

Parramatta LEP 2011 - Woodville Road, Lansdowne Street and Highland Street, Merrylands

Proposal Title : **Parramatta LEP 2011 - Woodville Road, Lansdowne Street and Highland Street, Merrylands**

Proposal Summary : **The planning proposal seeks to rezone the subject land from:**
*** part B6 Enterprise corridor and part R2 Low Density Residential to B4 Mixed Use;**
*** increase the maximum permissible height of buildings (currently: 12m [4 storeys] and part 9m [3 storeys]) to 31 metres [9 storeys];and**
*** increase the FSR (currently: 1.5:1 and part 0.5:1 to 2.25:1)**
to enable the development of a neighbourhood centre comprising up to 590 dwellings, 8,362sq.m. of retail/commercial floorspace and a community hub of 600sq.m.

PP Number : **PP_2016_PARRA_001_00** Dop File No : **16/01723**

Proposal Details

Date Planning Proposal Received :	18-Dec-2015	LGA covered :	Parramatta
Region :	Metro(Parra)	RPA :	Parramatta City Council
State Electorate :	PARRAMATTA	Section of the Act :	55 - Planning Proposal
LEP Type :	Spot Rezoning		

Location Details

Street :
 Suburb : City : Postcode :
 Land Parcel : **246-264 Woodville Road, 2-4, 8-8A and 14-16 Lansdowne Street and 19 Highland Street, Merrylands**

DoP Planning Officer Contact Details

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Land Release Data

Growth Centre :		Release Area Name :	
Regional / Sub Regional Strategy :	Metro West Central subregion	Consistent with Strategy :	N/A
MDP Number :		Date of Release :	
Area of Release (Ha) :		Type of Release (eg Residential / Employment land) :	
No. of Lots :	0	No. of Dwellings (where relevant) :	590
Gross Floor Area :	0	No of Jobs Created :	338
The NSW Government Lobbyists Code of Conduct has been complied with : Yes			
If No, comment :			
Have there been meetings or communications with registered lobbyists? : No			
If Yes, comment : The Lobbyist Contact Register was checked on 18 January, 2016 and indicated no contact with lobbyists regarding this planning proposal.			

Supporting notes

Internal Supporting Notes :

External Supporting Notes : **The site has an area of 26,135 square metres and currently comprises a freestanding warehouse building (furniture retailer: John Cootes) and several single storey residential dwellings.**

Adequacy Assessment

Statement of the objectives - s55(2)(a)

Is a statement of the objectives provided? **Yes**

Comment : **The planning proposal seeks to amend the Parramatta Local Environmental Plan 2011 to enable a mixed use neighbourhood centre, comprising residential, community, recreation and commercial uses.**

Explanation of provisions provided - s55(2)(b)

Is an explanation of provisions provided? **Yes**

Comment : **The planning proposal seeks to apply the following planning controls to land at 246-264 Woodville Road, 2-4, 8-8A and 14-16 Lansdowne Street and 19 Highland Street, Merrylands:**

- **rezone the land from part B6 Enterprise Corridor and part R2 Low Density Residential to B4 Mixed Use;**
- **increase the maximum height of buildings from 9m-12m (2-3 storeys) to 31m (9 storeys);**
- **increase the maximum FSR from part 0.5:1 and part 1.5:1 to 2.25:1; and**
- **introduce a site specific clause exclude the wintergarden floor area from the FSR calculation for residential development fronting Woodville Road.**

NOTE: although a site specific clause formed part of the Council resolution (Tab 1), it has not been incorporated into the Explanation of Provisions within the planning proposal. This would need to be amended should the proposal proceed.

Justification - s55 (2)(c)

a) Has Council's strategy been agreed to by the Director General? **No**

b) S.117 directions identified by RPA :

* May need the Director General's agreement

1.1 Business and Industrial Zones

2.3 Heritage Conservation

3.1 Residential Zones

3.4 Integrating Land Use and Transport

4.1 Acid Sulfate Soils

6.3 Site Specific Provisions

7.1 Implementation of A Plan for Growing Sydney

Is the Director General's agreement required? **Yes**

c) Consistent with Standard Instrument (LEPs) Order 2006 : **Yes**

d) Which SEPPs have the RPA identified?

