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Planning Proposal – Part B

Gladesville Village Shopping Centre

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1 Part 3 – Justification

This Planning report has been prepared in accordance with the Department of Planning and Environment's 'A Guide to preparing Planning Proposals' dated August 2016. This document requires justification of the Planning Proposal as shown below.

1.1 Section A – Need for the Planning Proposal

1.1.1 Question 1 - Is the Planning Proposal a result of any strategic study or report?

The proposal has not been prepared in response to any strategic study prepared by Council.

The need for a planning proposal arises from the fundamental need to revitalise the ageing Gladesville Shopping Village in an economically viable manner. The shopping centre requires refurbishment and expansion if it is to respond appropriately to the needs of the growing local residential population. Integration of a residential component with the proposal makes revitalisation of the Centre feasible. The Site is located proximate to a strategic bus corridor and existing residential areas. Moreover, the redevelopment provides an opportunity to improve permeability of the Site and provide publicly accessible open space in accordance with Chapter 4.4 - Gladesville Village Centre of the Hunters Hill Development Control Plan (DCP) 2013 for the broader community to enjoy.

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

Given the likely scale of future development, a variation to building height and floor space ratio controls to accommodate that future development could not reasonably be pursued under Clause 4.6 of the Hunters Hill LEP. Accordingly, a Planning Proposal is considered the best means of achieving the objectives and intended outcomes. The inclusion of a design excellence provision in Hunters Hill LEP 2012 will provide a set of design considerations that are clearly articulated for all stakeholders. To undertake a development which exceeds the base floor space ratio and building height controls, that development will be required to demonstrate design excellence.

1.2 Section B – Relationship to Strategic Planning Framework

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

The Planning Proposal is consistent with the following strategic planning framework:

- NSW Long Term Transport Master Plan
- A Plan for Growing Sydney
- Revised Draft North District Plan
- Future Gladesville Strategy

NSW Long Term Transport Master Plan

The *NSW Long Term Transport Master Plan* provides a framework for the delivery of transport and associated infrastructure across NSW. A key action of the plan is to improve bus networks and service reliability through a redesign of the bus network. The redesign aims to alleviate congestion and focuses on key corridors including Victoria Road. The Plan has a long term strategy (10-20 years) to introduce Bus Rapid Transit on key established corridors including Victoria Road and sees this bus corridor as a priority investment. On-Street Rapid Transit between Parramatta and Sydney CBDs (presumably along Victoria Road) has also been identified in the revised draft North District Plan.

Sydney's Bus Futures, December 2013 expands on the *NSW Long Term Transport Master Plan* and provides more detail about the service improvements planned for Victoria Road which are essentially designed to give priority to buses and improve travel times. Parramatta

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to CBD via Ryde is one of Sydney's Rapid bus routes. *Sydney's Bus Futures* sets out key actions including:

- Further short term action to extend bus lane operating hours and speed up services through wider stop spacing
- High quality interchanges with consistent way finding and signage
- Address bus pinch points with bus priority treatments on:
 - Victoria Road between Parramatta and Kissing Point Road
 - Victoria Road between Top Ryde and Anzac Bridge

Rapid bus routes will have faster travel speeds and more reliable journey times through the introduction of bus lanes and other priority infrastructure. The service improvements are designed to achieve waiting times of no longer than 10 minutes during daytime hours (6am–7pm), Monday to Friday, and no more than 15 minutes on weekends.

The customer benefits identified in *Sydney's Bus Futures* are an extra 40 weekday services capable of carrying an extra 2,000 customers per day. More early morning, evening, night and weekend services are planned.

The Site is within a few minutes' walk of Victoria Road and well placed to maximise the use of the bus corridor and planned improvements to the bus corridor. The Planning Proposal will facilitate a greater residential density located on the existing bus routes. Buses run along Victoria Road to the CBD at less than 5 minute intervals during peak hour.

With key improvements to bus infrastructure, such as bus rapid transit and additional dedicated bus lanes planned for Victoria Road, there will be improved public transport infrastructure to support a mixed use development. The Planning Proposal is consistent with the *NSW Long Term Transport Master Plan* and *Sydney's Bus Futures*.

A Plan for Growing Sydney

The Draft Greater Sydney Region Plan has been publicly exhibited however, section 75AE of the EP&A Act, 1979 identifies *A Plan for Growing Sydney* as the regional plan for greater Sydney. In addition, the section 117 Directions also requires Planning Proposals to consider *A Plan for Growing Sydney*. *A Plan for Growing Sydney* is the NSW Government's key strategic planning document and sets out the framework for the growth of Sydney over the next 20 years. The plan is clear in its strategic intent to increase housing supply, strengthen Sydney's economic output and encourage urban renewal and sustainability. This vision for Sydney is set out in four overarching goals, two of which directly relate to the proposal and are as follows:

Goal 1: a competitive economy with world-class services and transport;

Goal 2: a city of housing choice with homes that meet our needs and lifestyles;

The consistency of the planning proposal with these goals and their corresponding actions is outlined below:

Action 1.7.1: Invest in strategic centres across Sydney to grow jobs and housing and create vibrant hubs of activity

The focus of this action is to remove barriers to economic activity and encourage higher density and a diverse range of activities in centres. The Planning Proposal will facilitate the renewal of the Site and in turn provides the opportunity to significantly improve the public domain, develop new residential communities and increase employment opportunities, allowing the Site to become an active mixed use hub. A new residential population will stimulate local retail expenditure and encourage economic growth and activity.

