
7 PLANNING PROPOSAL - 2-14 Tennyson Road Gladesville

Report prepared by: Strategic Planner

File No.: LEP2013/15/003 - BP14/184

REPORT SUMMARY

Council has received a Planning Proposal to amend controls within Local Environmental Plan 2010 as they apply to the following land (known as the “the site”):

- 2–12 Tennyson Rd, Gladesville (Lot 2 DP549570); and
- 14 Tennyson Rd, Gladesville (Lot 1 DP549570).

The land is currently zoned Light Industrial (IN2).

The Planning Proposal seeks to change the zoning, height and floor space controls applying to the site to facilitate the development of the site for a mixed use precinct that integrates commercial, retail and residential uses on the site.

This will require:

- Amending LEP 2010 Land Zoning Map for the site to B4 Mixed Use;
- Amending LEP 2010 Floor Space Ratio Map to increase the FSR on 2 –12 Tennyson Rd (Site A) to 2.5:1 and for 14 Tennyson Rd (Site B) to 1.5:1; and
- Amending LEP 2010 Height of Buildings Map to increase the maximum height of buildings permitted at 2 –12 Tennyson Rd (Site A) to 37m and for 14 Tennyson Rd (Site B) to 21.5m.

An Architecture Design report was submitted with the Planning Proposal that identified 3 design strategies for the site. The application states that the preferred strategy is Design Strategy 3 – Consolidated Open Space for the site.

The below table is a summary of the proposed development within the preferred strategy.

ITEM 7 (continued)

Summary of Proposed and Existing Development

ELEMENT	2-12 Tennyson (Site A)	14 Tennyson (Site B)
Existing Land Use	Former quarry site Warehouse/Office building	2 storey building Office and warehouse
Proposed Land Use	<ul style="list-style-type: none"> Residential Flat Building 269 units Retail/Commercial floor space 5 800sqm (inclusive of approx. 4000² Supermarket) Child care centre Car parking spaces 560 	<ul style="list-style-type: none"> Seniors Living dwellings – 135 dwellings and assisted living facilities of 3 300² 400sqm of retail/commercial Car parking spaces 123 (Mecone PP App 2 – 6.12)
Proposed Floor Space and FSR	2.5:1 Total Floor Space (FS) of 36, 000 ² available based on site area	1.5:1 Total FS of 13,970 ² available based on site area
Proposed Building Heights	30.5m - 37m 6 – 8 storeys above finished ground level	12m - 21.5m (setback area 9.5m) 4 – 6 storeys above finished ground level

The Planning Proposal (Mecone Planning Proposal) is **CIRCULATED UNDER SEPARATE COVER** (Attachment 1).

Council staff had an independent assessment of the planning proposal undertaken by consultant Michael Woodland Consulting Pty Ltd (Woodland Report). The planning consultant was engaged in accordance with Council's procurement framework.

The Woodland Report assesses the Planning Proposal in terms of the strategic direction set by the State Government and Council for the site and the appropriateness of the development controls and land uses proposed for the site.

The Woodland Report is **CIRCULATED UNDER SEPARATE COVER** (Attachment 2).

The Woodland Report recommends:

"A. That the planning proposal for 2-14 Tennyson Road, Gladesville not proceed to a gateway determination for the following reasons:

- The proposal is inconsistent with strategic direction of the Ryde Local Planning Strategy 2010, Ryde Draft LEP 2011 and Draft Subregional Strategy in relation to retention of industrial lands.*

ITEM 7 (continued)

2. *The proposal is inconsistent with the Draft Metropolitan Strategy and does not meet the criteria under the Industrial Lands Strategic Assessment Checklist for rezoning of existing industrial land to other uses.*
 3. *The proposal is inconsistent with s117 Direction 1.1 – Business and Industrial zones and 7.1 – Implementation of the Metropolitan Plan for Sydney 2036.*
 4. *The proposal is likely to lead to adverse impacts on the amenity of the surrounding locality, particularly relating to traffic impacts on the surrounding road network.*
 5. *The proposed built form controls are generally not considered appropriate in this locality due to the impacts on the adjoining low density residential areas.*
- B. *That Council give further consideration to additional employment uses specifically for the site in addition to the uses identified in the Draft LEP 2011 in consultation with the landowners.*
- C. *That Council undertake a further study of the industrial areas within the Ryde LGA to develop strategies and recommendations to maintain these areas as viable employment lands in accordance with Recommendation 7.2 of the Ryde Local Planning Strategy in consultation with landowners, the community and relevant industry groups.” (extract pg.9)*

Based on the Woodland Report findings and recommendations this report recommends the Planning Proposal should not proceed as it is inconsistent with the strategic direction being implemented by Council, will result in increased traffic impacts on the locality and is likely to lead to adverse impacts on the amenity of the surrounding neighbourhood.

It should be noted that the Planning Proposal as submitted to Council included an LEP height map indicating the proposed height for the site in RLs, storeys and metres, the latter indicating a maximum of 18.5m. The height map in metres was amended after discussions with the applicant regarding inconsistency of information to a maximum of 26m and on the 13 February 2014 a further amended LEP height map indicating a maximum height of 37m on 2-12 Tennyson and 21.5m on 14 Tennyson Rd was provided to Council. The height assessment in the Woodland Report is based on the height map of 26m.

RECOMMENDATION:

- (a) That Council does not support the Planning Proposal for 2 – 14 Tennyson Rd Gladesville proceeding to a Gateway determination on the grounds that:
- The planning proposal is inconsistent with strategic direction of the Ryde Local Planning Strategy 2010, Ryde Draft LEP 2011 and Draft Subregional Strategy in relation to retention of industrial lands.
 - The planning proposal is inconsistent with the Draft Metropolitan Strategy and does not meet the criteria under the Industrial Lands Strategic Assessment Checklist for rezoning of existing industrial land to other uses.
 - The planning proposal is inconsistent with s117 Direction 1.1 – Business and Industrial zones and 7.1 – Implementation of the Metropolitan Plan for Sydney 2036.
 - The planning proposal will result in traffic impacts to Tennyson Road and the surrounding local road network associated with:-
 - Increases in delays - Tennyson/Victoria Rd intersection and roads within the vicinity of the site.
 - Substantially reduced intersection performance – Tennyson/Victoria Rd
 - Unacceptable levels of queuing in Tennyson Road
 - Adverse impacts on adjacent residential areas.
 - The planning proposal will lead to adverse impacts on the amenity of the surrounding locality as a result of inappropriate density of development and height.

ATTACHMENTS

- 1 Planning Proposal 2-14 Tennyson Road, Gladesville (Mecone PP)
- 2 Review of Planning Proposal 2-14 Tennyson Road, Gladesville (The Woodland Report)
- 3 Traffic Report 2-14 Tennyson Road, Gladesville (Bitzios)

Report Prepared By:

Susan Wotton
Strategic Planner

Report Approved By:

Meryl Bishop
Manager - Urban Planning

Dominic Johnson
Group Manager - Environment & Planning

ITEM 7 (continued)**Discussion**

The following outlines the “gateway plan-making process”, and a summary of the subject planning proposal.

Gateway Plan-Making Process

- 1. Planning proposal** – this is an explanation of the effect of and justification for the proposed plan to change the planning provisions of a site or area which is prepared by a proponent or the relevant planning authority such as Council. The relevant planning authority decides whether or not to proceed at this stage.
- 2. Gateway** – determination by the Minister for Planning or delegate if the planning proposal should proceed, and under what conditions it will proceed. This step is made prior to, and informs the community consultation process.
- 3. Community Consultation** – the proposal is publicly exhibited (generally low impact proposals for 14 days, others for 28 days).
- 4. Assessment** – the relevant planning authority considers public submissions. The relevant planning authority may decide to vary the proposal or not to proceed. Where proposals are to proceed, it is Parliamentary Counsel which prepares a draft local environmental plan – the legal instrument.
- 5. Decision** – the making of the plan by the Minister (or delegate).

According to section 55 of the Environmental Planning and Assessment Act 1979, a Planning Proposal must include:

- A **statement** of objectives and intended outcomes of the proposal
- An **explanation** of the provisions of the proposal;
- A **justification** of the objectives, outcomes and provisions including the process for implementation;
- **Maps where relevant**, containing the appropriate detail are to be submitted, including land use zones; and
- Details of the **community consultation** that will be undertaken.

Council is the relevant planning authority for this proposal.

The report relates to step 1 of the Plan making process. The key areas addressed in this report are:

2. Current Planning Controls
3. Strategic Context
4. Proposed amendment to LEP 2010
5. Appraisal of the Planning Proposal

ITEM 7 (continued)

1. SITE DESCRIPTION AND CONTEXT

Site Description

The land the subject of the Planning Proposal is known as 2 – 14 Tennyson Road Gladesville.

The site comprises:

- two separate land holdings resulting in an irregular shape comprising approximately 23, 730sqm in area and
- a frontage of 142m to Tennyson Road.

The site is located to the south of Victoria Road, approximately 100 metres south of the intersection of Tennyson Road and Victoria Road, Gladesville.



Figure 1: The total site showing site A and B (Source: Mecone pg.3)

The site contains:

- 2 – 12 Tennyson Rd – a brick and metal warehouse and office space at the centre of the quarry with a two storey brick rendered office building to the west of the warehouse along Tennyson Rd (Site A)
- 14 Tennyson Rd – a two storey brick building used as office and warehouse (Site B)
- Vehicular access to Site A via a driveway along the southern boundary and to Site B via a driveway along the northern boundary. (extract Mecone pg.4)

ITEM 7 (continued)

Table 1 Site Description

Existing		Property Address	Legal Description	Site Area
Site A	Industrial warehouse Access road	2-12 Tennyson	Lot 2 DP 549570	14, 415m ²
Site B	Office/ Warehouse	14 Tennyson	Lot 1 DP 549570	9, 314m ²
TOTAL:				23,729m² (source Ryde Maps)

Site A and Site B are under separate ownership and as such could be developed separately.

Topography

The site is located towards the crest of a hillside falling away from Victoria Road. The site generally slopes from north to south. Site A is a former quarry site. The topography falls 5-15m towards the centre of the quarry. (Extract Mecone pg.3)

Some vegetation exists on the site however due to the developed nature of the site it is located predominately along the perimeter of 2-12 Tennyson Rd.

Context

Immediate Context

To the immediate north and north-east of the site is characterised by large commercial/industrial buildings, known as the Dexus Development. This development contains office and warehouse facilities, with its main frontage to Victoria Road and vehicular from Tennyson Road to the north of the site. (Figure 2a)

The land to the east, west and south of the site is characterised by low density 1 - 2 storey residential uses. (Figure 2b) (Extract Woodland Report pg. 15 - 16)



(Figure 2a)



(Figure 2b)

ITEM 7 (continued)

Broader Context

The site is located within the Gladesville Industrial Area on the southern side of Victoria Road, Gladesville. The site is located between the existing industrial land that fronts Victoria Road and low density residential land to the east, west and south. The Ryde Aquatic Leisure Centre is located to the west of the site. The site is well located to the Victoria Road Corridor and in close proximity to the Gladesville Town Centre. (Figure 3) (Extract Woodland Report pg.12).



Figure 3: Local context diagram (source: Mecone PP)

ITEM 7 (continued)

2. CURRENT PLANNING CONTROLS

Zoning and Land Use

The subject site is zoned IN2 Light Industrial under the Ryde LEP 2010 and Draft Ryde LEP 2013. Figure 4 illustrates the zoning of the subject land under the two LEPs.