SEPP No 55—Remediation of Land

e) List any other matters that need to be considered :

SECTION 117 DIRECTIONS

1.1 Business and Industrial Zones

This Direction applies to the planning proposal as it will affect land within an existing or proposed business or industrial zone. The proposal is considered to be consistent with this direction as the proposed zone and FSR controls would enable a higher potential employment generating floorspace than under current planning controls.

2.3 Heritage Conservation

The site adjoins the Granville South Public School, which is a listed as a local heritage item. The proposal is considered not to be inconsistent with this direction.

3.1 Residential Zones

This Direction applies to the planning proposal as it affects land within a zone where significant residential development is proposed. Item (4)(d) of the direction requires that the proposal include provisions that encourage the provision of housing that will be of good design. The proposal is supported by an Urban design Study (Roberts Day).

While the proposal is not considered to be strictly inconsistent with the direction, the proposal is not considered to facilitate good design in terms of providing a suitable transition to adjoining low density uses.

A reduction in proposed site density through a reduction in the FSR from the proposed 2.25:1 to 2.0:1 is recommended to address the intent of this direction.

3.4 Integrating Land Use and Transport

This direction applies when a planning proposal will create, alter or remove a zone or provision relating to urban land, including land zoned for residential, business, industrial, village or tourist purposes.

A planning proposal must locate zones for urban purposes and include provision that give effect to and are consistent with the aims, objectives and principles of:

(a) Improving Transport Choice - Guidelines for Planning and Development (DUAP 2001); and

(b) The Right Place for Business and Service - Planning Policy (DUAP 2001).

The site is situated outside the reasonable walking catchment (800m to 1,000m) of the

nearest train stations at:

- * Merrylands Train Station (1.7km walking distance), and
- * Guildford Train Station (1.8km walking distance).

Council's "Woodville Road Planning Strategy" confirms that the site has limited public transport connectivity with one bus route along Woodville Road between Parramatta and Bankstown operating at 20 to 30 minute intervals. Page 15 of the strategy notes: '...one bus route runs along Woodville Road between Parramatta and Bankstown...7 days per week generally at 30 minute intervals in each direction.'

However, the Woodville Road Planning Strategy also recognises the potential for the area to provide an increase in housing choice in an infill area in close proximity to the Parramatta CBD and a number of other local centres. The aim of the Strategy is to create a Neighbourhood Centre at the subject site which will be a catalyst for the renewal of the Woodville Road corridor. The recommended reduction in the FSR to 2.0:1 recognises the strategic location of the site, its importance for the renewal of the Woodville Road corridor whilst acknowledging the current limited availability of public transport options. On balance, due to the availability of the current and future options for transport and the strategic importance of this site to the renewal of the Woodville Road corridor, it is considered that any inconsistency with this Direction is of minor significance.

4.1 Acid Sulfate Soils

The proposal is inconsistent with this Direction as an acid sulfate soils study, required when an intensification of land uses is proposed, has not been prepared. This inconsistency is considered to be justified on the basis of minor significance given that:

- (a) the affectation is by class 5 acid sulfate soils; and
- (b) the matter will be further considered at development application stage under clause 6.1 of Parramatta Local Environmental Plan 2011.

6.3 Site Specific Provisions

The proposal is inconsistent with this direction as Council resolved at a meeting on 7 December 2015 to include a site specific clause that will allow wintergardens (Note: a "wintergarden" is usually a glass enclosed balcony within an apartment) to be included for residential development fronting Woodville Road in a manner that excludes the wintergarden floor area from the FSR calculation for the development.

It is noted that this is not indicated in the Explanation of Provisions and Table 3 of the planning proposal, which incorrectly states that no site specific provisions are intended.

A Gateway condition is therefore recommended to correct this omission.

The inclusion of a wintergarden component in the proposal is considered to be advantageous to address air quality issues from Woodville Road.