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Action 1.7.3: Work with the Greater Sydney Commission to develop job targets for strategic centres

This action notes that “A good supply of commercial office space and retail space in vibrant centres increases job opportunities and is vital to a productive economy.” The Planning Proposal will encourage the redevelopment of the Site and Gladesville town centre. Renewal of the shopping centre will have positive effects such as:

- Greatly improving the existing shopping centre
- Enabling a large format supermarket with specialty retail
- Providing an opportunity for commercial floor space such as banking services, local professional services, lifestyle retail and community facilities.

Action 1.11.3: Undertake long-term planning for social infrastructure to support growing communities

This action seeks to provide social infrastructure in areas experiencing residential growth. The 600m² of publicly accessible open space required by the DCP will provide a meeting place and help residents and visitors feel connected with their local community. Moreover, redevelopment of the Site will improve accessibility and permeability of the Site, transforming the area and its immediate surrounding area into a more inclusive and welcoming space for the benefit of the general community.

Action 2.1.1: Accelerate housing supply and local housing choices

This action highlights the pressing need to increase housing supply in Sydney. The Planning Proposal facilitates this goal by facilitating redevelopment of the site subject to design excellence. Redevelopment of the site will likely include residential development which will assist the NSW Government achieve its target of an additional 664,000 new dwellings Sydney wide by 2031, on a site that has the environmental capacity to accommodate additional housing. In addition, the Site is also well serviced by public transport and existing services and a residential development above a new shopping centre will offer future occupants of the Site convenient access to their daily shopping needs.

The provision of residential apartments will result in diversity of housing in a region (both Hunters Hill and Ryde Council LGAs) predominantly characterised by detached housing.

The need to increase housing supply is reiterated in the NSW Population Projections Sydney Metro LGA Data 2016 which identifies an additional 1,250 people or 700 households in the Hunters Hill LGA from 2016 – 2031. Taking into account a gradual reduction in household size over this equates to an additional 750 “implied dwellings” over the 25 year period.

Action 2.2.2: Undertake urban renewal in transport corridors which are being transformed by investment, and around strategic centres

This action is concerned with the development of housing proximate to centres well serviced by public transport that provide employment opportunities and social infrastructure. The development envisioned for the Site typifies these characteristics for the following reasons:

- The Planning Proposal facilitates the provision of additional residential density proximate to Victoria Road, a major transport corridor with a priority bus lane with planned improvements to the bus corridor and services.
- A mixed use development will create a nexus between employment opportunities and housing. Retaining the existing quantum of retail and commercial floor space maintains local jobs, some of which may be taken up by the incoming residential population. Moreover, the incoming residential population will be able to commute to the CBD in less than 30 minutes and Parramatta in 50 minutes by public transport.

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- The construction of new apartments as part of any redevelopment of the aging Gladesville Shopping Centre will generate demand and revitalise the surrounding locality creating a livelier and appealing place to live, work and visit. The transformation of the locality into a hub of interest and activity will be aided by the publicly accessible open space requirement of the DCP and improvements to the public domain.

Action 2.3.1: Require local housing strategies to plan for a range of housing types

This action acknowledges the need to provide a diverse range of housing types through infill development to cater for the varying needs of the community. The Planning Proposal facilitates this action by providing for the development of high density housing suitable for individuals in a range of life stages.

The housing which could be developed on the Site will meet the need to accommodate future household change and the changing demographics of the area.

Revised Draft North District Plan

The Revised Draft North District Plan completed its public exhibition at the end of December 2017. The Revised Draft North District Plan contains a number of Planning Priorities and Actions. Those relevant to this Planning Proposal are identified in the table below as well as how the Planning Proposal is consistent with those Priorities and Actions.

Liveability	
Planning Priority N3 – Providing services and social infrastructure to meet people’s changing needs.	
Action 8: Deliver social infrastructure to reflect the needs of the community now and in the future.	A redevelopment of the Site will provide an opportunity to improve permeability of the Site and provide publicly accessible open space in accordance with Chapter 4.4 - Gladesville Village Centre of the Hunters Hill Development Control Plan (DCP) 2013 for the broader community to enjoy.
Planning Priority N4 - Fostering healthy, creative, culturally rich and socially connected communities	
Action 10: Deliver inclusive places for people of all ages and abilities that support healthy, resilient and socially connected communities by: a. providing walkable places with active street life and a human scale b. co-locating schools, social, health, sporting, cultural and shared facilities.	The future publicly accessible open space required by the DCP can also connect with through site links to improve walkability.
Planning Priority N5 - Providing housing supply, choice and affordability, with access to jobs and services	
15. Prepare local or district housing strategies that address the following:	<i>Figure 14: North District future housing supply of the Draft Plan illustrates that Gladesville is one of the areas of the North District identified as an opportunity for new housing which can be realized by urban renewal.</i>

