



PLANNING PROPOSAL

Parraween Street Carpark, Cremorne

2012

1 INTRODUCTION

North Sydney Council has prepared a Planning Proposal to amend North Sydney Local Environmental Plan 2001 (NSLEP 2001).

The amendment is being sought to allow the proposed redevelopment of the existing Council owned assets comprising the Parraween Street Car Park and adjoining Early Childhood Health Centre, in Cremorne. The proposed redevelopment is for a mixed use development consisting of key worker accommodation, open space parkland, two levels of underground parking, a new early childhood health centre and a cafe.

The Planning Proposal has been prepared in accordance with Section 55 of the Environmental Planning and Assessment Act 1979 (EP&A Act) and the Department of Planning and Infrastructure's document *"A guide to preparing Planning Proposals"*.

2 SITE LOCALITY

The site consists of the Parraween Street Car Park (106 Parraween Street) and the adjacent Early Childhood Centre (4-6 Langley Avenue) in Cremorne.

The site comprises 11 parcels of land legally described as Part Lot 12, Sec 2, DP 4785, Lot 1, DP 980455, Lot 1 DP 572817, Lots A & B, DP 318784, Lot 1, DP 980451, Lots 1, 2, 3 & 4 in DP 1122786, and Lot 2, DP 386815.



Figure 1 – Aerial Photograph

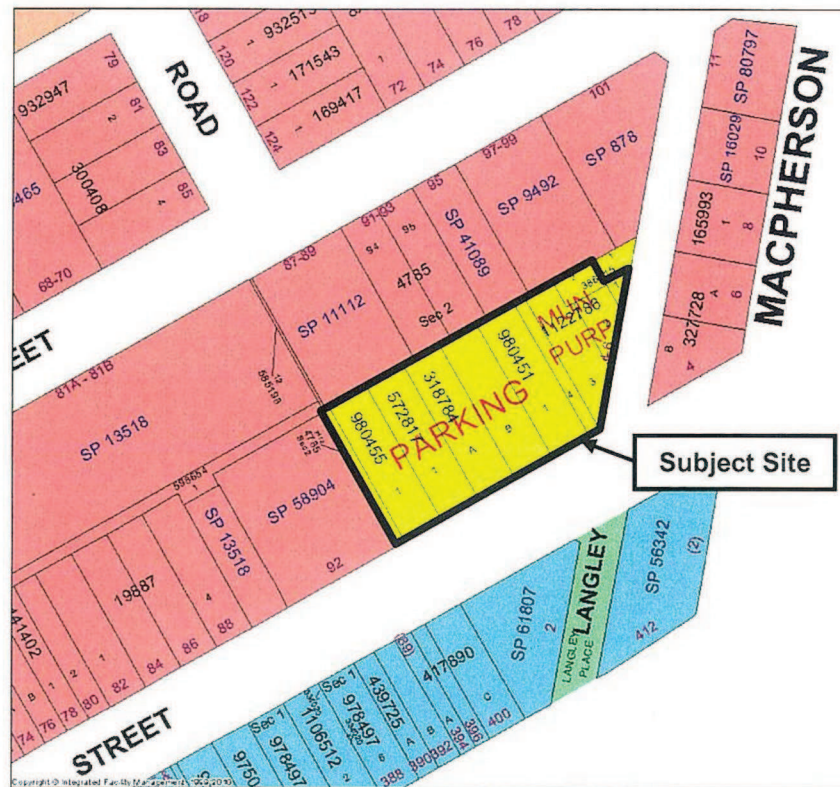


Figure 2 – Zoning Map

The existing car park is an open-air, at grade car park with access from Parraween Street. The existing early childhood health centre is adjoining the car park and is jointly owned by North Sydney Council and Mosman Council.



Photograph 1 – Existing Car Park



Photograph 2 - Early Childhood Health Centre

The site is located at the interface between the Mixed Use zone along Military Road and the residential area of Cremorne. The neighbouring sites are zoned a mixture of Residential C and Mixed Use.