It is considered that the use of a site specific clause can be justified in this instance as of minor significance.

7.1 Implementation of the Metropolitan Plan for Sydney

Page 16 of the planning proposal addresses the implementation of the Metropolitan Plan for Sydney 2036.7. On 8 January 2016, this Direction no longer applies as a result of the Environmental Planning and Assessment Amendment (Savings and Transitional) Regulations 2015.

The proposal is considered to be justifiably inconsistent with A Plan for Growing Sydney (refer to the following 'Assessment' section of this report).

It is recommended that the planning proposal be amended to remove reference to this

direction.

STATE ENVIRONMENTAL PLANNING POLICY 55 - Remediation of Land

This policy applies as it seeks to permit residential use on land that may have been previously utilised for activities that could cause contamination.

A Limited Environmental and Hazardous Materials Assessment was undertaken by SGA Environmental. The proposal is inconsistent with this policy as the report does not indicate whether the land is suitable, or will be suitable, after remediation for residential use.

It is recommended that, should the proposal proceed, further qualified advice be obtained by Council prior to any public exhibition to confirm that the site will be suitable for residential use.

A suitable Gateway condition is recommended.

Have inconsistencies with items a), b) and d) being adequately justified? **No**

If No, explain :

The proposal is justifiably inconsistent with s117 Direction 3.4 Integrating Land Use and Transport however in recognition of the reduced accessibility to high capacity public transport services a lower FSR of 2.0:1 is recommended.

It is uncertain at this stage whether or not the proposal is consistent with SEPP 55 Remediation of land. Council will need to further address this matter prior to community consultation.

Mapping Provided - s55(2)(d)

Is mapping provided? **Yes**

Comment :

The maps are adequate for public exhibition purposes, although will need to be amended in accordance with the Gateway conditions.

Community consultation - s55(2)(e)

Has community consultation been proposed? **Yes**

Comment :

Council intend that the planning proposal be advertised in the local newspaper, displayed on Council's website, and written notification provided to adjoining owners.

Additional Director General's requirements

Are there any additional Director General's requirements? **No**

If Yes, reasons :

Overall adequacy of the proposal

Does the proposal meet the adequacy criteria? **Yes**

If No, comment :

Proposal Assessment

Principal LEP:

Due Date :

Comments in relation to Principal LEP : The principal LEP was made in October 2011.

Assessment Criteria

Need for planning
proposal :

The planning proposal seeks to implement the objectives of Council's Woodville Road Strategy to enable the development of a new neighbourhood centre and mixed use development. The neighbourhood centre is envisaged to incorporate a supermarket, cafes, restaurants, retail, childcare, gym, public open space, and professional offices.

The intention of creating a new "neighbourhood centre" is to act as a catalyst for the renewal of the Woodville Road Corridor.

Council considers the subject site to be suitable for a new centre as the site is centrally located along the relevant section of Woodville Road and it "fills the gap" in the provision of retail services with walking distance of residents in the locality (refer Figure 6, page 6 of the Council report).

It is noted, however, the scale of the proposal is more closely aligned with a Village Centre.

Consistency with strategic planning framework :

WOODVILLE ROAD URBAN DESIGN STUDY (HillPDA)

This study was prepared by HillPDA for Parramatta Council in November 2014.

Three options were developed to test the economic feasibility and the ability to provide community benefit through the redevelopment of the Woodville Road corridor. These options are: base (3-5 storeys), mid (6-9 storeys) and high (9-12 storeys).

The base, mid and high scenarios were tested on three sites, including the John Cootes site. While the study indicates that a base option is feasible for the Cootes' site, it's preferred option was a mid based scenario that provided economically feasible planning controls to provide enough height and FSR to allow for the provision of a centrally located open space setback from Woodville Road on a main Street. Redevelopment of the John Cootes site, with the suggested public domain improvements, were considered to act as a catalyst to improve the sale prices of properties along the corridor and improve feasibility over time.

Recommended controls were: allow heights up to 9 storeys in key locations, while providing enough development potential to facilitate the provision of a central park. An FSR of 2.0:1 was recommended to ensure that a mixed use centre was created that allows for some areas of higher development (up to 9 storeys) with room for a transition to three storeys, a main street and provision of public domain.