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Liveability	
<p>a. the delivery of five-year housing supply targets for each local government area</p> <p>b. the delivery of 6–10 year (when agreed) housing supply targets for each local government area</p> <p>c. capacity to contribute to the longer term 20-year strategic target for the District</p>	<p>Table 2 of the Draft Plan sets a 5-year (2016-2021) housing supply target for each LGA. For Hunters Hill the target is 150 additional dwellings. Given that the site is at the edge of the Hunters Hill LGA the housing target for Ryde LGA has some relevance which is 7,600 additional dwellings.</p> <p>The additional FSR of up to 3.4:1 that can be achieved through the design excellence provision will assist in providing further opportunity to deliver housing in a local centre well serviced by retail and commercial services and public transport.</p> <p>The draft Plan also provides guidance on locational criteria for urban renewal investigation opportunities and of those listed, the Site is within a walkable catchment of a regional bus transport route.</p> <p>The Planning Proposal is therefore directly aligned with this Action of the draft Plan.</p>
<p>16. Prepare Affordable Rental Housing Target schemes</p>	<p>At this stage, Hunters Hill Council has not identified a need for affordable rental housing in a local housing strategy. However, the Planning Proposal provides an opportunity for future development to provide a range of dwelling types.</p> <p>SEPP (Affordable Rental Housing) 2009 will continue to apply in the Hunters Hill LGA and this Site to provide a mechanism for a future development to include affordable rental housing.</p>
Planning Priority N6 - Creating and renewing great places and local centres, and respecting the District's heritage	
<p>17. Deliver great places by:</p> <p>a. prioritising a people-friendly public realm and open spaces as a central organising design principle</p> <p>b. recognising and balancing the dual function of streets as places for people and movement</p> <p>c. providing fine grain urban form, high amenity and walkability</p> <p>d. integrating social infrastructure to support social connections and provide a community hub</p> <p>e. encouraging contemporary interpretation of heritage where possible</p> <p>f. using a place-based and collaborative approach throughout</p>	<p>The Draft Plan identifies at page 44 a range of specific matters to consider in place based planning for local centres (Gladesville being categorised as a local centre). The Planning Proposal will provide the opportunity to realise many of these outcomes including</p> <ul style="list-style-type: none"> • Open space focus • Transit oriented development (TOD) • Provide local open space • Protect retail and / or commercial floor space and employment opportunities (through the condition of the Gateway determination) • Interpret heritage values • Increase residential development in, or within walkable distance of the centre (the proposal will be both TOD and locate residential development directly above a local shopping centre).

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Liveability	
planning, design, development and management.	<p>A redevelopment of the Site will provide an opportunity to improve permeability of the Site and provide publicly accessible open space in accordance with Chapter 4.4 - Gladesville Village Centre of the Hunters Hill Development Control Plan (DCP) 2013 for the broader community to enjoy.</p> <p>The publicly accessible open space can connect with through site links to improve walkability and fine grain network to the Gladesville town centre.</p> <p>The future publicly accessible open space can become a focus or community hub for Gladesville for both residents and the local working population.</p>
<p>18. Conserve and enhance environmental heritage by:</p> <p>a. engaging with the community early in the planning process to understand Aboriginal, European and natural heritage values</p> <p>b. conserving and interpreting Aboriginal, European and natural heritage to foster distinctive local places.</p>	<p>The Gateway determination requires the Planning Proposal to reference the relocation of the heritage item at 10 Cowell Street to a site owned by Council. At Council's meeting of 11 December 2017, Council resolved to list the following potential sites for the relocation of the cottage at 10 Cowell Street:</p> <ul style="list-style-type: none"> • Heydon Park, Rocher Avenue, Hunters Hill • Valentia Street Reserve, adjacent to Valentia Street Ferry Wharf • Gladesville Reserve, adjacent to Huntleys Point Ferry Wharf

Productivity	
Planning Priority N12 - Delivering integrated land use and transport planning and a 30-minute city	
47. Integrate land use and transport plans to deliver the 30-minute city.	<p>The Draft Plan states that <i>“the District’s strategic and local centres provide a range of local jobs and services that support the growing population. Encouraging the growth of strategic and local centres will reduce the need for people to travel long distances to access jobs and local services.”</i></p> <p>The Planning Proposal and condition of the Gateway determination to retain the existing amount of commercial floor space will facilitate employment opportunities.</p> <p>The increased FSR of the Planning Proposal will encourage redevelopment for commercial and residential floor space along transport infrastructure which aligns with the Draft Plans objective of a 30 minute city.</p>
50. Plan for urban development, new centres, better places and employment uses that are integrated with, and optimise opportunities of, the public values and use of Sydney Metro City & Southwest, as well as other city shaping projects.	