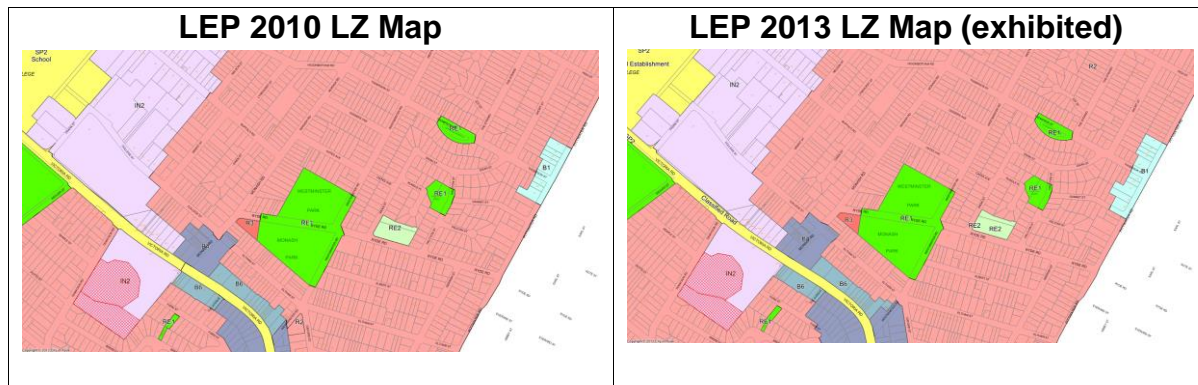


Figure 4

The uses permitted with consent in the zoning under LEP 2010 include Car parks; Child care centres; Community facilities; Depots; Industrial retail outlets; Industrial training facilities; Light industries; Neighbourhood shops; Public administration buildings; Pubs; Recreation areas; Research stations; Service stations; Sex services premises; Transport depots; Vehicle body repair workshops; Vehicle repair stations; Warehouse or distribution centres; Waste or resource management facilities; Water recycling facilities.

Residential accommodation is prohibited as is general retail, office and business uses.

Under draft LEP 2013 a number of additional land uses are proposed to be permitted with consent including funeral homes, hardware and building supplies, landscaping material supplies and storage premises. In addition to this through a “Housekeeping” LEP (currently awaiting Gateway Determination) wholesale supplies and recreation facility (indoor) will also be permitted with consent in the IN2 zone.

The Woodland Report recommends that Council undertake a further study of the industrial areas within the Ryde LGA to develop strategies to maintain these areas as viable employment lands.

At this point in time given:

- the work undertaken within LEP 2011 with respect to the expansion of land uses in the IN2 zone

ITEM 7 (continued)

- the current program of land use planning work being carried out through Planning Proposals presently with Council and
- Likely planning legislation changes

No additional studies of the industrial areas within Ryde are proposed to be undertaken.

Building Height

Under LEP 2010 there are no height controls that apply to land zoned IN2 Light Industrial in the City of Ryde. Under draft LEP 2013 a maximum 10m height control applies to all IN2 land. Figure 5 illustrates the height controls of the subject site and surrounding land under LEP 2010 and draft LEP 2013.

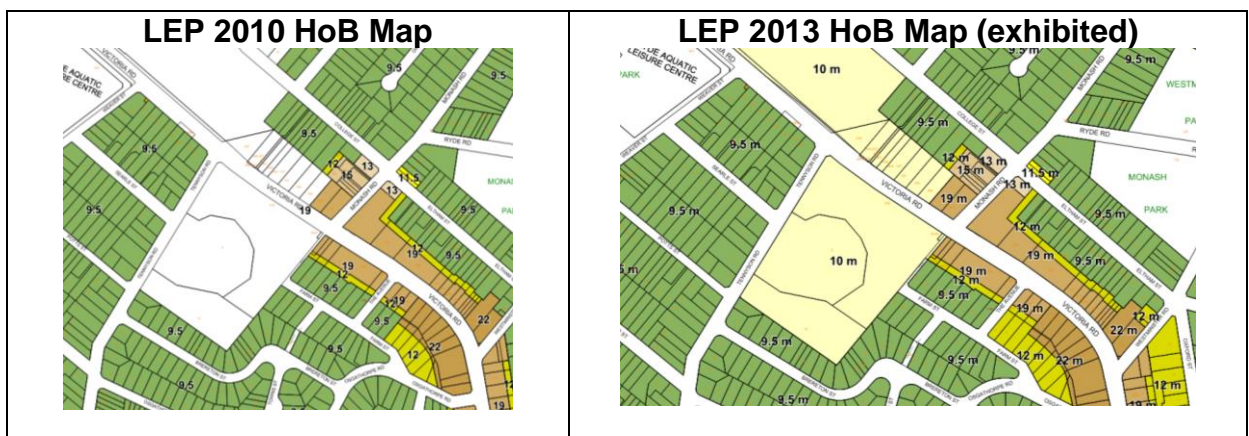


Figure 5

Floor Space Ratio

The site has a floor space ratio under LEP 2010 and Draft LEP 2013 of 1:1. Figure 6 illustrates the fsr controls of the subject site and surrounding land proposed under LEP 2010 and draft LEP 2013.

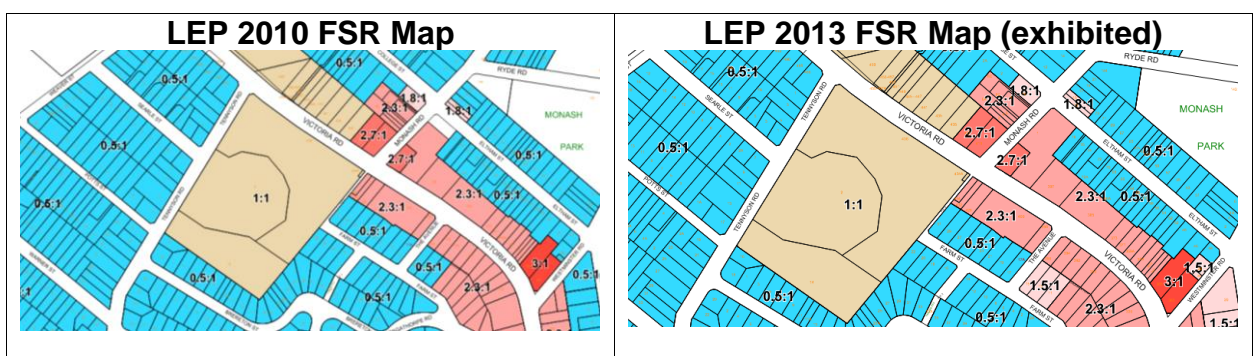


Figure 6

ITEM 7 (continued)**Ryde Development Control Plan (DCP) 2010/Draft DCP 2013**

The Ryde DCP 2010 provides for a number of environmental, engineering, stormwater and waste minimisation controls for the site relating to its industrial use. These controls are generally considered to be more relevant at the development application stage rather than the rezoning process for this site. (Source Woodland Report pg.24)

3. STRATEGIC CONTEXT

The strategic planning framework for this Planning Proposal is found in the following key documents:

- Draft Metropolitan Strategy for Sydney 2031 / Metropolitan Plan 2036
- NSW Transport Long term Masterplan
- Draft Inner North Subregional Strategy
- Employment Lands Development Program
- Ryde Local Planning Strategy 2010

Metropolitan Plan 2036 and Draft Metropolitan Strategy 2031

The Sydney Metropolitan Strategy sets the NSW Government's framework for the future growth and prosperity of Sydney. It was first released in 2005 and has since been updated twice as follows:

- Metropolitan Plan for Sydney to 2036, NSW Department of Planning and Infrastructure (2010); and
- Draft Metropolitan Strategy for Sydney 2031, NSW Department of Planning and Infrastructure, (2013).

In consideration of the Planning Proposal the Woodland Report states:

Both Strategies recognise the need to protect existing industrial lands and to focus future development around identified centres – which are the 2 fundamental issues central to this proposal.

The existing Metropolitan Plan and Subregional Strategy categorised the site (being 2 – 14 Tennyson Rd) as employment uses to be retained recommending its protection and continued use for employment purposes.

The draft Strategy has a number of objectives, which are then supplemented by key policy directions and actions. The most relevant policy directions to the proposal are Objectives 13 and 15 relating to industrial land as follows:

ITEM 7 (continued)

Objective 13: Productivity and Prosperity: Provide a well located supply of industrial lands – recognises the importance of industrial lands as well as the pressure faced by land within existing areas to be rezoned for other uses. It provides an Industrial Lands Strategic Assessment Checklist for proposals seeking to rezone existing industrial lands in these circumstances.

Objective 15: Productivity and Prosperity: Provide for a good supply of retail space – supports existing centres as the primary location of retail, at a scale reflecting the level of public transport accessibility. It supports clusters of bulky goods/warehouse outlets in clusters and seeks to limit retail uses in industrial areas to support industrial uses. (Extract Woodland Report pg.17)

NSW Transport Long Term Masterplan

The NSW Transport Long Term Masterplan outlines a number of strategies to integrate transport and land use planning. It identifies Victoria Road as of the most constrained strategic transport corridors in the network (Figure 7).

The Masterplan outlines a number of long-term bus priority measures to improve this corridor as well as a commitment to investigate the corridor for potential bus rapid transit (BRT) and light rail.

The Masterplan also identifies this corridor for potential future long-term urban renewal where increased population could support improved transport services. (extract Woodland Report pg.18)

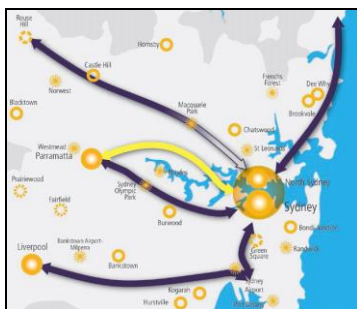


Figure 7 Parramatta to the CBD via Ryde constrained corridor(Source TfNSW)

Draft Inner North Subregional Strategy

Employment Lands

The Draft Inner North Subregional Strategy was prepared to support the previous Metropolitan Plan. The Strategy sets a target of 21,000 new jobs to be created within Ryde LGA by 2031.

ITEM 7 (continued)

The Strategy identifies 7 Employment Land Precincts of strategic importance and worthy of retention for industrial uses, including the site as part of the Gladesville Industrial Area. It identifies this area as follows:

Gladesville (Local Industry) is located along Victoria Road and is a suburban industrial area (23 hectares) servicing the local population, including automotive businesses and trade supplies.

The Strategy observes that the sub-region has experienced one of the highest rates of re-zonings of employment lands to other uses, namely changes at Macquarie Park from an industrial area to a specialised centre and the Meadowbank area to a mainly residential landuse.

The Strategy recommends that due to demand for local services and the changing nature of employment lands that further conversion of existing employment lands should be highly restricted and existing precincts (including Gladesville Industrial Area) be retained as detailed below:

... In view of continued demand for Employment Lands, conversion of existing Employment Lands within the subregion should be highly restricted and existing precincts (Artarmon, Lane Cove West, East Chatswood, Gore Cove, West Ryde, Gladesville and the former ADI site) should be retained...

Housing

The Strategy sets a housing target of 30,000 additional new dwellings by 2031 for the sub region, with an additional 12,000 new dwellings within the Ryde LGA. Following the direction from the Metropolitan Strategy, residential development is focussed within strategic and local centres and corridors with access to public transport and services.