The Department agrees with the recommended FSR to assist in delivery of an appropriate design to address the need for transition and the limited transport options available to the site.

WOODVILLE ROAD STRATEGY

This strategy was adopted by Council on 23 November 2015. The justification provided by the strategy for the location of a neighbourhood centre on the subject site includes:

- the site is a large 2.6ha holding in single ownership that is centrally located within the study area;
- it provides a catalyst for development within the Woodville Road corridor;
- proposed development will fill a "gap" in the provision of commercial and retail facilities within walking distance of the site; and
- a new centre would contribute to improvement of amenity, public domain and pedestrian experience.

The strategy states that given the proposed dedication of land for public benefit, the site requires development up to 9 storeys and an FSR of 2.23:1 to be viable.

Whilst the Department acknowledges the perceived public benefit of dedication of land it is considered that the reduced FSR will provide more appropriate planning outcomes in terms of design and recognition of reduced access to public transport.

WOODVILLE ROAD, MERRYLANDS - ECONOMIC ASSESSMENT

An 380 additional jobs are estimated as result of the proposal (page 8) this includes full, part-time and casual positions (including 20 workers within a proposed child care centre and 42 persons working from home).

The report also indicates that by 2019 the proposal would redirect \$53.4m in retail sales (\$40m in supermarket turnover and \$13.4m in speciality retail) from existing centres with an 8.8% loss of trade at Guildford Village, followed by 5.5% from Greystanes and 5% from West Merrylands (page 7).

The Department notes that the proposal will fill the gap between the walkable catchments of Merrylands and Guildford and provide the catalysis for the renewal of the Woodville Road Corridor, generating a positive economic impact.

DRAFT CENTRES POLICY (JUNE 2011)

The draft Centres Policy is relevant to this proposal. While not adopted it provides an indicator to assess this proposal and is addressed in pp.8/9 of the proposal.

The draft policy seeks to consolidate commercial, high density housing, community uses and other high trip-generation developments in existing centres and in planned new centres in appropriate locations, utilising existing infrastructure and optimising opportunities for business and community interactions.

In particular, the sequential test (page 9 of the policy) requires that it be demonstrated that there are no suitable sites within an existing or planned new centre that can satisfy demand.

It is noted that the economic assessment addresses the suitability of other sites (i.e. Merrylands, Granville and Guildford) on an economic basis and concludes that the John Cootes site is the most viable alternative. The assessment indicates that it is one of very few sites within the main trade area that could accommodate a village centre with a full line supermarket - being the only large site and in single ownership.

The planning policy supports the development of the Cootes' site, in this regard, on the basis that the proposal will reduce car journeys because of the co-location of residential, retail and commercial development, with other social and community facilities in the one location.

DEPARTMENT COMMENT

The proposal is supported by an economic assessment and consideration of the retail hierarchy is included in that assessment (refer to page 20), it is noted that the proposal is particularly based on the site's availability and location particularly specific urban renewal goals. Having regard to the transport options and the economic assessment it is recommended that the appropriate scale of development is at a FSR of 2.0:1.

S75A(2) OF ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979 - IMPLEMENTATION OF STRATEGIC PLANS - A PLAN FOR GROWING SYDNEY

There is no district plan currently applicable to the subject land, and under s75A(2) of the Act, "A Plan for Growing Sydney" is taken to be the regional plan for the Greater Sydney Region.

"A Plan for Growing Sydney" provides direction for Sydney's productivity, environmental management and liveability as well as for the location of housing, employment, infrastructure and open space.

The following aspects of the plan are relevant:

- (a) Action 2.1.1. states that the most suitable areas for significant urban renewal are:

- (i) in and around strategic centres; and

COMMENT: The site is not within or adjoining a strategic centre and does not lie within the Greater Parramatta Area.

- (ii) in and around centres that are close to jobs and are serviced by public transport services that are frequent and capable of moving large numbers of people.