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Sustainability	
Planning Priority N15	
Protecting and improving the health and enjoyment of Sydney Harbour and the District's waterways	
61. Improve the health of catchments and waterways through a risk-based approach to managing the cumulative impact of development including coordinated monitoring of outcomes.	The Planning Proposal does not preclude future development from implementing stormwater management measures to improve the quality of stormwater leaving the Site which will benefit the receiving waters of Sydney Harbour.
Planning Priority N19 - Increasing urban tree canopy cover and delivering Green Grid connections	
68: Expand urban tree canopy in the public realm	The Planning Proposal does not preclude a future development from incorporating trees to provide an urban canopy. This could be in the form of street trees, landscaping in the future public open space or within residential communal open space on the site. This aligns with Council's Future Gladesville strategy in which a 'green' value was identified by the community.
Planning Priority N20 - Delivering high quality open space	
70. Maximise the use of existing open space and protect, enhance and expand public open space by: <ul style="list-style-type: none"> a. investigating opportunities to expand a network of diverse, accessible, high quality open space that responds to the needs and values of communities as populations grow b. investigating opportunities to provide new open space so that all residential areas are within 400 metres of open space and all high density residential areas are within 200 metres of open space c. requiring large urban renewal initiatives to demonstrate how access to high quality and diverse local open space is maintained or improved d. planning new neighbourhoods with a sufficient quantity of new open space e. f. 	<p>The Draft Plan recognizes that <i>"in local and strategic centres local open space is important to provide places for workers to relax and for people to meet and socialise. It also provides for tree and vegetation planting in the centre. Place-based planning can identify opportunities to improve the quality, management and use of existing open space, and to provide new open space."</i></p> <p>The Draft Plan strives for access to open space within 400m of the majority of residents, and in high density improving access to local open space is essential. Figure 25: North District access to open space identifies Gladesville as having residential areas greater than 400m to open space.</p> <p>Chapter 4.4 - Gladesville Village Centre of the DCP requires 600m² of publicly accessible open space area to be provided on the Site in addition to communal open space. The opportunity to provide a public space is not affected by the Planning Proposal. The additional height and FSR controls which are subject to design excellence is likely to be an incentive to the delivery of this public space.</p> <p>The open space will be conveniently accessed by future residents on the Site as well as other existing and planning residential redevelopments in the Gladesville.</p>

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Sustainability	
	The Planning Proposal is consistent with this Action.

The above assessment demonstrates that the Planning Proposal is consistent with the Priorities and Actions of the draft North District Plan, particularly in relation to the liveability priorities.

1.2.2 Question 4 - Is the planning proposal consistent with a council's local strategy or other local strategic plan?

Council does not have a local strategy, however the current zonings, building height and FSR maps and DCP controls have been informed by previous planning studies of the Gladesville Town Centre.

In 2016 Council completed a community consultation process called Future Gladesville. This was managed by Place Partners who undertook the community consultation on behalf of Council. Part of the Future Gladesville consultation process was to understand the community's vision of the desired character of Gladesville Village Centre and how this character could be integrated into new development and inform an amendment to the Hunters Hills DCP in relation to desired streetscape, overall character, atmosphere and experience.

The consultation culminated in three key values for the local area, Green, Engaging and Social. Redevelopment of the Site in accordance with the design excellence provisions as recommended in this Planning Proposal will result in a development which is capable of achieving these values as outlined below:

- **Green:** The Planning Proposal will enable a future development to incorporate landscaping in the Key Site and the open space area required by Chapter 4.4 - Gladesville Village Centre of the DCP.
- **Engaging:** The Planning Proposal will enable upgrades to footpaths, lighting and accessibility and coupled, with high quality architectural design through the design excellence provision, will facilitate a pleasant street level experience for local residents.
- **Social:** The Planning Proposal requires the inclusion of a provision which will result in the delivery of 600m² publicly accessible open space as required by 4.4 - Gladesville Village Centre of the DCP, in the location identified in the DCP. This will provide local residents and local workforce with opportunities for both active and passive social interactions. Further communal open space will also be required for the residential component of a future development which will provide another opportunity for social engagement. The residential portion of a future development will also generate activity on the Site, which will in turn help the area become a hub of interest.

The Site is located with the commercial core of the centre and is known as the 'Key Site'. The Strategy notes that:

When developed, the Key Site should become the commercial and community heart of the Centre. The design, particularly on the ground and lower levels, should deliver a seamless transition between retail streets and the internalised shopping areas. The overall experience offered should epitomise the community's desired character for the Centre and the Commercial Core; greener, more social, engaging, fine-grain and urban.

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The Planning Proposal directly responds to this vision for the Site by facilitating a development that will become the heart of the Gladesville town centre and, providing a publicly accessible open space consistent with the size and location specified in Chapter 4.4 - Gladesville Village Centre of the Hunters Hill Consolidated Development Control Plan 2013.