A key policy is also the renewal of existing centres, including the Gladesville Village and Victoria Road Corridor revitalisation, which resulted in the new LEP for the Town Centre in 2010.

Enterprise Corridor

The Strategy also identifies Victoria Road as a potential Enterprise Corridor for local services and employment. The Strategy envisages that the corridor can include spaces for small firms, retailers and light industrial activities such as auto repairs to support local economic development. (Source Woodland Report pg.19)

ITEM 7 (continued)**Employment Lands Development Program**

The Woodland Report states in relation to this Program:

- *The Employment Lands Development Program (ELDP) monitors industrial land supply including strategy-identified land, undeveloped zoned (not serviced) land and undeveloped zoned and serviced land. It is prepared on a regional and sub-regional basis and provides a regional overview, rather than on a site-by-site basis. However, it does identify and monitor the Gladesville Industrial Area, which includes the site.*
- *The program provides an overview of the trends for employment lands across Sydney. In the latest 2011 Update Report, it notes that demand for industrial space in Sydney is expected to grow in the short to medium term. In terms of supply, it notes that the vast majority of employment lands is located within western Sydney,.... (extract Woodland Report pg.20)*

Ryde Local Planning Study 2010

The Ryde Local Planning Study was prepared to:

- guide the future growth of Ryde through a range of planning initiatives and strategies;
- inform the Draft Ryde LEP 2011; and
- review and respond to directions from the State Government as identified in the Metropolitan Strategy for Sydney and the Draft Inner North Subregional Strategy, particularly relating to housing and employment targets.

In relation to the key issue of industrial lands, the Woodland Report states that the Study makes the following relevant comments:

...The overall demand for industrial uses is likely to reduce then stabilise. However, the retention of the City's industrial land is vital, as these areas continue to provide for a range of industrial activities that meet local and regional needs.

Such areas also provide premises that are often affordable to purchase or rent and such spaces support emerging businesses. Areas in the City that also provide this opportunity are along Victoria Road adjoining the edge of town centres... (Source Woodland Report pg.20)

Summary of key strategic policies

In summary, the above policies generally support both the growth of identified centres within the LGA and the retention of existing industrial lands. This strategic planning

ITEM 7 (continued)

framework provides for major retail and high density housing to be located in identified centres close to existing public transport and related infrastructure. The Woodland Report states:

- The Draft Subregional Strategy specifically identifies the Gladesville Industrial Area (which includes the site) for retention due to its critical role in providing local and regional services. Council's adopted Local Planning Strategy also concludes that the protection of its remaining Industrial Land within the LGA is vital.
- The Local Planning Study also supports the revitalisation of the Gladesville Town Centre and Victoria Road Corridor for future retail and major residential development. The Study notes that Council can meet with housing and employment targets and sufficiently address retail demand within identified centres and other specialised locations. (Source Woodland Report pg.21)

4. PROPOSED AMENDMENT TO DRAFT RYDE LEP 2013**Proposal**

The Planning Proposal seeks to change the zoning, height and floor space controls applying to the site to facilitate the development of the site for a mixed use precinct that integrates commercial, retail, and residential uses on the site.

The applicant states that the objectives of the planning proposal shall be achieved through the creation of a new standard instrument-based LEP that would replace the existing instrument in force for the site. The proposed controls would eventually be reflected in and merged with the draft Ryde LEP, which is a Standard Instrument LEP. (Mecone pg.9)

It should be noted that a standard alone LEP which amends clauses that apply to the whole of the City of Ryde so as to relate to a specific site is not considered appropriate. The aims of LEP 2010 and the objectives and land uses that apply to a zone should not be amended in response to a Planning Proposal that does not apply to the whole of the City or to the whole of a land use zone. Similarly Standard Instrument optional clauses should not be adopted and related to a singular site. The DoPI have advised Council they also do not support such an approach. As a result the drafted SI instrument for the site has not been considered and the applicant has been advised accordingly that the Planning Proposal will be considered as a proposed amendment to LEP 2010 with respect to zoning, FSR and height for the site only.

Objectives and Intended Outcomes

The objectives of the proposal as outlined by the proponent are:

Council, dated 24 July 2017, submitted on 25 February 2014.

ITEM 7 (continued)

- To encourage employment generation on site that increases the number of employees and provides jobs that better match Ryde's employment profile;
- To facilitate redevelopment of the site in a prime location in close proximity to a range of services and public transport options, which is currently being underutilised;
- To provide high quality residential development, incorporating a range of housing types, including seniors housing, for the Ryde and Gladesville locality; and
- To provide an innovative village hub with a range of commercial and retail employment activities which are compatible with the residential uses in the area.

The planning proposal seeks to achieve these objectives by allowing the redevelopment of the site as mixed-use premises with a range of residential, retail, commercial, and community uses. (Extract Mecone pg.8)

The applicant identifies the primary objective of the Planning Proposal as follows:

- Address the lack of housing availability within the locality;
- Provide appropriate services and employment opportunities that suit the resident profile in the area;
- Allow for a proposal that will complement and support the existing Gladesville Town Centre; and
- Allow for public domain upgrading works.

The planning proposal seeks to achieve these intended outcomes by proposing amendments to the LEP and rezoning the site to B4 Mixed Use as per the Standard Instrument Template. The site specific LEP would permit mixed use premises, including residential, retail and commercial uses on the site. (Extract Mecone pg.8)

The Planning Proposal is accompanied by an architectural report provided at Appendix 2, which includes an analysis of the site and a massing study that forms the basis of the proposed provisions.

Based on the findings of the architectural report, a range of 5-8 storey buildings can be achieved on site without having any significant adverse environmental impacts on the surrounding developments. (extract Mecone pg.8)

Three design strategies were considered. The preferred design strategy – Consolidated Open Space involves a consolidated development across both Sites A and B and includes:

- 2 levels of basement parking for approx. 670 car spaces, loading and unloading areas

ITEM 7 (continued)

- 2 options for shared or separate vehicular access to both sites from Tennyson Road
- podium level with 5,800m² retail space (including a 4,000m² supermarket)
- childcare centre (300m²)
- 600m² of non-retail, commercial uses
- 404 residential units (including 135 seniors living units) and an assisted living facility of 3,300m²
- public space within the site and associated landscaping (Figures 8 & 9)

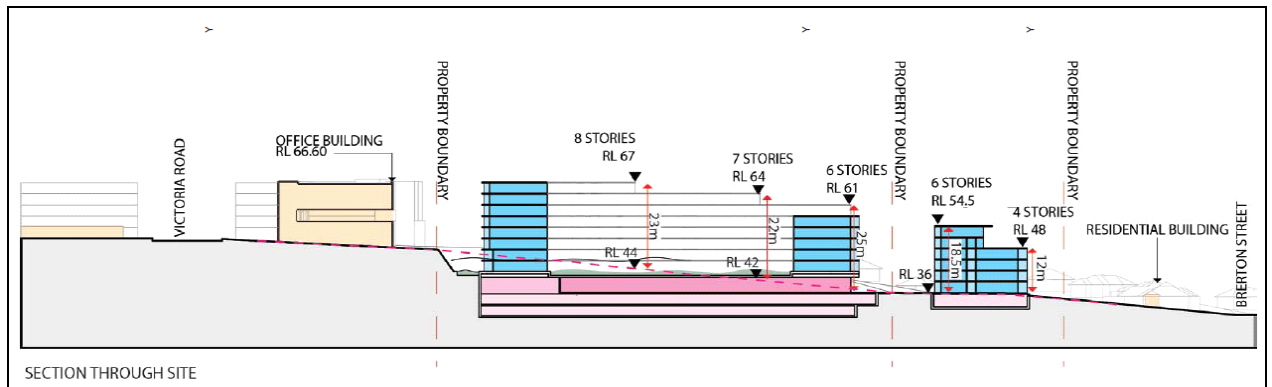


Figure 8: Indicative section of preferred development option (Source: Grimshaw Architects)



Figure 9: Preferred development option (Source: Grimshaw Architects) (Extract Woodland Report pg.26 -27)

Appendix 2 Architectural Design Report of the Planning Proposal notes the following:

- retail is to be provided at grade only at the entry off Tennyson Road
- parking is to be located at the base of the quarry with minimum excavation

ITEM 7 (continued)

- residential is to be located above retail (Source Mecone Planning Proposal Appendix 2 – 6.7 Mixed Use)

A Development Control Plan has also been prepared to support the proposal (Appendix 5) and contains a number of design principles relating to:

- Setbacks
- Pedestrian access
- Landscaping
- Publicly accessible open space.

Table 2: Summary of Proposed and Existing Development

ELEMENT	2-12 Tennyson (Site A)	14 Tennyson (Site B)
Existing Land Use	Former quarry site Warehouse/Office building	2 storey building Office and warehouse
Proposed Land Use	<ul style="list-style-type: none"> Residential Flat Building 269 units Retail/Commercial floor space 5 800² (inclusive of a 4000² Supermarket) Child care centre Car parking spaces 560 (Mecone PP App 2 – 6.12) 	<ul style="list-style-type: none"> Seniors Living dwellings – 135 dwellings and assisted living facilities of 3 300² 400² of retail/commercial Car parking spaces 123 (Mecone PP App 2 – 6.12)
Proposed Floor Space and FSR	2.5:1 Total Floor Space (FS) of 36,000 ² available based on site area	1.5:1 Total FS of 13,970 ² available based on site area
Proposed Building Heights	30.5m - maximum 37m 6 – 8 storeys above finished ground level	12m - 21.5m (setback area 9.5m) 4 – 6 storeys above finished ground level

Proposed Amendments to Draft LEP 2013

The Planning Proposal seeks to:

- Amend LEP 2013 Land Zoning Map 2 – 14 Tennyson Rd Gladesville (Figure 10a);
- Amend LEP 2013 Height of Buildings Map to allow a maximum height of 37m (8 storeys above finished ground level) (Figure 10b) and
- Amend LEP 2013 Floor Space Ratio Map at 2 – 12 Tennyson Rd and 14 Tennyson to (Figure 10c)

ITEM 7 (continued)



Figure 10a



Figure 10b

ITEM 7 (continued)

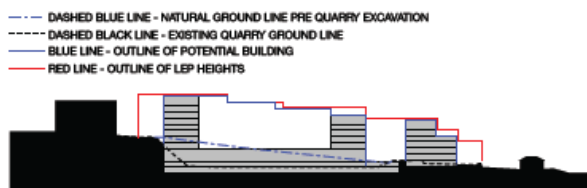
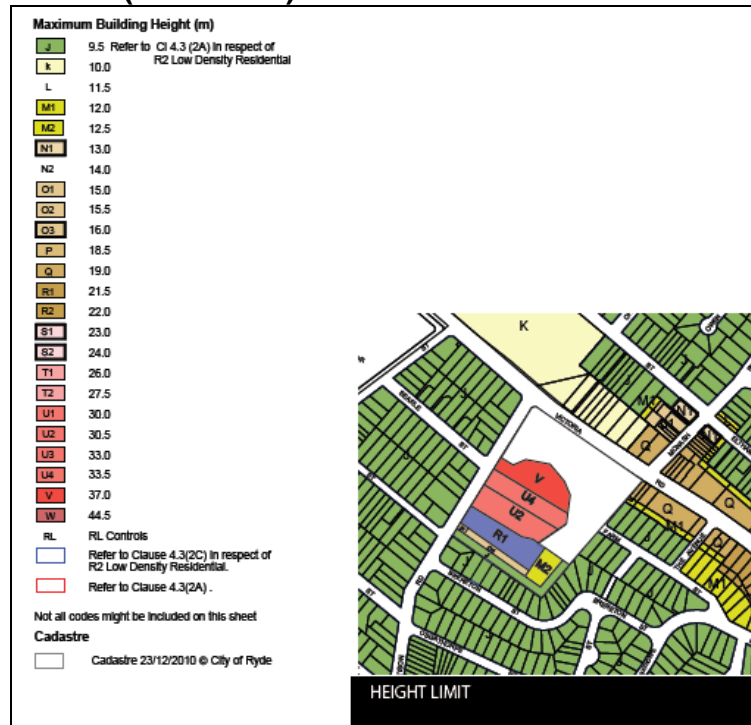


Figure 10c (Maps - Extract Mecone Appendix 4)

Planning Justification

Detailed planning reasons justifying the Planning Proposal can be found in *Part 3 – Justification for the Planning Proposal* in the Mecone Planning Proposal (commencing pg.11)

In summary the applicants justification is largely based on the utilisation of the site to provide additional jobs and housing for the locality than provided by the current industrial uses on the site. The proposal argues that the changing nature of industrial land, employment profile of Ryde LGA justify a mixed development on the site.