Properties on the northern side of Parraween Street are zoned Residential C and consist of a mixture of residential flat buildings and residential dwellings. Neighbouring properties on the southern side of Parraween Street are zoned Mixed Use and consist predominantly of shops on ground level with some sites having residential units above.



Photograph 3 - Mixed Use development opposite the site

3 BACKGROUND

The existing car park currently contains 63 car parking spaces. It is located at the interface between the mixed use corridor along Military Road and the residential area of Cremorne.

Council initiated investigation into the expansion of the car park in 2008. This investigation included internal consultation with Council staff from various departments to develop a concept that would be consistent with Council's relevant policies/strategies and that would result in an outcome that would increase the capacity of the car park, whilst also providing benefit to the community.

In August 2009, Council resolved to have an architect prepare concept material for the proposed redevelopment to be placed on public exhibition. The concept development was subsequently on exhibition on from 3 November 2009 to 18 January 2010. A copy of this exhibition material is attached as Appendix 1.

On completion of the exhibition, eleven responses were received, of which three outlined their outright in principle support for the project. These submissions were considered in a report to Council on 1 February 2010, wherein it resolved:

THAT Council call tenders from design and planning consultancy teams to prepare and lodge both the Development Application and the Re-zoning Application for the amalgamated subject sites of 106 Parraween Street and 4-6 Langley Place, Cremorne, for the proposed mixed use re-development.

Tenders were then subsequently called. An assessment of the proposed redevelopment determined that some of the land uses are not currently permitted on the site under NSLEP 2001. It was also determined that the proposed redevelopment would be unable to comply with the landscaped area requirements in clause 20 of NSLEP 2001.

As the proposed redevelopment would be permitted on the site under Draft North Sydney Local Environmental Plan 2009 (DLEP 2009), it was determined that it would be more appropriate to simply submit a development application for the site once DLEP 2009 came into force. This was addressed in a report to Council on 31 January 2011, where the following resolution was made:

THAT Council resolve to reject all tenders received for Tender 26-2010 on the grounds that none of the tenders any longer satisfy Council's requirements.
THAT Council resolve to call fresh tenders only for the preparation of a Development Application for the proposed amalgamated subject sites of 106 Parraween Street and 4-6 Langley Place, Cremorne.

DLEP 2009 was on public exhibition from 20 January 2011 to 3 March 2011. Council subsequently sent the Section 68 package for DLEP 2009 to the Department of Planning and Infrastructure (DPI) in July 2011, with a request that the Minister make the plan. Council has not yet received a formal response to that request, but informal discussions with the DPI have indicated that due to a number of outstanding issues, DLEP 2009 will most likely be required to be re-exhibited.

Council is now ready to commence the planning process to redevelop the subject site. Given the uncertainty regarding the timeframe for gazettal of DLEP2009, Council has chosen to pursue a Planning Proposal to allow the proposed development to be undertaken under NSLEP 2001 in a more expedient manner.

The issue of whether to proceed with a Planning Proposal for the subject site was addressed in a report to Council considered on 28 November 2011. Council resolved:

THAT Council prepare a Planning Proposal for the combined Parraween Street Carpark and Early Childhood Health Centre site proposed mixed use redevelopment at Cremorne.

The Planning Proposal was subsequently prepared and addressed by Council at the meeting on 13 February 2012, wherein Council resolved to forward the Planning Proposal to the DPI for Gateway Determination.

The Planning Proposal initially submitted to the DPI sought to amend NSLEP 2001 by rezoning the site from Special Uses to Residential C and to include a site specific clause in Part 5 of the document. The site specific clause sought to allow the additional uses of “car park” and “refreshment room”, and include a provision to address the proposed developments inability to comply with the relevant landscaped area requirements.

However informal discussions with the DPI questioned whether the proposed amendment was the best way to achieve the desired outcome. In particular, it recommended that Council consider amending the Planning Proposal to zone the site to Mixed Use instead of Residential C.

On 19 March 2012, Council's Planning & Development Committee considered a report to amend the original Planning Proposal in line with the LEP Panels advice. Council resolved to accept the changes to the Planning Proposal and resubmit it to the DPI for Gateway Determination. Council is able to do this under s.56(6) of the EP&A Act.