As part of any redevelopment of the site, and in accordance with the recommended design excellence provisions, the retail component of any redevelopment of the Site will need to integrate with the adjoining streets in a far superior manner than is currently the case.

The Gateway determination contains a condition to retain the existing amount of commercial floor space. This will ensure the commercial function of the Site is maintained.

The residential portion of the development on the site, communal open space and the 600m² of publicly accessible open space can all function to generate activity. The upgrading of footpath, lighting and general improvements to the permeability of the Site will improve the street character and seamlessly integrate the Site with its immediate surrounds.

1.2.3 Question 5 - Is the planning proposal consistent with applicable State Environmental Planning Policies?

An assessment of the Planning Proposal against the applicability and consistency with State Environmental Planning Policies is provided in the Table below.

Consistency with Applicable State Environmental Planning Policies	
SEPP	Consistency
SEPP No. 1 Development Standards	The Planning Proposal will amend Hunters Hill LEP 2012 and pursuant to Clause 1.9, SEPP 1 does not apply.
SEPP No. 14 Coastal Wetlands	Not applicable
SEPP No. 19 Bushland in Urban Areas	Not applicable
SEPP No. 21 Caravan Parks	Not applicable
SEPP No. 26 Littoral Rainforests	Not applicable
SEPP No. 30 Intensive Agriculture	Not applicable
SEPP No. 33 Hazardous and Offensive Development	Not applicable
SEPP No. 36 Manufactured Home Estates	Not applicable
SEPP No. 44 Koala Habitat Protection	Not applicable
SEPP No. 47 Moore Park Showground	Not applicable
SEPP No. 50 Canal Estate Development	Not applicable
SEPP No. 52 Farm Dams, Drought Relief and Other Works	Not applicable
SEPP No. 55 Remediation of Land	The Planning Proposal does not result in a more sensitive land use on the Site. This SEPP is therefore not applicable.
SEPP No. 62 Sustainable Aquaculture	Not applicable
SEPP No. 64 Advertising and Signage	Capable of consistency. The Planning Proposal will not contain provisions that would be inconsistent with, or hinder, the application of the SEPP. This SEPP may apply to future development.

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Consistency with Applicable State Environmental Planning Policies	
SEPP	Consistency
SEPP No. 65 Design Quality of Residential Apartment Development	Capable of consistency. A full assessment against SEPP 65 and the Apartment Design Guide will be addressed at DA stage.
SEPP No. 70 Affordable Housing (Revised Schemes)	Not applicable
SEPP No. 71 Coastal Protection	Not applicable
SEPP (Affordable Rental Housing) 2009	Not applicable
SEPP (Building Sustainability Index: BASIX) 2004	The Planning Proposal will not restrict the ability of a future development to achieve BASIX targets. This SEPP may apply to future development.
SEPP (Exempt and Complying Development Codes) 2008	The Planning Proposal will not contain provisions that would be inconsistent with, or hinder, the application of the SEPP. This SEPP may apply to future development.
SEPP (Housing for Seniors or People with a Disability) 2004	Not applicable
SEPP (Infrastructure) 2007	The Planning Proposal will not contain provisions that would be inconsistent with, or hinder, the application of the SEPP. This SEPP will apply to future development
SEPP (Kosciuszko National Park-Alpine Resorts) 2007	Not applicable
SEPP (Kurnell Peninsula) 1989	Not applicable
SEPP (Mining, Petroleum Production and Extractive Industries) 2007	Not applicable
SEPP (Miscellaneous Consent Provisions) 2007	Not applicable
SEPP (Penrith Lakes Scheme) 1889	Not applicable
SEPP (Rural Lands) 2008	Not applicable
SEPP (State and Regional Development) 2011	Not applicable
SEPP (Sydney Drinking Water Catchment) 2011	Not applicable
SEPP (Sydney Region Growth Centres) 2006	Not applicable
SEPP (Three Ports) 2013	Not applicable
SEPP (Urban Renewal) 2010	Not applicable
State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017	The Planning Proposal will not contain provisions that would be inconsistent with, or hinder, the application of the SEPP. This SEPP will apply to future development
SEPP (Western Sydney Employment Area) 2009	Not applicable
SEPP (Western Sydney Parklands) 2009	Not applicable
Deemed SEPPs	
REP No. 9 Extractive Industry (No 2-1995)	Not applicable

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Consistency with Applicable State Environmental Planning Policies	
SEPP	Consistency
REP No. 16 Walsh Bay	Not applicable
REP No. 20 Hawkesbury–Nepean River (No. 2-1997)	Not applicable
REP No. 24 Homebush Bay Area	Not applicable
REP No. 26 City West	Not applicable
REP No. 30 St Marys	Not applicable
REP No. 33 Cooks Cove	Not applicable
Sydney Regional Environmental Plan (Sydney Harbour Catchment)	The site is located within the Sydney Harbour Catchment, but is not identified as being within a 'Foreshores and Waterways Area'. Nor is it a strategic foreshore site, a heritage item or a wetlands protection area. This SREP is therefore not applicable

1.2.4 Question 6 - Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?

The Ministerial Directions relevant to the Planning Proposal are set out below. The assessment below demonstrates that the Planning Proposal is consistent with the relevant Ministerial Directions.