The proposal also addresses the DP&I's Industrial Lands Strategic Assessment checklist, concluding that the proposal is consistent with the Draft Metropolitan Strategy for Sydney. Relevant extracts, summarising the key aspects of the planning justification as contained in the Mecone Planning Proposal report is provided below:

ITEM 7 (continued)Industrial Land Assessment

- *In accordance with the findings of Mecone's Employment and Centres Study 2009 and Hill PDA's economic impact assessment of the area, the following conclusions are made in regards to industrial trends in the Ryde LGA:*
- *Employment generation on industrial land is declining due to rationalisation with advanced technology allowing the same employment functions to be performed with a reduced number of workers;*
- *A comparison between the census data and industrial demand forecast indicates that actual ratio of resident blue collar workers is lower than those identified in the Employment and Centres Study forecasts;*
- *It is acknowledged that the Gladesville Industrial area plays an important role in providing urban support services such as auto repairs, light manufacturing, catering and sporting uses and vital services that support local residents and businesses in the area. However, the subject site is separated from this area with a residential interface and therefore struggles to meet this role;*
- *A certain 'critical mass' is usually considered necessary for successful operation of industrial and commercial uses. The site is segregated from the main Gladesville Industrial Area and is subject to vulnerabilities of a small business base;*
- *It is understood that the existing industrial business on site A (2-12 Tennyson Rd) currently employs 20 staff (refer to Table 8 above). Compared to the employment rate benchmark of 1 job per 80m² of leasable space as identified by Hill PDA, it is considered that the land is being underutilized and does not play a significant role in employment generation within the area. Further, it is noted that the adjoining Dexu building has a high vacancy rate; and*
- *mixed use development on site can potentially generate a net increase of up to approximately 294 employees. As such, the proposal will result in a significantly higher employment generation rate for the site.*

Retail assessment

- *Hill PDA concludes that the site can be redeveloped without jeopardising the role or function of Gladesville or any other existing centre. The report identifies existing demand for an additional approximately 5,000m² of retail space on the subject site, including approximately 3,000m² of supermarket and 2,000m² of specialties (around 15-20) out of which three or four would be non-retail commercial services.*
- *During the preliminary discussions, both Coles and Woolworths have expressed interest in a supermarket of around 3,200m² in the area. (Extract Woodland Report pge 28)*

The Woodland Report notes that:

ITEM 7 (continued)

The proposal also undertook various site-specific investigations at the potential development outcomes resulting from the proposal. This includes traffic, geotechnical, contamination and stormwater studies. These studies conclude that the proposed B4 mixed use zoning will not lead to significant adverse environmental or amenity impacts on the adjoining properties or immediate locality. (Extract Woodland Report pg.29)

The proposal is accompanied by the following reports:

- Planning proposal prepared by Mecone (Appendix 1)
- Architectural Design Report prepared by Grimshaw Architects(Appendix 2)
- Drafting Instructions and LEP Maps prepared by Mecone (Appendix 3 &4)
- Draft DCP prepared by Mecone dated October 2013(Appendix 5)
- Net Community Benefit Test prepared by Hill PDA (Appendix 6)
- Economic Impact Assessment prepared by Hill PDA (Appendix 7)
- Environmental Site Assessment prepared by EIS (Appendix 8)
- Geotechnical Assessment prepared by JK Geotechnics (Appendix 9)
- Traffic Impact Assessment prepared by Traffic (Appendix 10)
- Stormwater Management Plan prepared by TTW(Appendix 11)

5. Appraisal of Planning Proposal

The Woodland Report provides an assessment and review of the Planning Proposal.

The Woodland Report states:

- Adequacy of Document - *Overall the application is considered adequate to enable Council to determine whether the proposal should be submitted for a Gateway determination. (Extract Woodland Report pg.30)*
- Review of applicant's planning justification - *Notwithstanding the high quality of the architectural studies, the proposal is considered to be flawed in the following 3 key areas:*
 - *inconsistency with key state planning policies/directions in relation to industrial lands and centres policy;*
 - *inconsistency with Council's strategic direction for the future of industrial land in the Ryde LGA and the general locality; and*
 - *the resultant development outcome is considered inappropriate for the site.(Extract Woodland Report pg.31)*

In line with the above the following issues are considered to be of planning importance when reviewing the proposal and planning justification:

1. Consistency with State Government

Council, dated 24 July 2017, submitted on 25 February 2014.

ITEM 7 (continued)

2. Consistency with Council's Strategic Direction
3. Loss of industrial lands
4. Role of the Gladesville Town Centre and Victoria Road Corridor
5. Retail uses on the site
6. Other planning approvals in the locality
7. Appropriateness of high density residential development
8. Traffic issues

(Source: Woodland Report pg.30)

An analysis of these issues in response to the proposal is detailed below:

1. Consistency with State Government framework

The Government's strategic planning framework broadly addresses two key issues related to the Planning Proposal being:

- The need for industrial land to be retained for industrial and employment purposes
- Appropriate location of major residential and retail development

The Woodland Report states:

First, both former and current State Government policies acknowledge the need to protect industrial and employment lands. Although, the current Draft Strategy does accept that these lands, particularly within well-established urban areas can be under pressure to be rezoned for other (namely residential and mixed use) uses. In this regard, it provides a checklist for planning authorities to consider when dealing with a rezoning of industrial land.

Second, major residential and mixed use development is generally encouraged to be located within existing centres and strategic corridors to utilise existing infrastructure to take the burden off Sydney's urban fringe and reduce impacts on established areas.....

.....it is appropriate to consider the proposal against the following policies as detailed below:

- *Draft Metropolitan Strategy 2013 and Metropolitan Plan 2036.....*
- *S117 Directions (as relevant)*
- *Draft Subregional Strategy (extract Woodland Report pg.31)*

ITEM 7 (continued)

Draft Metropolitan Strategy 2031 and Metropolitan Plan 2036

In relation to the loss of existing industrial lands, the Draft Metropolitan Strategy notes:

... Existing industrial lands, especially in established areas, are under pressure to be rezoned to other uses, despite the clear need for them in the future. Latest data also reveals a noticeable increase in rezoning of employment lands to non-industrial and wider employment uses...

In response, the Draft Strategy provides a Checklist, which outlines 6 critical questions that should be considered by planning authorities when considering whether to allow industrial lands to be rezoned for other uses (Figure 11).

Criteria Table 1: Industrial Lands Strategic Assessment Checklist for rezoning of existing industrial land to other uses	
▪	Is the proposed rezoning consistent with State and/or council strategies on the future role of industrial lands?
▪	Is the site: <ul style="list-style-type: none"> - near or within direct access to key economic infrastructure? - contributing to a significant industry cluster?
▪	How would the proposed rezoning impact the industrial land stocks in the subregion or region and the ability to meet future demand for industrial land activity?
▪	How would the proposed rezoning impact on the achievement of the subregion/region and LGA employment capacity targets and employment objectives?
▪	Is there a compelling argument that the industrial land cannot be used for an industrial purpose now or in the foreseeable future and what opportunities may exist to redevelop the land to support new forms of industrial land uses such as high-tech or creative industries?
▪	Is the site critical to meeting the need for land for an alternative purpose identified in other NSW Government or endorsed council planning strategies?

Figure 11: Industrial Lands Strategic Assessment Checklist
(Source: Draft Metropolitan Strategy)

The proposal provides an analysis against the checklist both in the planning report prepared by Mecone and the Net Community Benefit Test prepared by Hill PDA.

The Woodand's Report assessment of the applicants consideration of the 6 points in the checklist are outlined as follows:

- *Consistency with a Strategy*

ITEM 7 (continued)

The proposal is clearly inconsistent with Council's local strategy of retaining the remaining areas of industrial land within the Ryde LGA. This is reflected in the Local Planning Strategy, which resulted in retaining the sites' IN2 light Industrial zoning in the Draft LEP 2011. The proposal is also considered to be inconsistent with both the Draft Metropolitan Strategy and Draft Subregional Strategy.

The proposal argues that by providing additional employment to current uses, combined with broad changes to the current employment profile is sufficient to satisfy this provision. This is considered simplistic and does not address the underlying role of the site as part of an urban services cluster of industrial uses to support other businesses in the Ryde LGA.

Further, recent demographic data indicates that industrial uses are catering for the current employment profile of the LGA.

- *Proximity to infrastructure*

The site is well located to Victoria Road for industrial uses, which has been identified as both a strategic transport corridor and tertiary freight corridor in the Government's Long Term Transport Masterplan and Freight and Ports Strategy. The site is considered to be generally well located to the Precinct, with Victoria Road acting as a key transport corridor to service both sides of the Precinct.

- *Impact on existing stocks and demand*

The Gladesville Industrial Precinct is approx. 21.27 ha (excluding the bus depot). This represents over 75% of the remaining IN2 Industrial Land in the LGA with only 2.12% of all employment land within the LGA. Given the very limited remaining industrial land within the LGA, the rezoning of the site is considered to have an impact on existing industrial land stocks.

The proposal argues that the site is not well connected to the remaining part of the Gladesville Industrial Area and combined with changing nature of the Ryde employment profile to 'white collar' jobs therefore should be rezoned. It is acknowledged that the site may not be currently contributing to the industry cluster of the Precinct, however in isolation this is not considered sufficient to support the application.

- *Impact on ability to meet targets*

Ryde LGA is currently on track to meet its employment targets without the redevelopment of this site. The applicant argues that a mixed-use development will provide a higher number of jobs – which may be the case.

ITEM 7 (continued)

However, it is the type of jobs and role and function of the site, which it critical.

- *Compelling argument that the site cannot provide other industrial uses*

It is considered that the proposal has not provided a compelling argument on this issue. There has been little analysis of the existing role and function of the Gladesville Industrial Area or consideration of viable alternative industrial/employment generating uses for the site.