COMMENT: the site is not within reasonable walking distance of a train station and a potential improved bus stop facility and bicycle hub do not satisfy the need for high frequency, high capability public transport.

- (b) Action 2.2.1 - undertake urban renewal in centres which have public transport that runs frequently and can carry large numbers of passengers.

COMMENT: As discussed above, Council's "Woodville Road Planning Strategy" indicates that the site has limited public transport connectivity with one bus route along Woodville Road between Parramatta and Bankstown

operating at 30 minute intervals. This is not considered to be a high frequency service capable of carrying large numbers of passengers. Furthermore, this bus route does not access Guildford or Merrylands Train Stations.

Further, the site lies within the West Central Subregion identified in the plan. A priority for this subregion is to accelerate housing supply, choice and affordability and build great places to live.

COMMENT: Woodville Road is not identified as an Urban Renewal Corridor or an Urban Renewal Investigation Area within the plan (refer page 115).

The plan highlights the need to work with councils to identify suitable locations for housing and employment coordinated with infrastructure delivery (urban renewal) including around established and new centres. The site is considered to be strategically located to support Parramatta by providing housing close to employment opportunities.

Environmental social
economic impacts :

SOCIAL IMPACTS

A draft Voluntary Planning Agreement has been prepared between Council and the developer which indicates that the proposal may incorporate the following community benefits:

- a 1,300 square metre central park;
- a 600 square metre community hub;
- a 6.5m wide strip of tree planting along Woodville Road;
- new streets and connectivity works; and
- a 120 square metre public plaza to accommodate potential future public transport infrastructure such as a bus stop or a community bicycle hub.

It is noted that currently the nearest local open space to the site is a pocket park with playground approximately 580m away at the corner of Excelsior Street and Osgood Street.

ECONOMIC IMPACTS

The proposal is expected to generate 338 post-construction jobs (including full-time, part-time and casual positions) via a proposed supermarket, speciality retail and possible childcare centre. It is anticipated that the proposal will stimulate and attract further investment in the Woodville Road area.

A loss of trade of less than 5% to existing nearby centres is considered to be insignificant. However, it is noted that an expected loss of trade of 5% or greater to centres at Guildford, Greystanes and West Merrylands is recognised.

A primary justification supporting the proposal is that it will "fill a gap" in terms of retail and community needs (particularly open space).

While this is acknowledged, it is noted that there are some neighbourhood level retail services within walking distance of the site:

- * a 7Eleven store;
- * four (4) separate take-away food outlets (including Subway and Oporto);
- * a hairdresser directly adjoining the site; and
- * an Aldi store, 200m south of the site along Woodville Road.

Council has endorsed a greater height of buildings and FSR at the site in order that the scale of the proposal can support provision of open space, a community facility, street planting by way of a VPA.

TRAFFIC IMPACTS

A Transport Impact Assessment prepared by GTA Consultants concluded that there is adequate capacity in the surrounding road network to cater for traffic generated by the proposal. Although, Council's Traffic and Transport Team raised concern that access arrangements will create adverse effects for local residential amenity and increased traffic on local streets. The team recommended a maximum FSR of 2:1 to mitigate these impacts.

It is recommended that the proposal be referred to the Roads and Maritime Authority for its comments.

CONTAMINATION

The existing John Cootes furniture building contains asbestos cement, structural and clay materials and the site has previously been utilised for industrial activities with industrial buildings having since been demolished.

The Environmental and Hazardous Materials Assessment identified a low to moderate hazardous material/environmental risk. Further information is required whether the site is suitable for residential use, or will be following mitigation, given the identified contaminants.

SITE AMALGAMATION PATTERN AND ISOLATED SITES

The proposal incorporates the John Cootes' site and a number of adjoining properties with detached dwellings. The site excludes three single dwellings on Lansdowne Street and a single detached dwelling at the intersection of Lansdowne Street and Woodville Road (No.244 Woodville Road).

Council's Urban Design Team has identified that No.6 Lansdowne on it's own, and No's 10-12 amalgamated, can each support a 3 storey residential flat building. This would prevent the Lansdowne Street sites becoming isolated by the proposed development and is intended by Council to be addressed by way of a housekeeping amendment.