4 STATUTORY CONTEXT

The redevelopment consists of a combination of two levels of underground car parking, public open space, key worker housing, an early childhood health centre and a café.

Zoning & Permissibility

Under NSLEP 2001, the car park portion of the site is zoned *Special Uses “Car Parking”*, with the neighbouring early childhood health centre portion being zoned *Special Uses “Municipal Purposes”*.

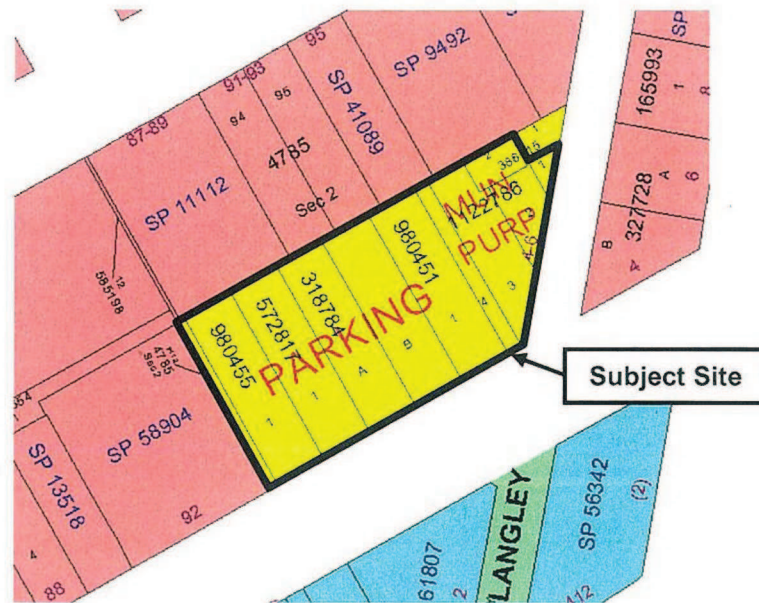


Figure 3 – Zoning Map (NSLEP 2001)

The objectives and permissible land uses within the Special Uses zone under NSLEP 2001 are as follows:

1 Objectives of the zone

The particular objectives of this zone are to:

- (a) identify land on which special land uses are carried out, and
- (b) minimise the impact of the use of that land on adjoining land.

2 Development which may be carried out in this zone

Development for the purpose of:

- (a) on all sites in the zone—apartment buildings; attached dwellings; duplexes; dwelling-houses; open space; remediation; telecommunications facilities; utility installations, other than gas holders or generating works, and
- (b) on sites shown on the map with red lettering—the land use indicated by red lettering on the map.

Whilst permissible land uses on that part of the site zoned *Special Uses "Car Parking"*, it is little less so for that part of the site zoned *Special Uses "Municipal Purposes"*. This is due to there being no definition of 'Municipal Purposes' under NSLEP 2001.

It is envisaged that the proposed redevelopment will cover portions of both sites. As such, the car park will not be permitted on that part of the site zoned *"Special Uses Municipal Purposes"*, and the early childhood centre would not be permitted on that part of the site zoned *Special Uses "Car Parking"*. The proposed cafe is also not permitted in the Special Use zone

The Planning Proposal seeks to rezone the site to *Mixed Use*. The objectives and permitted uses for the *Mixed Use* zone are as follows:

1 Objectives of the zone

The particular objectives of this zone are to:

- (a) encourage a diverse range of living, employment, recreational and social opportunities, which do not adversely affect the amenity of residential areas, and
- (b) create interesting and vibrant neighbourhood centres with safe, high quality urban environments with residential amenity, and

- (c) maintain existing commercial space and allow for residential development in mixed use buildings with non-residential uses at the lower levels and residential above, and
- (d) promote affordable housing.

2 Development which may be carried out in this zone

Development for the purpose of:

advertisements; apartment buildings; attached dwellings; boarding-houses; business identification signs; child care centres; clubs; commercial premises; community facilities; community notice signs; duplexes; dwelling-houses; drainage; educational establishments; home industries; home occupations; hospitals; hotels; medical centres; open space; places of assembly; places of public worship; real estate signs; recreational facilities; refreshment rooms; remediation; restricted premises; shops; showrooms; take-away food shops; taverns; telecommunications facilities; temporary signs; utility installations, other than gas holders or generating works.