- *Critical to meet the need of Strategy*

The site has been identified for retention in an endorsed local strategy. In this regard, Council's Local Planning Strategy recommends retention of the site for industrial uses, noting the existing industrial areas are vital to meet local and regional needs in affordable locations, such as Victoria Road on the edge of identified centres. Similarly, the Draft Subregional Strategy also recommends that the industrial land be preserved(Extract Woodland Report pg.32-34)

Conclusion

The proposal does not satisfactorily meet the assessment objectives of the Industrial Lands Strategic Assessment Checklist provided in the Draft Metro Strategy which have been developed to ensure industrial land is not rezoned without due consideration to existing state and local strategies, stocks of employment land in the area and future employment opportunities.

Section 117 Directions

The Minister for Planning, under section 117(2) of the *Environmental Planning and Assessment Act 1979* (EP&A Act) issues directions that relevant planning authorities such as local councils must follow when preparing planning proposals for new LEPs.

The proposal is considered to be inconsistent with a number of s117 Directions including loss of industrial lands and consistency with the Metropolitan Strategy as detailed below. (Extract Woodland Report pg.34)

Ministerial Directions	Comment
1.1 Business and Industrial zones	<ul style="list-style-type: none"> ▪ The applicant maintains that the proposal is consistent with the Direction, as it will continue to provide for business operations. ▪ The proposal does provide for a continuation and potentially an increase of employment uses. However, it is considered inconsistent with the objectives and provisions

ITEM 7 (continued)

	<p>of the Direction as it:</p> <ul style="list-style-type: none"> – does not protect industrial land; – is located outside of an identified centre; and – is not considered to be consistent with an identified strategy.
3.4 Integrating land use and transport	<ul style="list-style-type: none"> ▪ The proposal is located in close proximity to a major transport corridor (Victoria Road) and existing public transport and therefore partially satisfies the Direction. ▪ However, given the potential traffic issues identified in the Independent Council's traffic report, it will have adverse impacts on the local road network, including the intersection at Tennyson Road and Victoria Road (which has been identified as a strategic bus corridor and arterial road and tertiary freight corridor).
7.1 Implementation of Metropolitan Plan for Sydney 2036	<ul style="list-style-type: none"> ▪ The proposal seeks to rezone Employment Lands, which is inconsistent with the current Metropolitan Plan. ▪ The Draft Metropolitan Strategy also seeks to retain industrial land, however recognises the pressure to rezone these lands to other uses, including residential uses. The Strategy provides a framework to assess these proposals – Industrial Lands Strategic Assessment Checklist. ▪ The applicant's assessment under this framework is not supported and therefore the proposal is considered to be inconsistent with this Direction.

(Source: Woodland Report pg.34 - 35)

Draft Subregional Strategy

The Draft Inner North Subregional Strategy was prepared to support the previous Metropolitan Plan. The Strategy observes:

- due to demand for local services and the changing nature of employment lands that further conversion of existing employment lands should be highly restricted and existing precincts (including Gladesville Industrial Area) be retained.
- residential development is to be focused within strategic and local centres and corridors with access to public transport and services. (Source Woodland pg.19)

The Woodland Report states:

Generally, the proposal is considered to be inconsistent with the Strategy in terms of retention of industrial land and location of mixed-use development in this location. (Extract Woodland Report pg.35). These issues are detailed later in this report.

ITEM 7 (continued)

The Strategy also sets targets for each of the council areas within the subregion with respect to the provision of future employment and dwelling targets. Under the Strategy the City of Ryde is to provide an additional of 21,000 new jobs and 12 000 additional dwellings by 2031.

The Woodland Report acknowledges:

The Local Planning Strategy indicates that the LGA can meet its housing and employment targets without relying on future dwellings or employment from this proposal. (Extract Woodland Report pg.38)

Housing

The Ryde Local Strategy demonstrates that Council can deliver in excess of its housing target set by the subregional Strategy. The study estimates the creation of a total of 15,751 additional dwellings between 2004-2031.

A review of dwelling numbers early in 2014 has seen this estimate increase to 34,467 dwellings during this period (Table 3), with 27,753 additional dwellings between 2014 and 2031. This increase is due to the following:

- Numerous major project approvals (Part 3A) in Macquarie Park and Meadowbank issued by the State Government
- North Ryde Station Precinct
- Revised dual occupancy numbers based proposed subdivision provisions
- Upzoning of Eastwood and Ryde
- Herring Road Urban Activation Precinct

Time period	Estimated additional dwelling numbers (excluding Herring Road UAP areas within Macquarie University)
Subregional Strategy (2004 – 2031)	12,000
Ryde Local Planning Study (2004 – 2031)	15,751
Revised Estimate (2014 – 2031)	27,753
Revised Estimate (2004 – 2031)	34,467

Table 3: Revised dwelling numbers for Ryde LGA (Source: Ryde City Council).

Employment

ITEM 7 (continued)

The Inner North Draft Sub Regional Strategy requires the LGA to cater for an additional 21,000 workers by 2031. The Local Planning Strategy outlines that the LGA will exceed this figure by providing over 28,600 jobs will be provided in the City as a result of development within the Centres and industrial areas. The Local Planning Strategy makes the following comment:

... In 2007 Macro Plan, a planning consultancy undertook an assessment of jobs growth in the City, as part of the employment lands assessment undertaken for the Meadowbank Master plan. This assessment indicated that the growth of the commercial /office sector between 2004 - 2031 would result in the creation of 39,000 jobs. The main growth area would be the Macquarie Park Corridor. Considering of both set of figures it is apparent that the City will meet the target of 21,000 additional jobs by 2031... (Source Woodland Report pg.37)

2. Consistency with Ryde Local Planning Study and Draft LEP 2011

The Woodland Report provides the following information on the proposals consistency with Ryde Local Planning Study and draft LEP 2011.

The proposal is considered to be generally inconsistent with the intention and directions of the Local Planning Strategy. This is primarily in terms of the retention of industrial land and location of major housing and retail development outside of an identified centre. The Strategy indicates that the LGA can meet its housing and employment targets without relying on future dwellings or employment from this proposal.....

The Strategy also identifies the Gladesville Town Centre and Victoria Road corridor as the primary place of new retail and major residential development in this location, supporting the development of the Centre, which is reflected in the recent LEP 2010 and subsequent development activity (extract Woodland report pg.38).

▪ **Centres and Corridors**

.....The study identifies the site as part of the Gladesville Industrial Area located within the Victoria Road Corridor.....

The Study recognises the Victoria Road Economic Corridor as:

...providing low cost accommodation for a range of local and regional services, including start-up offices, light industrial, showrooms, building supplies and retail. As a key corridor detailed in the Centres and Corridors Study, the Victoria Road Corridor runs through West Ryde, Gladesville and two industrial precincts identified as strategic employment lands in the Inner North Subregional Strategy...

ITEM 7 (continued)

The proposal is considered to be inconsistent with this objective of retaining the industrial and employment opportunities within this corridor location. (extract Woodland Report pg.36)

- *Housing*

The study recommends concentrating housing within Macquarie Park and its Town Centres, in particular large apartment buildings and mixed use developments within identified centres. The study identifies up to 1,100 new dwellings within the Gladesville Town Centre. (Extract Woodland Report pg.36)

- *Employment*

The study also recognises the changing nature of industrial land and undertakes a high level analysis of supply and demand of the remaining industrial land in the LGA. It notes that existing industrial lands are vibrant with little capacity that are characterised with a largely automotive and business trades.

The study concludes that with changes to Meadowbank and Macquarie Park, the retention of existing industrial land within the Gladesville Industrial Area is vital to service for local and regional needs.

It also finds that the LGA exceeds its retail supply for the region, which will only grow with the development of Top Ryde and Macquarie Centre. It also identifies Victoria Road Corridor in this location for future employment potential as an enterprise corridor. (extract woodland report pg.37)

Conclusion

The proposal is considered to be inconsistent with the intention and direction of the Local Planning Strategy which supported State Government policy of retaining employment lands in particular industrial land and ensuring the integrity of identified centres.

3. Loss of industrial lands

The Woodland Report provided the following information on the loss of industrial lands in the City of Ryde.

Existing Industrial Lands in Ryde LGA

The loss of industrial lands is the central strategic planning issue in the consideration of the proposal.

ITEM 7 (continued)

The Gladesville Industrial Area is one of the last two remaining industrial areas in the Ryde LGA (the other is the West Ryde Industrial Area), following the rezoning of the Meadowbank Employment Area and ongoing transformation of Macquarie Park as a Specialised Centre (Figures 12 & 13). This issue is recognised in both the Draft Subregional Strategy and Ryde Planning Strategy.

Combined, both precincts represent a very limited area nominated for these type of employment uses in the LGA, in fact representing less than 2.8% of the total employment land in the LGA and 0.69% of the total area of the LGA. Details of these areas are outlined in Table 4 below. (Woodland Report pg.39)

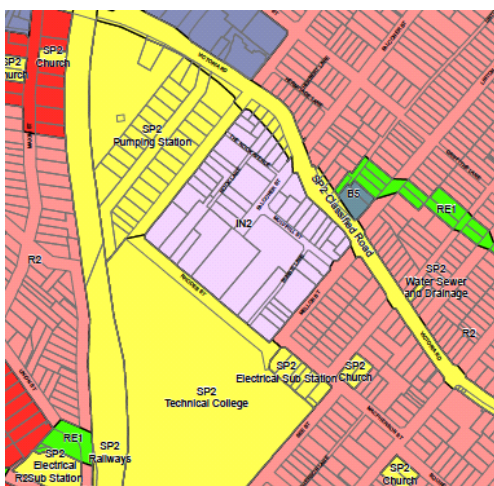


Figure 12: West Ryde Industrial Area
(Source: Ryde LEP 2010)

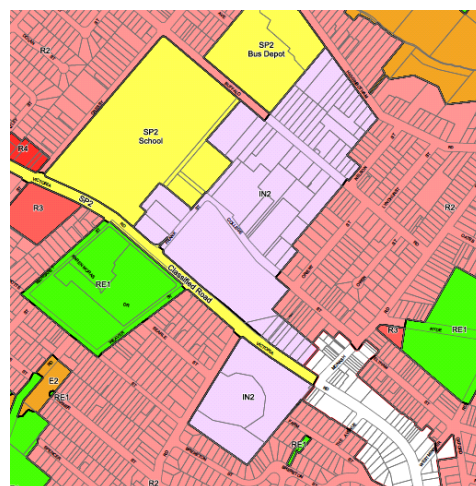


Figure 13: Gladesville Industrial Area
(Source: Ryde LEP 2010)

Industrial Precinct	Predominate use	Size (ha)	% employment land in Ryde LGA	% total land in Ryde LGA
Gladesville	Local industry – automotive, construction and support services	21.27ha	2.12%	0.52%
West Ryde	Local industry – automotive, construction and support services	6.66ha	0.66%	0.16%
Total		27.93ha	2.78% (1002.89ha)	0.69% (40.651 km2)

Table 4: Light Industrial Areas in Ryde LGA
(Extract Woodland Report pg.39)

The Gladesville Industrial Area plays an important role of providing local and regional services to the community. A recent audit undertaken by Council officers reveals a number of automotive, construction and businesses that provide a local and regional service role to both the public and other businesses in Ryde LGA. It is considered that these businesses provide a critical role as urban support services for other major

ITEM 7 (continued)

employment areas in the LGA including Macquarie Park and other major centres such as Top Ryde.

This Industrial Area can be categorised as containing a cluster of long-standing automotive uses, which is evolving to construction and other urban services.

