parramatta Road Corridor in line with the delivery of necessary infrastructure.			
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6.3.3 Section C – Environmental, social and economic impact

Q7. 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, the subject land does not contain threatened or endangered ecological communities.

Q8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

The primary causes for potential impacts are visual / streetscape impacts arising from a proposal which will be transformative to the existing character. Other impacts relate to traffic and additional demand for public services and utilities. It is argued that the impacts are not unacceptable and can be appropriately managed.

Streetscape and character impacts are to be managed/mitigated through high standards of architectural design. A site specific DCP could also be prepared in consultation with Council and other stakeholders. The introduction of mixed use development into the locality is necessarily to enable urban renewal of the Parramatta Road Corridor.

Preliminary Traffic impact is considered acceptable and with the road improvements suggested would be beneficial to the subject site and also the broader community.

Q9. Has the planning proposal adequately addressed any social and economic effects?

The social and economic impacts of this proposal are significantly positive as it will facilitate additional supply and choice of housing within a highly accessible location. The development as proposed will also act as a catalyst to the urban renewal of the Parramatta Road Corridor. This proposal will enable the development of a large site with a high standard of amenity and deliver a high quality mixed use product which promotes healthy and sustainable living.

The Planning Proposal has been demonstrated to be consistent with the relevant strategies.

Given the mixed use nature of development which will be facilitated by this Planning Proposal, it is likely that the proposal will have significant long term economic impacts. The construction phase of future redevelopment will result in considerable employment and economic benefit. Increases in commercial floor space will also be an economic benefit to the locality. There are no identified negative economic impacts.

6.3.4 Section D – State and Commonwealth Interests

Q10. Is there adequate public infrastructure for the planning proposal?

The subject site is located in an area which is well serviced by existing infrastructure as detailed within this proposal. The locality is provided with all necessary utilities and public transport services. It would be expected that liaison with utility providers will occur subsequent to Gateway Determination. It would be expected that any requirement to augment the capacity of existing services will be at the developer's expense.

Q11. What are the views of State and Commonwealth public authorities consulted in accordance with the gateway determination?

Consultation with other public authorities or the wider community has not yet occurred.

6.4 Part 4 - Mapping

This planning proposal will require amendments to LEP maps as indicated within this report.

6.5 Part 5 – Community Consultation

This is a matter for the Council to determine and then to be confirmed as part of the Gateway determination. The applicant is prepared to assist as appropriate.

6.6 Part 6 – Project Timeline

This is a matter for the Council to determine and then to be confirmed as part of the Gateway determination.

7 CONCLUSION

This Planning Proposal has been prepared to initiate a change in land use permissibility to enable the provision for employment generating land uses, integrated with residential land uses within a defined precinct being the land bounded by the properties forming a block bounded by Parramatta Road, Ormond Street, Gower Street and Liverpool Road situated south east of Ashfield Park.

This Planning Proposal would seek to:

- permit shop top housing over those lots fronting Parramatta Road currently zoned B6-Enterprise Corridor;
- Rezone the portion of the site currently zoned R3 – Medium Density Residential to R1-General Residential;
- amend the height of buildings (HOB) map to apply maximum building heights to the subject site ranging from 12.5 metres (no change) to 14 metres, 31 metres, 35 metres, 44 metres and 55 metres; and,
- amend the floor space ratio (FSR) map to apply a maximum FSR to the subject site ranging from of 0.7:1 (no change) to 2.3:1, 2.8:1 and 4.2:1.

The Concept Plan seeks to deliver a range of building heights and density. However, heritage items will be retained and incorporated into the total development of the site.

The amendment of planning controls applicable to the subject site would bring significant benefits to the locality. Permitting development of the subject land as proposed will have the potential to bring about significant urban renewal including positive amenity improvements to the locality by creating a buffer and transition from Parramatta Road corridor and encouraging the evolution of green pedestrian/cycle way linkages to quality areas of public open space. In fact, this proposal will result in the dedication of additional land to public open space and the preservation of heritage items of significance. The mixed use nature of the proposal will also contribute to improved economic performance.

This proposal is generally consistent with state strategic planning and would bring about beneficial change to the Parramatta Road Corridor. As such, Council's support to progress a planning proposal is sought.