The proposed redevelopment scheme for the site comprises a number land uses which comprise of the following:

Scheme Use	LEP Use	LEP Definition
Public car park	Car park	means a building or place used for the parking of motor vehicles, other than parking which is ancillary to or incidental to development which is permissible either with or without development consent
Cafe / Restaurant	Refreshment room	means a restaurant, café, tea room, eating house or the like, but does not include a building or place elsewhere specifically defined in this Schedule
Childhood health centre	Medical centre	means a building or place used for the purpose of providing professional health services (such as preventative care, diagnosis, medical or surgical treatment, or counselling) to outpatients only, and includes professional consulting rooms
Key worker housing (affordable housing)	apartment building	means a single residential building containing three or more dwellings but does not include attached dwellings
Public open space	recreation area	means: (a) a children's playground, or (b) an open area used for sporting activities or sporting facilities, or (c) an area used by the Council to provide recreational facilities for the physical, cultural or intellectual welfare of the community, or (d) an open area used by a body of persons associated for the purposes of the physical, cultural or intellectual welfare of the community to provide recreational facilities for those purposes, or (e) an area or place used for the purpose of temporary private or community functions or entertainment, but does not include a racecourse or a showground

All of the proposed uses within the redevelopment scheme are permissible with development consent within the *Mixed Use* zone except for 'car parks'. As such, the Planning Proposal proposes the inclusion of a site specific clause under Part 5 of NSLEP 2001, to allow this additional use to operate on the subject site. It should be noted that the use of "car park" is only permitted in the Special Use Zone where "car park" is identified on the map with red lettering.

This clause would be similar to provisions proposed for the site under Item 10 in *Schedule 1 – Additional permitted uses*, in DLEP 2009.

Development Controls

Division 5 – *Mixed use zone*, to Part 3 of NSLEP 2001 contains development controls for sites zoned *Mixed Use*. This division would require the Planning Proposal to provide new controls for the site related to building height and non-residential floor space ratio. These controls would be implemented via the relevant maps to NSLEP 2001.

Building Height

Building height is controlled under Clause 29(2) of NSLEP 2001. The subject site immediately adjoins properties that are zoned *Residential C*, which have a building height limit of 12m.

To ensure that any development on the site would be consistent with the built form of these immediately adjoining properties, it is proposed to set a 12m height building limit for the subject site.

Non Residential Floor Space Ratio

To ensure a diverse mix of uses in each building in the *Mixed Use* zone, a development must comply with the specified non-residential floor space ratio. This is required under clause 31(2) of NSLEP 2001.

The proposed development is for a mix residential and non residential uses. The proposed cafe and the new early childhood health centre would constitute non residential floor space.

Land located on the opposite side of Parraween Street is zoned *Mixed Use* and all have a specified non residential FSR range of 0.5 – 2:1. However, it is noted that the proposed redevelopment includes a significant portion of the site to be dedicated for open space. Given that such a large portion of the site will designated for open space purposes it is unclear if the proposed redevelopment will be able to meet the minimum non-residential FSR requirement of 0.5:1.

It is therefore recommended that non residential FSR range of 0 – 2:1 be applied to the subject site. As the site adjoins residential properties, it is considered that having a lower non residential FSR requirement is satisfactory as it would enable a better transition to these adjoining residentially zoned properties.

Reclassification of Land

When the *Local Government Act 1993* was introduced it required all councils to classify public land as either “operational” or “community”. It is understood that Council classified the site as “operational” at this time.

During the preparation of DLEP 2009, the way that Council had classified several of its properties had been questioned. In order to remove any uncertainty, Council resolved to confirm the classification of the subject site (amongst others) as “operational land” under DLEP 2009.

This process has involved confirming the classification of several Council owned sites and was addressed at a public hearing on 1 June 2011. No objections were

raised with respect to the reclassification of the subject site during the public hearing or the public exhibition of DLEP 2009.