As part of Draft LEP 2011, Council proposes a number of additional uses in the zone including funeral homes, hardware and building supplies, landscaping material supplies and storage premises. ... (Woodland Report pg.40)

It should also be noted that for specific sites such as Bunning bulky goods retailing has also been permitted on specific sites fronting the Victoria Road corridor. This is a direct result of the subject sites size, configuration, characteristics and direct access to Victoria Rd of the sites.

... the applicant's argument to address the loss of industrial lands can be summarised as follows:

- *The demand for industrial land has decreased in the LGA, through broader market conditions and the growth of Macquarie Park as a specialised centre, also identified in the Ryde Local Planning Strategy*
- *The employment profile of the LGA has reduced blue collar workers*
- *Industrial land in the LGA has difficulties competing with western Sydney*
- *Council have recently identified additional land uses within the Gladesville Industrial Area demonstrating evidence of struggling traditional industrial uses*
- *The site is currently underutilised with low employment yields*
- *The proposal will provide for higher employment yields on the site*
- *The site is disconnected from the main part of the Gladesville Industrial Area and does not have critical mass for the successful operation of industrial uses.(extract Woodland Report pg.40)*

Response and assessment of Loss of Industrial land

The Woodlands Report response to points raised by the applicant are as follows:

- *Importance of industrial land to the LGA*

The site forms part of one of the last remaining light industrial areas within the Ryde LGA. Notwithstanding the pressure to rezone this and other industrial sites, the preservation of this land for future light industrial and employment uses has been encouraged and recommended by the relevant planning strategies and policies, namely the Ryde Local Planning Strategy which provides the strategic direction of the LGA.

ITEM 7 (continued)

Similarly, the Draft Inner North Subregional Strategy clearly identifies this site for retention on a regional basis due to the limited supply of industrial lands in the region.

On a broader scale, the ELDP 2011 report notes that the demand for industrial land will increase and notes a limited supply of undeveloped and serviced land across Sydney. The ELDP 2010 Inner North Subregion report also specifically identifies the Gladesville Industrial Area as having the second highest job densities in the region.

Industrial uses are important to the LGA and surrounding region. Industrial uses are a dominant job, revenue and wealth generator for both the LGA and many surrounding areas. (extract Woodland Report pg.41)

The following extract from economy id illustrates that manufacturing and wholesale trade represent the largest single employer in the LGA:

Dominant groups

An analysis of the jobs held by the full-time equivalent workforce in City of Ryde in 2011/12 shows the four largest industries were:

- Professional, Scientific and Technical Services (12,900 FTEs or 15.4%)*
- Information Media and Telecommunications (11,333 FTEs or 13.6%)*
- Wholesale Trade (10,847 FTEs or 13.0%)*
- Manufacturing (7,723 FTEs or 9.2%)*
- Retail Trade (5,540 FTEs or 6.5%)*

In 2011/12, retail consisted of 4,670 jobs making up 5.6% of the workforce, whilst wholesaling and manufacturing accounted for 18,570 jobs and 22.2% of the workforce.

.....It should be noted that wholesale trade (as defined by the ABS) includes: basic material wholesaling, machinery and motor vehicle wholesaling and personal and household good wholesaling. Although these landuses are currently prohibited in the IN2 Light Industrial Zone, in order to provide additional employment opportunities, Council is recommending that wholesale supplies be added as a permitted use in this zone. This additional landuse is part of a planning proposal to the Ryde LEP, which is currently with the DP&I for consideration. In this regard, it is considered relevant to consider this landuse to demonstrate the importance these types of industrial uses to the LGA, particularly compared with retail uses.(extract Woodland Report pg.41-42)

▪ *Significant growth in industrial activities*

The following extract from economics id illustrate that manufacturing and wholesale trade are growing, while the retail sector indicates little growth in full time equivalent (FTE) workers:

ITEM 7 (continued)*Emerging groups*

The number of people in the full-time equivalent workforce in the City of Ryde increased by 17,518 between 2005/06 and 2011/12. The largest changes in the jobs held by the full-time equivalent workforce between 2005/06 and 2011/12 in the City of Ryde were for those employed in:

- Information Media and Telecommunications (+7,792 FTEs)*
- Professional, Scientific and Technical Services (+3,100 FTEs)*
- Manufacturing (+1,900 FTEs)*
- Wholesale Trade (+1,603 FTEs)*
- Retail (+142 FTEs)*

In summary, it is considered that industrial lands and uses play an important part in the economic well-being of the Ryde LGA. They contribute to the economy for both local residents and broader region and can respond to the changing employment profile for Ryde. In relation to the Gladesville Industrial Area, it is considered at this point in time to provide a valuable cluster of automotive and construction based uses that service both the local and broader community. (Extract Woodland Report pg.43)

▪ *Current uses and future employment yields*

It is acknowledged that the current operations may not provide the optimal employment numbers for the site, compared with a mixed use retail scheme. Howevergiven the importance of industrial lands to the LGA, the site should be retained for industrial/employment purposes.

However, it has been acknowledged by Council in its Local Planning Strategy that there is a need to assist landowners to consider additional employment uses on industrial lands. (extract Woodland Report pg.42 - 43)

▪ *Site disconnected to the Industrial Area by Victoria Road*

The locality and indeed many parts of the Ryde LGA are characterised by precincts that are bisected by major transport corridors, including roads and rail. This is not considered a valid reason to rezone the land to enable a mixed use development. To the contrary, the site's location in proximity to a major transport corridor and identified tertiary freight route is considered appropriate to support future employment uses. (Extract Woodland Report pge44)

Conclusion

ITEM 7 (continued)

The Woodland Report states:

The applicant's arguments are not accepted in relation to the loss of industrial land on this site. Recent data indicates that industrial uses are responding to the employment profile of the LGA and are a valuable contributor to the economy. These uses provide urban services to support other businesses in Ryde and also jobs for a number of workers outside of the LGA. (extract Woodland Report pg.44)

4. Role of Gladesville Town Centre and Victoria Road Corridor

In relation to the role of the Gladesville Town Centre and Victoria Road Corridor the Woodland Report states:

The relevant state and local strategic planning policies encourage the development of centres to support future high-density housing, mixed use and employment uses. Council has supported the growth of the centres within the LGA for many years....

Council (in consultation with the community) undertook planning work for Gladesville Town Centre and Victoria Road Corridor that commenced with high-level strategies, followed by a Masterplan and finally delivery through a new LEP for the area...

The aims and objectives of the new LEP are now evident in a number of development proposals within this area. The Centre and corridor have been planned as the most appropriate location to contain a major mixed use development. (extract Woodland Report pg.45)

Conclusion

The Proposal if it proceeds would undermine the role of the Gladesville Town Centre and Victoria Road Corridor as a centre providing a mix of uses with high density residential on a major road corridor resulting in reduced/minimal impact on the adjoining lower scale residential areas.

5. Retail uses on the site

The proposal includes a significant amount of retail and other commercial uses on the site including a full line supermarket. The application includes an economic analysis that concludes retail uses is justified on the site due to:

- Demand within an identified main trade area
- Retail impact assessment on other centres
- Residential impact assessment
- Other economic benefits

ITEM 7 (continued)

In relation to the issues raised by the applicant on retail use on the site the Woodland Report states the following:

- *Importance of industrial versus retail uses*

The analysis of the demographic and economic data indicates that some industrial activity in Ryde is more valuable to the economy than retail uses.... For example, the data indicates that manufacturing and wholesale trade significantly outperform retail in terms of employment numbers (more than 3 times), output (more than 12 times), value-add (more than 8 times - \$3.06 billion compared to \$363 million), exports (\$5.8 billion compared to \$19.8 million) and worker productivity¹.

.....This should also be considered in the context of major retail centres being completed at Top Ryde and Macquarie Centre, which when combined with other centres are identified by Council's Local Strategy as able to cater for retail demand in the LGA. (Extract Woodland report pg.46)

- *Retail demand and supply*

Council's Local Planning Strategy concludes that it can meet its employment targets within identified centres. In relation to retail floorspace, the Strategy undertakes a review and analysis of its major centres and villages.

Relevant extracts from the strategy illustrating this work follows:

... with regard to retail floor space, Ryde is well served by a mix of Major Regional, Regional and Sub-regional centres. These centres are in addition to the usual supply of local and neighbourhood centres. The total supply of retail floor space in Ryde is appropriate with regard to the needs of residents ...

... Ryde's 100,000 residents will create demand for approximately 170,000m² of retail Floor space in the City of Ryde. In 2007, there is approximately 176,000m² of retail Floor space supplied within Eastwood, Top Ryde, West Ryde, Gladesville and Macquarie Centre.

*With further expansions expected at Top Ryde and Macquarie Centre, this assessment shows that there is an **adequate supply of retail floor space offer at the major-regional and regional retail hierarchy in the City of Ryde relative to the resident expenditure pool**... (extract Woodland Report pge 47)*

Based on the above, it appears that the site is not required to meet the LGA's retail needs. Notwithstanding, the proposal maintains there is unmet retail demand of 8,200m² in the Gladesville Shopping Village....(extract Woodland Report pg.47)

¹ Sources: economy id, NIEIR – FTE Employment, Output, Value-add, Exports, and Productivity

ITEM 7 (continued)

Council should note that an expansion of the Gladesville Shopping Centre is proposed with a major redevelopment within Hunters Hill, which includes an additional 2,752sqm of retail floor space, 180 apartments, 606 car spaces and 815sqm of public plaza at the entrance to the shopping centre from Cowell St.

■ Impact on other centres

An analysis of the impact on existing centres formed part of the proposal's retail assessment. The results of this analysis are detailed in Table 5 below.

Table 9 - Redirection of Expenditure from Existing Centres (\$m2009)

1	2	3	4	5	6	7	8	9	10
Retail Centre	Time Travel from Subject Site in minutes*	Approx. Retail Floor Space (sqm)**	Turn-over in 2011 (\$m)	Turnover in 2016 without Proposal (\$m)	Turnover in 2016 with Proposal (\$m)	Immediate Shift in Turnover (\$m)	% Shift in Turnover in 2016	Shift in turnover from 2011 to 2016 (\$m)	% Shift in turnover from 2011 to 2016
Proposed Centre					50	50			
Macquarie Park	11.5	115,150	482.9	576.3	569.8	-6.5	-1.1%	86.9	18.0%
Top Ryde	5.5	60,000	325.7	370.3	359.5	-10.7	-2.9%	33.9	10.4%
Lane Cove	11.0	16,950	106.7	115.6	112.3	-3.2	-2.8%	5.6	5.2%
Gladesville***	4.0	15,050	94.0	106.8	100.2	-6.6	-6.2%	6.3	6.7%
Boronia Park	5.0	1,000	8.8	9.7	9.1	-0.6	-6.1%	0.4	4.2%
Putney	3.0	1,000	8.0	9.1	8.3	-0.8	-8.3%	0.3	4.3%
Pittwater Road	5.0	500	2.8	3.1	3.1	0.0	-0.9%	0.3	9.9%
Rhodes	8.0	26,000	171.0	208.0	203.5	-4.6	-2.2%	32.5	19.0%
Eastwood	12.0	47,250	243.5	275.5	271.3	-4.2	-1.5%	27.8	11.4%
West Ryde	9.0	26,000	178.7	197.3	192.0	-5.3	-2.7%	13.3	7.4%
Meadowbank	9.5	5,500	44.0	49.1	46.9	-2.1	-4.3%	2.9	6.7%
Other Localities						-5.0			
TOTAL		314,400	1,666.0	1,920.8	1,925.7	0.0	0.3%	259.7	15.6%

* Drive-time (minutes) based on Googlemaps (average to and from)

** Excludes non-retail commercial uses and vacant spaces

*** Includes permitted development at 297-307 Victoria Road

Table 5: Re-direction of turnover from existing centres (Source: Hill PDA 2013)

The above table indicates that the proposal would re-direct turnover from a range of existing centres in the locality. The greatest impacts in 2016 are on Gladesville Village (\$6.6m or 6.2% immediate loss of trade), Top Ryde (\$10.7m or 2.9% loss of trade), Boronia Park (\$0.6m or 6.1% loss of trade) and Putney (0.8m or 8.3% loss of trade).