Direction 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.

Of relevance to this Planning Proposal, the Direction requires that a planning proposal must retain the areas of locations of existing business and industrial zones and not reduce the total potential floor space area for employment uses and related public services in business zones.

The Planning Proposal will, subject to design excellence, allow for increased building height and FSR on the Site. The Gateway determination requires the existing quantum of commercial floor space to be maintained and can therefore achieve the planning objectives of this Direction.

Direction 2.3 Heritage Conservation

The objective of this Direction is to conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance.

The Planning Proposal does not propose to make any amendments to the heritage listing of 10 Cowell Street. The Gateway determination requires the Planning Proposal to reference the relocation of 10 Cowell Street to a site owned by Council.

At Council's meeting of 11 December 2017, Council resolved to list the following potential sites for the relocation of the cottage at 10 Cowell Street:

- Heydon Park, Rocher Avenue, Hunters Hill
- Valentia Street Reserve, adjacent to Valentia Street Ferry Wharf
- Gladesville Reserve, adjacent to Huntleys Point Ferry Wharf

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The relocation of 10 Cowell Street will be addressed as part of a future development application for the key site. The need for consideration of heritage issues is unchanged as a consequence of this Planning Proposal. The Planning Proposal is consistent with the Direction.

Direction 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
- (c) to minimise the impact of residential development on the environment and resource lands.

Of relevance to this Planning Proposal, the Direction requires that a Planning Proposal must include provisions that encourage the provision of housing that will:

- (a) broaden the choice of building types and locations available in the housing market, and
- (b) make more efficient use of existing infrastructure and services, and
- (c) reduce the consumption of land for housing and associated urban development on the urban fringe, and
- (d) be of good design.

The Planning Proposal will retain the current B4 – Mixed Use zone and the range of permissible uses.

The Hunters Hills LGA is currently dominated by detached dwellings. As noted in the revised draft North District Plan Hunters Hill is forecast to have significant population growth in the 65+ aged group to 2036. Detached dwellings are potentially less suitable for older households and single person households and not necessarily the best use of housing resources. In addition, detached dwellings in Hunters Hill LGA are not accessible to the low to moderate income earners. The Planning Proposal will encourage high density housing that can provide diversity in housing choice at a lower price point compared to larger detached dwellings which currently dominate the existing housing stock. The development of apartments will diversify housing stock within the local area, to the benefit to the following household types:

- Local older residents or “empty nesters” who wish to stay in the Gladesville/Ryde locality and whose existing housing is currently too large;
- Single person household, who do not require large houses; and
- Households who wish to live in the area but are unable to afford larger detached dwellings that dominate the housing stock.

The requirement of the Gateway determination for a design excellence clause will address the design related aspects of the Direction. The Site is well located and a future development will make efficient use of existing public transport infrastructure through the provision of diversified housing stock in a high amenity locality. The Planning Proposal can therefore achieve the planning objectives of this Direction.

Direction 3.4 Integrating 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:

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- (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 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.

The increase in building height and FSR (subject to design excellence) will provide development controls that increase the dwelling density along a strategic bus corridor thereby promoting public transport patronage and reducing car dependency. The location of new housing above an improved shopping centre and with good access to other local services and facilities along Victoria Road will minimise travel distances for future residents. There is also the potential for some employment containment associated with the employment floor space that will also reduce travel demand. The Planning Proposal can therefore achieve the planning objectives of this Direction.

Direction 6.1 Approval and Referral Requirements

The Planning Proposal does not include referral or concurrence provisions.

Direction 6.2 Reserving Land for Public Purpose

The Planning Proposal does not alter, create or reduce the reservation of land for public purposes.

Direction 6.1 Site Specific Provisions

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*.

As discussed previously, this Planning Proposal is consistent with *A Plan for Growing Sydney*.

Direction 7.1 Implementation of A Plan for Growing Sydney

As discussed previously, this Planning Proposal is consistent with *A Plan for Growing Sydney*.

1.3 Section C – Environmental, Social and Economic Impact

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

There is no critical habitat or threatened species, populations or ecological communities, or their habitats on or around the Site that will be affected by the Planning Proposal.

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

The Gateway determination has identified that the Planning Proposal must address the main issues that relate to environmental effects, namely:

- Open Space
- Shadow Analysis
- Heritage item at 10 Cowell Street
- Revised traffic impact assessment

These issues are addressed below.

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Open Space

As part of any redevelopment of the Site, 600m² of publicly accessible open space will be required to be provided in the south-western corner of the site in accordance with Chapter 4.4 - Gladesville Village Centre of the Hunters Hill Consolidated Development Control Plan 2013.

In addition to this public open space, separate communal open space for any residential component of a future development will also need to be provided.