The Planning Proposal therefore provides an opportunity to confirm the classification of the site as "operational land" under NSLEP 2001 in a more timely manner. This will be achieved by including the site within Schedule 11 – Operational Land under NSLEP 2001.

5 THE PLANNING PROPOSAL

1 STATEMENT OF OBJECTIVES

The purpose of this Planning Proposal is to amend NSLEP 2001 to allow for the redevelopment of the Council owned Parraween Street Carpark and adjacent Early Childhood Health Centre in Cremorne.

The redevelopment is a mixed use development consisting of key worker accommodation, open space parkland, two levels of basement parking, a new early childhood health centre and a cafe.

2 EXPLANATIONS OF PROVISIONS

The Planning Proposal seeks to amend NSLEP 2001, in the following ways:

- Rezone the subject site from Special Uses to Mixed Use.
- Amend the relevant LEP map to set a building height limit of 12m and a non residential floor space ratio range of 0 – 2:1.
- Include a site specific provision in Part 5 to allow the additional permitted use of “car park”.
- Classify the site as “operational land” by including the site in Schedule 11 – Operational Land.

Rezoning

The site is to be rezoned from Special Uses – Car Parking and *Special Uses – Municipal Purposes*, to *Mixed Use*. This would be completed as an amendment to the zoning map. A copy of the map is attached in Appendix 1

Zoning the site Mixed Use also requires map amendments to provide controls related to building height and non-residential floor space ratio. For the site it is proposed to have a building height limit of 12m with a non residential floor space ratio of 0 - 2:1. This is demonstrated in Appendix 2.

Site Specific Clause

In addition to rezoning the subject site, it is also proposed to insert a new site specific clause in Part 5 of NSLEP 2001.

This clause will allow the additional uses of a “car park” and to be permitted with consent, on the subject site.

The clause will be similar to the provisions proposed for the site in DLEP 2009, under Clause 10 in *Schedule 1 – Additional permitted uses*. It is envisaged that the clause may be as follows:

106 Parraween Street and 4-6 Langley Avenue, Cremorne

(1) Subject land

This clause applies to certain land at, Part Lot 12, Sec 2, DP 4785, Lot 1, DP 980455, Lot 1 DP 572817, Lots A & B, DP 318784, Lot 1, DP 980451, Lots 1, 2, 3 & 4 in DP 1122786 and Lot 2, DP386815, known as 106 Parraween Street and 4-6 Langley Avenue, Cremorne.

(2) Objective

The specific objective of the control in relation to the subject land is to ensure that the land can continue to be used for a car park after it is redeveloped.

(3) *Control*

Despite the Table to Part 2, development for the purposes of a car park is permitted, with development consent, on the subject land.

Classification of Land

The Planning Proposal also seeks to confirm the classification of the site as "operational land" under NSLEP 2001. This will be achieved by including the site in Schedule 11 – Operational Land under NSLEP 2001.

3 JUSTIFICATION

Section A – Need for the Planning Proposal

1. *Is the Planning Proposal a result of any strategic study or report?*

An investigation into the expansion of the Parraween Street car park was first undertaken by Council in 2008. Consultation then occurred with various Council staff to develop a concept that would be consistent with the relevant policies/strategies and would result in an outcome that would benefit the community.

A concept scheme for redevelopment of the site was subsequently placed on public exhibition from 3 November 2009 to 18 January 2010. On completion of the exhibition, Council resolved on 1 February 2010 to proceed with the redevelopment on the subject site.

The confirmation of the classification of the site as "operational land" was identified during the preparation of DLEP 2009 and involved several other Council owned sites. This process included a public hearing, which was held on 1 June 2011. No objections were raised with respect to the classification of the subject site as "operational land".

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

Yes. As the land uses are permitted under DLEP 2009, it was previously intended that the development would be undertaken once DLEP 2009 had come into force. However, given the delay of gazettal of DLEP 2009 and the uncertainty regarding its timeframe for gazettal, Council has pursued a Planning Proposal to allow the proposed redevelopment to be completed under NSLEP 2001.