Although (based on Hill PDA advice) impacts between 5 -10% are accepted industry practice, the impact on Gladesville Town Centre following the recent planning work to re-invigorate the area through the LEP should be seriously considered by Council when considering major retail development outside of the Gladesville Town Centre.

Conclusion

The above data illustrates that a range of industrial uses are highly valuable to the economy, in some cases more than retail jobs. In terms of supply and demand,

ITEM 7 (continued)

based on Council's previous work, it appears that retail demand can be met within existing centres and the negative impacts on the Gladesville Town Centre and other surrounding smaller centres can be avoided. (extract Woodland Report pg.48)

Under LEP 2013 and the Housekeeping LEP a number of additional industrial related uses and uses that require large areas of land to operate will be permitted in the IN2 zone including wholesale supplies, recreational (indoor) facilities, hardware and building supplies and storage premises

The proposal if it proceeds will result in the loss of land presently available and suitable for these highly valuable industrial land uses and undermine the role of the surrounding retail centres in particular Gladesville Town Centre.

6. Other recent planning approvals in the locality

An increased amount of development activity is evident in the Gladesville Town Centre and Victoria Road Corridor following the making of the new LEP in 2010. Figure 14 below illustrates:

- Planning Proposals
- Das recently approved
- Das under consideration

ITEM 7 (continued)

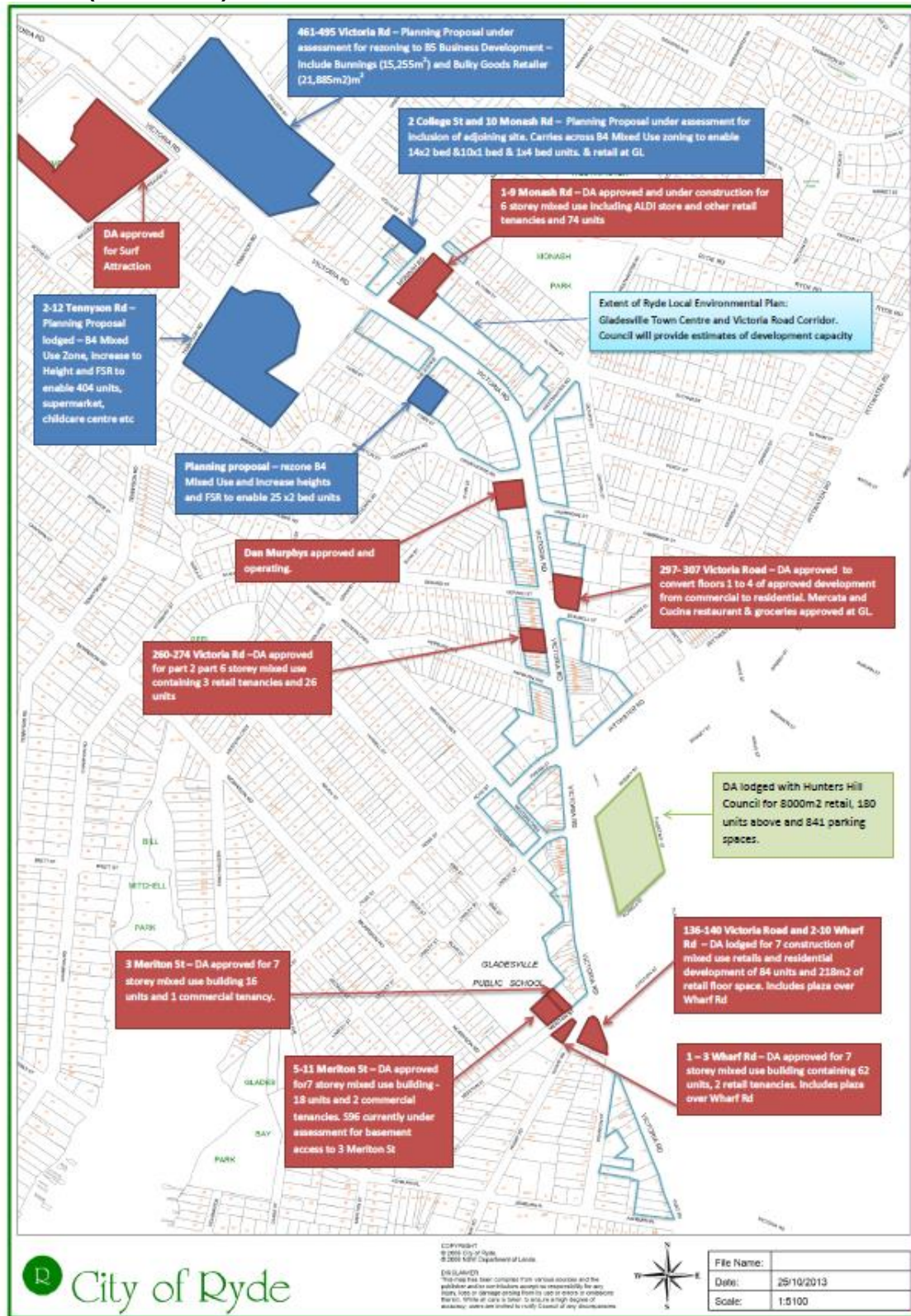


Figure 14

Council, dated 24 July 2017, submitted on 25 February 2014.

ITEM 7 (continued)

The Woodland Report states:

It is important that the proposal be considered in the context of these developments, which for the most part are delivering the aims and objectives of the new LEP for the Town Centre and Victoria Road Corridor. It is also acknowledged the need to diversify the employment uses at some strategic sites within the Gladesville Industrial Area along Victoria Road.

In this regard, although the proposal is not supported in its current form, it is reasonable to consider other employment generating uses that may be appropriate on the site. (Extract Woodland Report pg. 51)

7. Appropriateness of high density residential development on the site

The proposal will result in an isolated pocket of B4 land surrounded by R2 Low Density Residential and IN2 Light Industrial. It will result in high density residential uses and retail uses being permitted on a site outside of the Gladesville Town Centre.

In relation to the appropriateness of the site for high density residential development and the proposed FSR and high controls the Woodland Report states:

- *Density*

It is considered that this site is not suited to high density residential development of this scale and height and does not provide an appropriate transition to adjoining low density residential development (Source Woodland Report pg.50)

- *Height and Floor Space*

The site has unique topographical characteristics resulting from its previous use as a quarry and requires an appropriate design response. The proposal has responded to these site constraints in a scheme that is directly influenced from the circular cutting of the former quarry.

Similarly, the proposed built form controls in the draft LEP/DCP provide a proposed framework for future development. It is considered that these controls (in particular height and FSR) do not provide an appropriate transition to adjoining low density residential development. (Source Woodland Report pg.50)

- *Amenity*

Firstly, Council's urban designer has raised issue with the design in terms of amenity for future residents. Given the nature of the site, it is considered to be more suited to

ITEM 7 (continued)

a light industrial use that provides for employment uses that do not require the levels of amenity demanded by residential uses.

Figures 15 & 16 demonstrate the dramatic change in levels within the site. Future residents on this part of the site will be directly adjoined by industrial uses on 2 sides with lower apartments receiving reduced amenity.



Figure 15: Site A looking north
(Photo: Michael Woodland 2013)



Figure 16: Site A looking north east
(Photo: Michael Woodland 2013)

Second, in relation to impacts on the surrounding neighbourhood and locality, it is acknowledged that the architectural studies have provided an indicative built form that both transitions (in part) in height from Victoria Road and responds to the unique topographical features of the site.....

However, the transition to the adjoining residential dwellings is not considered to be appropriate on this site. (extract Woodland Report pg.49 - 50)

Conclusion

Height and FSR controls and likely resultant built form is not considered to be an appropriate to transition from the Victoria Road Corridor to the low density residential development to the south. The proposed heights and FSR controls for the site are considered to result in a development that:

- does not respond as an appropriate transition zone;
- is out of character with the adjoining low density residential area in terms of scale, density and height; and
- is likely to have impacts on adjoining properties in terms of traffic issues.
(Source Woodland Report pg.56 - 57)

8. Traffic

A traffic study was submitted as part of the Planning Proposal (Appendix 10 – Traffic Impact Assessment - Traffiz Report). It should be noted that Council did not undertake a traffic study for the site but did obtain an independent assessment of the Traffiz report from Bitzios Consulting. The site will be considered as part of the traffic

ITEM 7 (continued)

study being undertaken as part the assessment of the Planning Proposal for Bunnings.

The review by Bitzios concluded:

From our review we conclude that:

- *Traffic generation has been significantly underestimated without adequate justification;*
- *Discounting for linked and multi-purpose trips has not been adequately substantiated and therefore should not be used for new standalone developments;*
- *The modelling shows unacceptable increases in delays; and*
- *The Victoria Road / Tennyson Road intersection would be over capacity according to the Sidra results.*

Should the estimated traffic generation be increased then the intersection average delay is likely to be higher than that reported in the Traffix report. No road improvements have been proposed in the report to ameliorate the issues. We therefore do not agree with the conclusions of the Traffix report and consider the likely traffic impacts to be greater than those reported. It is concluded that the proposed development would significantly increase traffic congestion. (extract Bitzios pg.17)

A summary of the Bitzios reports key points are detailed below:

1. Trip Generation.

The below table provides a comparison of trip generation figures provided by the proponent and those based on the RMS guidelines. Particular note should be made of the differences in the estimates of retail and child care centres when RMS guidelines are applied.

Bitzios notes the following:

Applying the rates from the TDT 2013/04 would result in 590 vehicle trips per hour as opposed to 305 vehicle trips as calculated in the Traffix report. (extract pg.6)

ITEM 7 (continued)

Table 4.1: Summary of Trip Generation

Use	Proponent Traffic Generation Rate		RMS Guidelines (TDT 2013/04)		Comment
	Rate	Trips Veh /hour	Rate	Trips	
Residential	0.15 per dwelling	40	0.15 per dwelling	40	Site is not close to a train station but has better access to public transport than Liberty Grove, therefore a 0.30 trips per dwelling resulting in 80 trips is considered more appropriate.
Commercial Trips	1.2 per trips per 100m ² GFA	5	1.2 per trips per 100m ² GFA	5 trips	No Comment
Seniors Housing	0.14 per unit	21	0.14 per unit	21 45	The peak generation for seniors housing would occur outside the normal commuter peak. This rate is derived from published survey data from RMS. If normal residential replaced Seniors Housing, trips would be 45 – see Section 4.2.3.
Child Care	0.35 trips per child	21	0.7 trips per child	42	RTA guide rate is 0.7 trips per child. No justification for the changed rate has been given
Retail	1.27 trips per space	305	12.3 trips per 100m ² GLFA	570	Significantly lower than the published rates.
Discounting (multi purpose)		244		570*	No discounting should be applied to new shopping centres unless it can be substantiated.
Total		310		678	Difference of 368 vehicle trips if RMS guidelines were used.
					There could be a difference of 408 vehicles/hour if a more realistic residential component was used, or 432 if Seniors Housing was replaced by normal Residential.