For the sake of orderly development of the site, it is considered that a more holistic approach should be taken to ensure this matter is addressed as part of this planning proposal and, therefore, a suitable Gateway determination condition is recommended.

No.244 Woodville Road is a small 265sqm site comprising a single detached dwelling and the owner has not been open to amalgamation. As this site would become sterilised by the proposal, Council recommends managing the transition by the planning proposal and subsequent site specific DCP. Despite this, the planning proposal seeks a blanket 31m (9 storey) height across the site and the accompanying design study "Woodville 264" indicates a 9 storey building directly adjoining No.244 (page 28). It is considered that the transition to this site should be specifically addressed in the site specific DCP.

HERITAGE

The site's southern boundary directly adjoins the Granville South Public School, which is a local heritage listed item and Council's Heritage Advisor has raised no objections.

GRANVILLE SOUTH PUBLIC SCHOOL

Council's Social Outcomes Team raised concern relating to the dense development of the site adjacent to the Granville South Public School.

Given the proposed height of buildings and the potential for significant overlooking of a sensitive use, it is recommended that the proposal be referred to the Department of Education and Communities, for comment during the exhibition period.

Assessment Process

Proposal type : **Routine** Community Consultation Period : **28 Days**

Timeframe to make LEP : **12 months** Delegation : **DDG**

Public Authority : **Department of Education and Communities**
 Consultation - 56(2)(d) : **Transport for NSW - Roads and Maritime Services**
 : **Other**

Is Public Hearing by the PAC required? **No**

(2)(a) Should the matter proceed ? **Yes**

If no, provide reasons :

Resubmission - s56(2)(b) : **No**

If Yes, reasons :

Identify any additional studies, if required. :

Other - provide details below

If Other, provide reasons :

Additional information is required to demonstrate consistency with SEPP 55 Remediation of Land.

Identify any internal consultations, if required :

No internal consultation required

Is the provision and funding of state infrastructure relevant to this plan? **No**

If Yes, reasons :

Documents

Document File Name	DocumentType Name	Is Public
covering letter.pdf	Proposal Covering Letter	Yes
Planning Proposal - Merrylands.pdf	Proposal	Yes
Economic Impact Assessment.pdf	Study	Yes
Transport Impact Assessment.pdf	Study	Yes
Urban Design Report.pdf	Study	Yes
Contamination Report.pdf	Study	Yes

Planning Team Recommendation

Preparation of the planning proposal supported at this stage : **Recommended with Conditions**

S.117 directions: **1.1 Business and Industrial Zones**
2.3 Heritage Conservation
3.1 Residential Zones
3.4 Integrating Land Use and Transport
4.1 Acid Sulfate Soils
6.3 Site Specific Provisions
7.1 Implementation of A Plan for Growing Sydney

Additional Information : **DELEGATION OF PLAN MAKING FUNCTIONS**
Council has requested that it exercise the Minister's plan making functions for this

planning proposal. This request is NOT supported given the significance of the proposal.

RECOMMENDATION

It is recommended that the Minister's delegate agree that any inconsistency with s.117 Direction 4.1 Acid Sulphate Soils and 6.3 Site Specific Provisions is justified on the basis of minor significance.

Further, it is recommended that the Planning Proposal PROCEED subject to the following conditions:

1. Prior to exhibition, Council is to amend the planning proposal as indicated below:
 - (a) include a full list of Lot and DP numbers;
 - (b) correct the table numbering on page 8 from Table 3 to Table 1;
 - (c) correct the Explanation of Provisions and Table 3 at page 16 to indicate that a site specific provision is sought regarding how the FSR calculation applies to wintergardens;
 - (d) remove comments on page 16 regarding s117 Direction 7.1 Implementation of a Plan for Growing Sydney, as this Direction no longer exists; and
 - (e) the Explanation of Provisions, proposed maps and any other relevant references within the document describing the proposal are to be amended to indicate a proposed maximum floor space ratio of 2.0:1; and
 - (f) include land at 244 Woodville Road as well as no's 6,10 and 12 Lansdowne Street, Merrylands, in the land to which the plan applies. These sites are to be rezoned to B4 Mixed Use, with a maximum height of buildings of 31 metres and a maximum FSR of 2.0:1.
 - (g) outline the proposed method to achieve an appropriate transition in height from the subject site to the land located to the west currently zoned R2 Low Density Residential fronting Lansdowne Street and Highland Street.
2. Prior to exhibition, Council is to prepare a preliminary contamination investigation, by a suitably qualified professional, in accordance with SEPP 55 Remediation of Land to demonstrate that the site can be satisfactorily remediated to enable future residential use.
3. Community consultation is required under sections 56(2)(c) and 57 of the Environmental Planning and Assessment Act 1979 ("EP&A Act") as follows:
 - (a) the planning proposal must be made publicly available for a minimum of 28 days; and
 - (b) the relevant planning authority must comply with the notice requirements for public exhibition of planning proposals and the specifications for material that must be made publicly available along with planning proposals as identified in section 5.5.2 of A Guide to Preparing LEPs (Department of Planning and Environment 2013).
4. Consultation is required with the following public authorities under section 56(2)(d) of the EP&A Act:
 - Department of Education and Communities;
 - Transport for NSW - Roads and Maritime Services; and
 - Transport for NSW - State Transit.

Each public authority is to be provided with a copy of the planning proposal and any relevant supporting material, and given at least 21 days to comment on the proposal.
5. A public hearing is not required to be held into the matter by any person or body under section 56(2)(e) of the EP&A Act. This does not discharge Council from any obligation it may otherwise have to conduct a public hearing (for example, in response to a submission or if reclassifying land).

Supporting Reasons : 6. The timeframe for completing the LEP is to be 12 months from the week following the date of the Gateway determination.

The planning proposal should proceed in accordance with the Gateway conditions for the reason outlined below.

1. The proposal aims to encourage urban renewal along Woodville Road by the creation of a new neighbourhood centre incorporating residential, retail, commercial, community and open space use with public domain improvements.
2. The proposal is inconsistent with the regional strategy "A Plan for Growing Sydney" as the Strategy encourages urban renewal in centres which have access to public transport that runs frequently and can carry large numbers of people. The site does not meet this criteria as is not within walking distance to a train station (it lies a minimum of 1.7km to the nearest station) and does not have access to a high frequency bus service (the current service is at 30 minute intervals). However, it is recognised the site is strategically located to support Parramatta and the renewal of the Woodville Road Corridor.
3. The proposal is justifiably inconsistent with s117 Direction 3.4 Integrating Land Use and Transport. It is recommended the FSR be reduced to 2.0:1 to acknowledge the lack of access to rail transport. While this is the case, it is also recognised that owing to the site's proximity to existing transport options, its strategic location in relation to Parramatta and the importance of the site to the renewal of the Woodville Road corridor, any inconsistency with this Direction is justified as of minor significance.
4. Although the proposed development is described as a neighbourhood centre, the proposed height and FSR including in the submitted Planning Proposal exceed the controls in place for the nearby village centres of Merrylands and Guildford (both having a maximum FSR of 2:1 and a maximum building height of 7 storeys and 6 storeys respectively). As the neighbourhood centre will act as catalysis for the renewal of the Woodville Road corridor an increased FSR is justifiable but it does not warrant a FSR greater than the villages when the supporting studies indicate an appropriate FSR is 2.0:1.
5. Council's Traffic and Transport Team have recommended that the FSR be lowered to 2.0:1 to address potential adverse impact on the local road network and local residential amenity.
6. The recommended maximum FSR of 2.0:1 is consistent with the development scenario within the Woodville Road Urban Design Study, which states development of this scale is feasible.

Council may also care to consider alternative options to obtain funding for community facilities, public open space and streetscape improvements than enabling additional FSR in a location that is not suitable, from a broader strategic viewpoint, for the location of a new village scale centre.

Signature:



Printed Name:

LUAN LAEREN

Date:

20/6/16