3. *Is there net community benefit?*

The proposed redevelopment scheme will significantly enhance an existing Council asset. This redevelopment follows many directions and goals of Council's Delivery Program by providing the key services of key worker housing, public open space as well as increasing the capacity of car park and providing an improved early childhood health centre.

The provision of these services will support and enhance the economic and social vitality of the surrounding area. In addition providing a significant amount of

open space and relocating the car park underground will substantially improve the character and appearance of the area.

Section B – Relationship to strategic planning framework

4. Is the Planning Proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy (including the Metropolitan Plan for Sydney 2036 and exhibited draft strategies)?

Metropolitan Plan for Sydney 2036

Released in December 2010, the *Metropolitan Plan for Sydney 2036* (*Metropolitan Plan*) sets the planning framework for the growth of the Sydney metropolitan area over the next 25 years. The Metropolitan Plan sets targets of an additional 770,000 homes and 760,000 jobs by 2036.

Objectives identified in the Metropolitan Plan which are relevant to the Planning Proposal are as follows:

- Objective B1.3 aims for 80% of all new housing to be located within walking distance of centres of all sizes with good public transport;
- Objective D1.1 of the document aims for 70% of new homes to be provided within existing urban areas;
- Objective E2 focus's Sydney's economic growth and renewal, employment and education in centres;
- Objective H1 aims to ensure equity, liveability and social inclusion are integrated into plan making and planning decision-making;
- Objective H2 aims to ensure appropriate social infrastructure and services are located near transport, jobs and housing; and
- Objective H2.1 to plan and coordinate the effective and timely provision of social infrastructure and services.

The proposal is consistent with the above objectives of the Metropolitan Plan as it will:

- Provide development in an existing urban area in the Cremorne Junction Small Village;
- Provide residential accommodation on a site that has good access to public transport on services; and
- Allow a redevelopment that will provide social infrastructure and services on a site that is located in an established area with good access to public transport.

Draft Inner North Subregional Strategy

In July 2007, the NSW Government released the draft Inner North Subregional Strategy (draft INSS). The North Sydney LGA is located within the Inner North subregion with the other LGAs of Lane Cove, Ryde, Willoughby, Hunters Hill and Mosman.

The subject site is identified as being part of the Cremorne Junction Small Village. Small Villages are generally defined as consisting of a small strip of shops and adjacent residential areas within a 5 to 10 minute walk. The site is also located within close proximity to the Strategic Bus Corridor on Military Road.

The proposal supports the achievement of the draft INSS objectives by providing residential accommodation, childcare and increased open space on a site that is

located in an existing medium to high density residential area and is in close proximity to a transport corridor and other services.

5. Is the Planning Proposal consistent with the local council's Community Strategic Plan, or other local strategic plan?

North Sydney Council Delivery Program 2010/11-2013/14

The North Sydney Council Delivery Program 2010/11-2013/14 (Delivery Program) was prepared in accordance with NSW State Government's Integrated Planning and Reporting Framework requirements. The Delivery Program outlines Council's priorities and service delivery programs over four years, set out under five key Directions.

The directions and goals of the Delivery Program which are relevant to the Planning Proposal are as follows:

Direction 1: Our Living Environment

Goal 1.4: Provide appropriate public open space, recreation facilities and services

Direction 2: Our Built Environment

Goal 2.2: Improve mix of land use and quality development

Goal 2.5: Improve traffic management

Direction 3: Our Economic Vitality

Goal 3.1: Ensure a vibrant, strong, and sustainable local economy

Direction 4: Our Social Vitality

Goal 4.4: Enhance community services, facilities and information

Goal 4.6: Promote affordable housing and accommodation

Direction 5: Our Civic Leadership

Goal 5.5: Ensure the long term financial sustainability of North Sydney

The Planning Proposal is consistent with the above directions and goals of the Delivery Program.

Draft North Sydney LEP 2009

Under DLEP 2009, the subject site is proposed to be zoned *R4 - High Density Residential* and includes a site specific provision pursuant to clause 2.6 which permits the additional uses of a "car park" and a "restaurant" with development consent. The *R4 - High Density Residential* zone is not the equivalent of the *Mixed Use* zone proposed under NSLEP 2001.