The proponents estimate traffic generation is at least 368 vehicle trips less than those recommended in the RMS Guidelines. Traffic surveys should be used to justify the variation from the published rates. This is largely attributable to the assumptions for the retail shopping rates and the discounts for multi-purpose trips.

(Extract Bitzios pg.8 -9)

2. Intersection Performance

The key intersections were modelled in Sidra. The priority and roundabout intersections appear to be performing at an acceptable level of service. The results for the key intersection of Tennyson Road and Victoria Road are summarised in the Table 6 below.

ITEM 7 (continued)

	Average Delay (Sec)	Level of Service (LoS)	Degree of Saturation (DoS)
Existing	8.8	A	0.786
Future Committed	35.9	C	0.971
Future Committed + Development	55.8	D	1.045

Source: Traffix 2013

Table 6 Tennyson Road/Victoria Road Intersection Analysis

The results indicate that:

- with the Bunnings development the intersection performance will drop from level of service A to C (average delay 36 seconds middle of band C performance) and
- with the proposed development, the intersection performance will further drop from C to D (average delay 56 seconds). The delay is the upper limit of band D (43 to 56 seconds). The next band, Level of Service E, is considered an unacceptable level of delay.
- The modelling for the Bunnings development at the Tennyson Road / Victoria Road intersection indicates that the Degree of Saturation would be 0.971 which is close to capacity. With the proponent's development traffic in addition, the Degree of Saturation would be greater than 1, which indicates the intersection is over capacity. (source Bitzios pg.9)

3. Queuing in Tennyson Rd

...Based on the Sidra modelling in the Traffix report, the queues on Tennyson Road are predicted to be 78m under existing conditions.

With the proposed development and the Bunnings development, the Sidra model indicated a queue of 107m which would extend almost to the roundabout. However, the degree of saturation at this intersection was predicted to be greater than 1 indicating the intersection was over capacity and therefore it is highly likely that the queues would be significantly longer than this on a regular basis.

If the queue were to extend through the Searle Street roundabout this would have significant impacts on traffic leaving the development as well as on general road congestion. Once a roundabout is blocked, other (generally light) traffic movements are significantly delayed. This would impact traffic entering and leaving Searle Street, in all directions. In turn, this could lead to more traffic filtering through adjacent residential streets like Potts Street and Weaver Street. (extract Bitzios pg.10)

4. Impacts on adjacent Low Density Residential Areas

In addition to the likely impacts at the Searle Street roundabout ...the predicted additional 111 vehicle trips to Morrison Road would pass by the low density

ITEM 7 (continued)

residences on Tennyson Road and would need to be accommodated at the Morrison Road / Tennyson Road roundabout. We note that Spencer Street and Warner Street are culs-de-sac. Brereton Street and Osgathorpe Road do not facilitate eastbound access to Victoria Road (for outbound trips), and we are aware that Council intends to install traffic management devices to discourage excessive through traffic in these roads. These measures would discourage inbound trips to the development site. (extract Bitzios pg.10)

Conclusion

The planning proposal should not proceed on the grounds it will result in traffic impacts to Tennyson Road and the surrounding local road network associated with:

- increases in delays – Tennyson/Victoria Rd intersection and roads located in the vicinity of the site.
- Substantially reduced intersection performance – Tennyson/Victoria Rd
- Unacceptable levels of queuing in Tennyson Road
- Adverse impacts on adjacent residential areas

Consultation**Internal consultation**

The Planning Proposal was referred to the relevant Council staff for comment on areas relating to flooding, geotechnical analysis and contamination issues.

The following is a summary of comments:

Team Manager Stormwater:

- *The stormwater runoff was analysed using the DRAINS model. The site 2-12 is lower than the surrounding ground levels. The report did not specify whether DRAINS model included the existing flood storage. If not addressed, the proposed development is likely to increase the risk of flooding in the downstream reaches. The report is not detailed enough to review the model results.*
- *The report did not address the stormwater water quality component. Water Sensitive Urban Design (WSUD) approach should be adopted for this type of development. It simply stated that the quality of the stormwater runoff is improved.*
- *The site 2-12 is subject to Low to Medium Risk flooding. if the existing storage at the site is not maintained, the risk of flooding is likely to increase in the downstream properties. This means the site (hole) should not be filled. The proposed building at 2-12 Tennyson Road will be in the flood zone. Underground basement car park may not be feasible. This is the critical issue that has to be looked at first before any development.*

ITEM 7 (continued)Contamination

Council officers have reviewed the proposal in relation to these issues, in particular the provisions of SEPP 55 and Councils' Contaminated Land Policy and make the following comments:

... The site has a long history of industry and quarrying activities. Note the Preliminary (Stage 1) Environmental Site Assessment Report prepared by EIS – Environmental Investigation Services only covers the site 2-12 Tennyson Road, and there is no investigation of 14 Tennyson Road.

The report has numerous limitations, including the data gaps identified in the report:

- no groundwater investigation,*
- no sampling possible under existing buildings,*
- no targeted investigation regarding the suspected UST,*
- detailed investigation for asbestos contamination under paved areas and in deeper filled areas.*

.....

The Report recommends additional investigation be carried out and in the opinion of EIS "the site could be made suitable for the proposed mixed-use development provided that the recommendations detailed in Section 10.6 of this report are suitably addressed." (Note this conclusion only covers 2 -12 Tennyson Road) ...

... At this stage of the proposal Environmental Health do not object to the further investigation for the potential re-zoning of the sites.

In addition, Council undertook a high-level environmental sustainability review of the proposal. This review focussed on building design sustainability, sustainable transport and water cycle management. Council noted a number of inconsistencies with the Draft DCP between the objectives and the controls relating to building design and integrated water cycle management.

Generally it is considered that these issues may be resolved through an amendment to the Draft DCP or through the development application process. (Extract Woodland Report pg.54)

Geotechnical Investigation – Senior Development Engineer

In general, excavation of the site to the boundary on the northern and eastern side of the lot (if that is proposed/ an option) appears difficult to achieve without imposing on the neighbouring properties (installation of rock anchors/ soldier piles). The report does not quantify the current stability/ risk of the exposed face however it would

ITEM 7 (continued)

appear there is ongoing erosion (looking at the cross-section sketches) such it would need to be stabilised by similar methods in the future anyway.

Due to the presence of adverse jointing in the strata, it is technically feasible to excavate the face further to the boundary under the full supervision of a geotechnical engineer however it would be prudent to have a setback of, say 2 metres to allow for any anomalies and reduced imposition on neighbouring properties in terms of construction logistics.

Council Workshop

A Council Workshop was held on the 6 August 2013 on the subject Planning Proposal. Representatives from Mecone and Grimshaw Architects presented the concept plan for the site at 2 – 14 Tennyson Road for approximately 400 dwellings and retail space.

Community Consultation

Under the gateway plan-making process, a gateway determination is required before community consultation on the planning proposal takes place. The consultation process will be determined by the Minister and stipulated as part of the gateway determination.

The Department of Planning's guidelines stipulate at least 28 days community consultation for a major plan, and at least 14 days for a low impact plan.

It is anticipated that the public exhibition would be notified by way of:

- *A public notice in local newspaper(s).*
- *A notice on the City of Ryde Council website.*
- *Written correspondence to adjoining and surrounding landowners and any other relevant stakeholders.*

Further, a draft DCP for the site would accompany the exhibition of the Planning Proposal. (Mecone Planning Proposal pg.30)

If the Planning Proposal progresses to Gateway additional consultation would also include written notice:

- to local state government representatives
- consultations considered necessary by the Department of Planning and Infrastructure with relevant State and Commonwealth authorities

The written notice would:

- provide a brief description of the objectives and intended outcomes, indicate the land affected,

ITEM 7 (continued)

- state where the planning proposal can be inspected,
- indicate the last date for submissions and
- confirm whether the Minister has chosen to delegate the making of the LEP.

Critical Dates

Under the Department of Planning and Infrastructures “ A guide to preparing local environmental plans” a pre gateway review system exists where by a Proponent can request an independent body review decisions in relation to proposed amendment to LEPs.

A Pre Gateway review:

- may be requested by a proponent if the council has notified them that the request to prepare a planning proposal is not supported or
- the council has failed to indicate it support 90 days after the proponent submitted a request.

The subject Planning Proposal was received by Council on the 21 May 2013. The 90 day period for determining the proposal finished on 18 October 2013.

Pre – Gateway Review

The Environmental Planning and Assessment Regulations 2000 requires council's to notify a proponent when the council decides not to prepare a planning proposal. The proponent of the proposed instrument then has 40 days from notification to request a review of the council's decision.

If a Pre – Gateway review is requested the DoPI undertakes an assessment to determine whether the proposal:

- has strategic merit as it:
 - is consistent with a relevant local strategy endorsed by the Director General or
 - is consistent with the relevant regional strategy or Metro Plan or
 - can otherwise demonstrate strategic merit , giving consideration to the relevant s117 Direction and other strategic considerations
- has site specific merit and is compatible with the surrounding land uses having regard to:
 - the natural environment,
 - existing uses, approved uses and likely future uses of the land in the vicinity of the proposal
 - The services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangement for infrastructure provision.

ITEM 7 (continued)

If the DG determines that the proposed instrument does not qualify for review the department notifies the proponent and council.

If the review request progresses the proposed instrument is referred to the regional panel/PAC. A recommendation is provided to the Minister. The Minister will make the final decision with respect to the proposed instrument.

If the Minister decides to proceed with the Planning Proposal:

- The Council may be requested to submit a Planning Proposal to the Gateway within 40 days, or
- The Minister may consult with the General Manager of the council to discuss the possibility of changing the relevant planning authority to the DG of the Department (or other body).

To date, a pre gateway review has not been requested for this Planning Proposal.

Financial Impact

Adoption of the options outlined in this report will have no financial impact. Council should note that the lodgement of the planning proposal has been subject to Council's Fees and Charges Schedule to amend Local Environmental Plans.

Policy Implications

The recommendation of this report is that the Planning Proposal should not proceed as it is inconsistent with:

- the strategic direction of the Ryde Local Planning Strategy 2010, Ryde Draft LEP 2011 and Draft Subregional Strategy in relation to retention of industrial lands.
- with the Draft Metropolitan Strategy and does not meet the criteria under the Industrial Lands Strategic Assessment Checklist for rezoning of existing industrial land to other uses and
- with s117 Direction 1.1 – Business and Industrial zones and 7.1 – Implementation of the Metropolitan Plan for Sydney 2036.

Options

Council has the option to decide to:

- Refuse the Planning Proposal as is the recommendation contained within this report

ITEM 7 (continued)

- Proceed with the planning proposal to the next stage (gateway determination and community consultation) or
- Explore with the applicant the possible rezoning of part of the site to allow additional employment uses/R2 Low Density Residential. As part of that discussion Council would be seeking a range of community benefits related to:
 - traffic management of Tennyson Road and the surrounding road network
 - Financial contributions associated with the upgrade of infrastructure of the Gladesville area.