Shadow Analysis

Condition 1(c) of the Gateway determination includes requirements relating to overshadowing of Trim Place and the existing residential building at 3 – 7 Cowell Street. The preservation of solar access to these areas has been incorporated into the recommended design excellence provisions.

Heritage

Condition 1(d) of the Gateway determination states that the Planning Proposal is to “*reference relocation of the heritage item at 10 Cowell Street to a site owned by Council.*”

At Council's meeting of 11 December 2017, Council resolved to list the following potential sites for the relocation of the cottage at 10 Cowell Street:

- Heydon Park, Rocher Avenue, Hunters Hill
- Valentia Street Reserve, adjacent to Valentia Street Ferry Wharf
- Gladesville Reserve, adjacent to Huntleys Point Ferry Wharf

Traffic Impact Assessment

For the purposes of satisfying condition 1(f) of the Gateway determination, Road Delay Solutions (RDS) has prepared a Traffic Impact Assessment (TIA) a copy of which is attached at **Appendix 1**. The TIA establishes a base year 2015 traffic model which has been calibrated and verified to assimilate the study area road network with its operational conditions.

Trip generation rates based on the RMS Technical Direction TDT 2013/04a titled ‘*Guide to Traffic Generating Developments Updated Traffic Surveys*’ has been used to determine a trip generation based on a theoretical redevelopment of the Site for a mixed use development. The development yield which has been modelled includes 8,700sqm of retail floorspace and 28,000sqm of residential floorspace (A dwelling mix has been assumed in the TIA for the purposes of calculating traffic generation). This provides for a maximum gross floor area (GFA) of 36,700m² which is the maximum GFA that could be developed to on site at a FSR of 3.4:1. Thus the modelling has been based on a ‘worst case scenario’ in terms of the FSR proposed as part of this Planning Proposal

The TIA has considered multiple scenarios. The recommended mitigation measures are based on a 2026 projected traffic growth scenario including the proposed development yield noted above. The modelling and recommended mitigation measures are also based on a ‘worst case scenario’.

As part of any future development proposal for the Site, a revised TIA will be required to be prepared based on the traffic generation of that proposal.

The following design elements have also been factored in to assist with traffic movements around the Site:

- All service vehicle access points and basement car parking (retail and residential) provided from Flagstaff Street (as per Chapter 4.4 of Hunters Hill DCP) to:
 - Avoid the use of Massey Street as an access point;
 - Avoid driveway crossings on Cowell Street to maximise pedestrian amenity; and

1 Part 3 – Justification

- Remove the need for access and servicing from the right of way to enable the creation of a shared pedestrian/vehicle zone.

Based on the traffic generation, three main local traffic management measures have been recommended by RDS to address the modelled changes to the levels of service and intersection performance:

- A partial road closure at the northern end of Flagstaff Street (allowing local access and emergency vehicle access only). This will allow Massey Street (between Victoria Road and Flagstaff Street) to revert to a two-way street (currently one-way).
- Closure of Cowell Street at Flagstaff Street. Cowell Street between Flagstaff Street closure and Venus Street can revert to a two-way street (currently one-way).
- A single lane roundabout at the intersection of Cowell Street and Flagstaff Street with no access to/from the section east of Cowell Street (i.e. the residential section of Cowell Street). The no-entry (southbound) along Flagstaff Street will be retained.

The combination of these three measures will confine all traffic to those sections of Flagstaff Street / Cowell Street that front the Site such that all access to the Site will be via the signalised intersection at Victoria Road and traffic generated by any redevelopment will be removed from the local road network.

Other traffic management works and measures recommended by RDS include:

- Increasing the current 42m long right turn bay in Victoria Road northbound at Cowell Street to 55m,
- Retention of the one (1) way movement, northbound, in Flagstaff Street, south of Cowell Street,
- Introduction of all permissible vehicle movements from Flagstaff Street to the south, through the recommended roundabout on Cowell Street,
- Introduction of a marked pedestrian crossing in both Cowell Street and Flagstaff Street,
- Introduction and construction of a set down bay in Cowell Street, with timed 5 minute parking restrictions, and
- Introduction of a Shared Zone within the Right of Way (ROW) to the west of the site.

Further description of these traffic management measures is provided in the TIA at **Appendix 1**.

1.3.3 Question 9 - Has the planning proposal adequately addressed any social and economic effects?

The Planning Proposal will allow for redevelopment of the Site which will be required to satisfy the design excellence provisions. Such a development will provide the opportunity to achieve a wide range of **social benefits** such as:

- Provision of publicly accessible open spaces in the heart of the Gladesville town centre with a size and location consistent with Chapter 4.4 - Gladesville Village Centre of the Hunters Hill Consolidated Development Control Plan 2013.
- Improved pedestrian connections to the rest of the Gladesville town centre;
- An improved shopping centre will lead to improved access for customers and improved trading for retail shops;
- Improved retail facilities for the local community and local workers;
- The improved shopping centre will help retain expenditure potentially being directed to other centres within the region;

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- Revitalisation of the Gladesville town centre;
- Good accessibility to public transport for future residents of the Site;
- Opportunity for social cohesion by designing publicly accessible open space that can function as a community heart for the Gladesville town centre; and
- Improved safety and security for customers of the shopping centre and along the right of way (shareway).