Given the uncertainty of the timeframe for the gazettal of DLEP 2009, the proposed development will likely be completed ahead of DLEP 2009, under the provisions of NSLEP 2001. In this instance with the likely re-exhibition of DLEP 2009, the controls for the site under DLEP 2009 may be amended in due course to reflect the provisions in the Planning Proposal.

North Sydney Local Development Strategy 2009

The North Sydney Local Development Strategy was adopted by Council on 20 June 2011 and generally follows the rationale of the draft INSS.

The strategy identifies that any increases in dwellings in Cremorne is to be focused in high-density zones situated along Military Road. As the site is located in an area that is primarily zoned *Residential C* and *Mixed Use*, and is in close proximity to Military Road, it is considered that the Planning Proposal is consistent with this strategy.

North Sydney Residential Development Strategy 2009

The North Sydney Local Development Strategy 2009 was adopted by Council on 20 June 2011 and generally follows the rationale of both the Draft INSS and the Draft North Sydney Local Development Strategy 2009.

The strategy identifies the vast majority of development potential in Neutral Bay/Cremorne to be in the high density zones situated along Military Road.

The strategy also identifies the importance of providing a mix of appropriate and affordable housing.

6. Is the Planning Proposal consistent with applicable state environmental planning policies?

The following table demonstrates the proposal's consistency with the relevant State Environmental Planning Policies (SEPPs).

SEPP	Comment
SEPP 55 – Remediation of Land SEPP 55 seeks to ensure that land is suitable for its intended purpose to avoid the risk of harm to those using the land.	Clause 6 of the SEPP requires Council to consider if the land is contaminated before it rezones certain land. The land was originally used for residential purposes before it was used as car park and early childhood health care centre. It is highly unlikely that the current uses have resulted in contamination of the subject site. Notwithstanding, the provisions under clause 7 of the SEPP will require contamination issues to be addressed with any development application that is lodged for the subject site, ensuring that this issue is thoroughly addressed.
SEPP 65 Design Quality of Residential Flat Development SEPP 65 seeks to raise the design quality of residential flat development across the state through the application of a series of design principles.	The Planning Proposal seeks to rezone the site to allow a future development that would include residential accommodation. This development would have to demonstrate its consistency with the principles of the SEPP. However this should be determined at the DA stage.
SEPP (Affordable Rental Housing) 2009 The SEPP establishes a regime for the provision of affordable housing. The policy provides incentives for new affordable rental housing, facilitates the retention of existing affordable rentals, and expands the role of not-for-profit providers.	The redevelopment seeks to provide affordable housing in the form of key worker accommodation. However any implications of the SEPP should be determined at the DA stage.
SEPP (Infrastructure) 2007 The SEPP provides a consistent planning regime for infrastructure and the provision of services across NSW, along with providing for consultation with relevant public authorities during the assessment process.	Clause 104 – Traffic generating development may apply to the redevelopment of the site. This clause requires the referral of certain development applications to be referred to the RTA. However, this should be determined at the DA stage.

7. Is the Planning Proposal consistent with applicable Ministerial Directions (s.117 directions)?

It is considered that the Planning Proposal is consistent with the relevant Directions issued under Section 117(2) of the Act by the Minister to Councils, as demonstrated in the assessment of the following table:

Direction	Consistency	Comment
1. Employment and Resources		
1.1. Business & Industrial Zones	Yes	The Planning Proposal seeks to incorporate a new business zone in the form of a mixed use zone which is generally consistent with the outcomes of the Metropolitan Plan by identifying additional floorspace for commercial purposes.
1.2. Rural Zones	NA	Not applicable
1.3. Mining, Petroleum Production & Extractive Industries	NA	Not applicable
1.4. Oyster Aquaculture	NA	Not applicable
1.5. Rural Lands	NA	Not applicable
2. Environmental Heritage		
2.1. Environmental Protection Zones	NA	Not applicable
2.2. Coastal Protection	NA	Not applicable
2.3. Heritage Conservation	NA	Not applicable
2.4. Recreation Vehicle Areas	NA	Not applicable
3. Housing, Infrastructure & Urban Development		
3.1. Residential Zones	Yes	The Planning Proposal seeks to rezone the site which will allow development for residential accommodation. The development would broaden the building types available in the market by providing "Key Worker Housing". The site is located in an area that is well serviced by transport and other infrastructure. As such it is considered that the Planning Proposal is consistent with this Direction.
3.2. Caravan Parks & Manufactured Home Estates	NA	Not applicable
3.3. Home Occupations	NA	Not applicable
3.4. Integrating Land Use & Transport	Yes	The objective of this direction is to ensure that urban structures are located on sites with good access to transport. The Planning Proposal seeks to allow a redevelopment that would provide housing and other uses that would benefit the community on a site that has good access to public transport.
3.5. Development Near Licensed Aerodromes	NA	Not applicable
3.6. Shooting Ranges	NA	Not applicable
4. Hazard and Risk		
4.1. Acid Sulfate Soils	NA	Not applicable
4.2. Mine Subsidence & Unstable Land	NA	Not applicable
4.3. Flood Prone Land	NA	Not applicable
4.4. Planning for Bushfire Protection	NA	Not applicable
5. Regional Planning	NA	Not applicable
6. Local Plan Making		
6.1. Approval & Referral Requirements	Yes	This Direction seeks the efficient assessment of DAs by minimising the number of provisions that require the concurrence, consultation or referral of DA to a Minister of public authority. The Planning Proposal does not include any

Direction	Consistency	Comment
		provisions that would require any additional consultation for a future DA.
6.2. Reserving Land for Public Purposes	Yes	Clause (4) of this Direction requires that Planning Proposals must not create, alter or reduce existing zonings or reservations of land for public purposes without the approval of the relevant planning authority and the DPI. It is noted that the Planning Proposal is rezoning Council owned land and to confirm the classification of the site as "operational". The Planning Proposal is seeking Gateway Determination from the DPI to proceed. As the existing uses are to be retained and the site to remain a community asset, it is considered that the rezoning and confirmation of the classification of the land as "operational" would be supported by the DPI.
6.3 Site Specific Provisions	Yes	The Planning Proposal includes a site specific provision to allow the additional use of "car park". As the site specific clause won't place any restrictions on development, the Planning Proposal is considered to be consistent with this Direction.
7. Metropolitan Planning		
7.1. Implementation of the Metropolitan Plan for Sydney 2036	Yes	Refer to Section B.4

Section C – Environmental, social and economic impact.

8. 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?

As the proposal relates to an existing developed site, it is considered that the Planning Proposal will not likely adversely affect any critical habitat or threatened species, populations or ecological communities, or their habitats.

9. Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?

As the proposal relates to an existing developed site, it is considered that the Planning Proposal is not likely to result in any adverse environmental impacts.

10. How has the Planning Proposal adequately addressed any social and economic effects?

The proposed redevelopment of the site has sought to provide significant benefit to the community through the provision of key worker housing and open space on the site. In addition the car park would have an increased capacity, with an improved early childhood health centre.

The increase in the capacity of the public car park will provide economic benefit through increased visitors to the area. This increase in visitors will support nearby

businesses and services. Residents from the proposed key worker housing will also generate support for local businesses.

Section D – State and Commonwealth interests.

11. Is there adequate public infrastructure for the Planning Proposal?

Given the site's proximity to Military Road, it is considered that it would be adequately serviced by existing public transport and other facilities and services in the area.

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

The Planning Proposal has not yet been considered by State or Commonwealth public authorities. Views of the State will be gained through the Gateway process.

PART 6 COMMUNITY CONSULTATION

Concept material for the proposed redevelopment was previously placed on public exhibition on from 3 November 2009 to 18 January 2010. On completion of the exhibition, the matter was reported back to Council on 1 February 2010, where the following resolution was made:

***THAT** Council call tenders from design and planning consultancy teams to prepare and lodge both the Development Application and the Re-zoning Application for the amalgamated subject sites of 106 Parraween Street and 4-6 Langley Place, Cremorne, for the proposed mixed use re-development.*

For the Planning Proposal, consultation will be undertaken in accordance with the requirements made by the DPI's Gateway Determination and Council's guidelines.