

Planning proposal to remove an additional use of permitting car parking at 69 Renwick Street, Drummoyne

Proposal Title :	Planning proposal to remove an additional use of permitting car parking at 69 Renwick Street, Drummoyne		
Proposal Summary :	Planning proposal to remove an additional use in Schedule 1 of Canada Bay Local Environmental Plan 2013 for 69 Renwick Street, Drummoyne. The additional use permits a car park in association with an adjoining development at 162-166 Victoria Road, Drummoyne (former Drummoyne RSL club).		
PP Number :	PP_2013_CANAD_003_00	Dop File No :	13/18007

Planning Team Recommendation

Preparation of the planning proposal supported at this stage : **Not Recommended**

S.117 directions :	1.1 Business and Industrial Zones 2.3 Heritage Conservation 4.1 Acid Sulfate Soils 5.1 Implementation of Regional Strategies 6.1 Approval and Referral Requirements 6.2 Reserving Land for Public Purposes 6.3 Site Specific Provisions 7.1 Implementation of the Metropolitan Plan for Sydney 2036
Additional Information :	It is recommended that the planning proposal not proceed to a gateway because RMS has refused access from 162-166 Victoria Road, Drummoyne to the former Drummoyne RSL site and this would impact on the redevelopment of this site. The planning proposal is considered inconsistent with the aims of the Metro Plan, draft Metro Strategy, and draft Subregional Strategy.
Supporting Reasons :	Redevelopment of the former Drummoyne RSL site has the potential to generate employment and/or provide additional dwellings within Canada Bay Local Government Area.

Panel Recommendation

Recommendation Date :	19-Dec-2013	Gateway Recommendation :	Rejected
Panel Recommendation :	The planning proposal should not proceed for the following reasons: - RMS has refused access from 162-166 Victoria Road, Drummoyne to the former Drummoyne RSL site and the removal of vehicular access from Renwick Street is not considered appropriate due to a lack of alternative access and therefore is not supported. - The planning proposal is inconsistent with the State Environmental Planning Policy (Infrastructure) 2007 (SEPP Infrastructure) as it seeks to remove vehicle access to a site which fronts a classified road. The Infrastructure SEPP requires that the consent authority must not grant consent to the development on land that has a frontage to a classified road unless: - where practicable, vehicular access to the land is provided by a road other than the classified road; and - the safety, efficiency and ongoing operation of the classified road will not be adversely affected. Council has not satisfactorily addressed the inconsistency and identified how the subject land can be safely and practically accessed. - The planning proposal is inconsistent with the draft Metropolitan Strategy for Sydney to		

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2031 and draft Inner West Subregional Strategy which encourage growth along centres and corridors with good access to services and public transport. Removing vehicular access from 69 Renwick Street to the former RSL site will result in the club site, which is located in close proximity to shops and public transport and is zoned for mixed use purposes, being land locked and will prevent opportunities for the site to accommodate housing and jobs.

Signature:



Printed Name:

NEIL SELMAN

Date:

29/12/12