In terms of **economic benefits** the Gateway determination contains a condition that requires the Planning Proposal to “*retain the existing amount of commercial floor space.*” It is assumed that the term commercial floor space is to be used in its broadest sense and includes commercial as well as retail floor space. The requirement of the Gateway determination, to “*retain the existing amount of commercial floor space*” ensures that the shopping centre on the Site and the Gladesville local centre maintain their role in terms of the retail hierarchy of the region.

1.4 Section D – State and Commonwealth Interests

1.4.1 Question 10 - Is there adequate public infrastructure for the planning proposal?

Public transport

As discussed in the response to Question 3 of *A Guide to Preparing Planning Proposals*, improvements to the bus services along Victoria Road are planned and some have been completed. These are intended to give priority to buses and improve travel times and achieve waiting times of no longer than 10 minutes during daytime hours (6am–7pm), Monday to Friday, and no more than 15 minutes on weekends. The customer benefits identified in *Sydney’s Bus Futures* are an extra 40 weekday services capable of carrying an extra 2,000 customers per day. More early morning, evening, night and weekend services are planned.

Water and Sewer

The *Growth Servicing Plan July 2014 to June 2019* prepared by Sydney Water sets out Sydney Water’s plans to provide water, wastewater and stormwater infrastructure to service urban growth for the next five years. The *Growth Servicing Plan* is primarily based on the Metropolitan Development Program 2010 –2011. The *Growth Servicing Plan* has factored in housing growth in the Gladesville Urban Village of some 867 dwellings up to 2025 and identifies that no work is required and that *development can be serviced by connection to existing infrastructure. The developer may need to deliver some lead in infrastructure and reticulation works.*

The updated Growth Servicing Plan July 2017 to June 2022 does not provide details of servicing for Gladesville, but the need for lead in infrastructure and reticulation works can be addressed as part of a future development application of the Site.

Other utilities

Other utilities (electricity, gas, and telecommunications) in the area will need to be investigated at the DA stage. Any augmentation of services can be incorporated into the detailed planning of the development.

Open Space – Local and District

The Planning Proposal will encourage of the redevelopment of the Site which will deliver 600m² of publicly accessible open space as per the location set out in Chapter 4.4 - Gladesville Village Centre of the Hunters Hill Consolidated Development Control Plan 2013.

The space can provide an area of open space which is visible from Cowell Street and partly flanked by retail shops to encourage community socialisation and community events.

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At a wider level, the area has many larger recreational open space areas in both Hunters Hill and Ryde LGAs.

The major sporting fields in the Hunters Hill LGA that are within the Gladesville area include Boronia Park Ovals (including playing fields), Buffalo Creek Reserve (including playground and playing fields and children's cycle track) and Gladesville Reserve (including playing fields, cricket nets and skate park).

The major sporting fields in the Ryde LGA that are within the Gladesville area include Peel Park (including playing field and playground), Banjo Patterson Park (including park and playground), Monash Park (including playing field and playground). The Ryde LGA also has a number of foreshore parks/reserve within a 1km radius of the site including Bill Mitchell Park Gladesville (including Glades Bay Park), Banjo Patterson Park and Parramatta River Regional Park.

1.4.2 Question 11 - What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?

The Gateway determination has identified the public authorities to be consulted as part of the Planning Proposal process including:

- Office of Environment and Heritage;
- Roads and Maritime Services;
- Transport for NSW;
- Sydney Water
- Energy Australia;
- Ministry for Health;
- Department of Education; and
- Ryde City Council.

As per the Gateway determination those public authorities will be given at least 21 days to comment on the Planning Proposal.

2 Part 4 – Mapping

A Key Site Map forming part of the LEP will be prepared that will identify the Site to which the design excellence clause relates.

Any Key Site map for inclusion in Hunters Hill LEP 2012 should include the land identified in Figure 2 below.



Figure 1 Aerial Map

3 Part 5 – Community Consultation

As per condition 3 of the Gateway determination has been publicly available for a minimum of 28 days.

4 Part 6 – Project Timeline

The Gateway determination set a 12-month time frame for completing the LEP process. At the Council meeting on 11 December 2017, Council resolved to seek a 6-month extension to the Gateway determination and also resolved to commence exhibition in mid-February 2018. The project time line is set out below.

Mid February 2018	Public exhibition of the Planning Proposal for 28 days and referral to public authorities (as per the Gateway determination).
Mid March 2018	End of public exhibition
Early May 2018	Report to Council meeting on outcomes of the public exhibition
Mid to late May 2018	Referral of draft LEP documentation to the Department of Planning and Environment to request the finalisation of the LEP.
16 July 2018	Publication of LEP Amendment.