

PLANNING PROPOSAL

Tomola Site

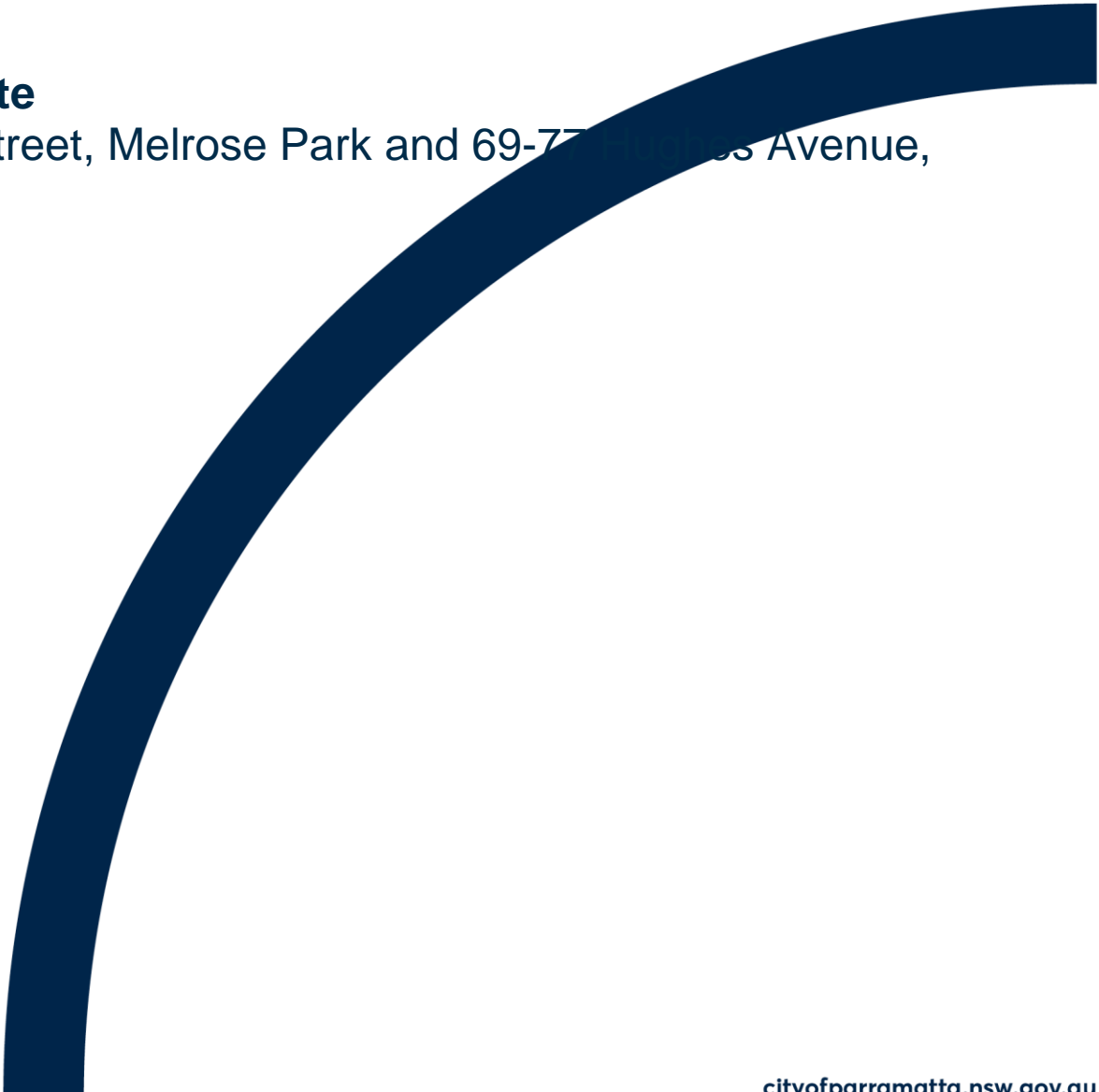
19 Hope Street, Melrose Park and 69-77  ss Avenue,
Ermington

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Planning Proposal drafts

Proponent versions:

No.	Author	Version
1.	Keylan Consulting	December 2020

Council versions:

No.	Author	Version
1.	City of Parramatta Council	Report to Local Planning Panel and Council on the assessment of Planning Proposal – May 2021

INTRODUCTION

This Planning Proposal explains the intended effect of, and justification for, the proposed amendment to *Parramatta Local Environmental Plan 2011*. It has been prepared in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979* and the Department of Planning and Environment (DP&E) guides, 'A Guide to Preparing Local Environment Plans' (August 2016) and 'A Guide to Preparing Planning Proposals' (August 2016) and 'Guidance for merged councils on planning functions' (May 2016).

Background and Context

Precinct

In December 2016, the City of Parramatta Council adopted the Northern Structure Plan for Melrose Park. The Structure Plan intends to act as a guide for future development in the precinct and is based on the recommendations of Council's Employment Land Strategy (adopted by Council in July 2016), which identifies the Melrose Park precinct as being suitable for redevelopment for non-industrial uses.

In July 2016, Council also endorsed the Melrose Park Structure Plan Principles document, which was developed by Council Officers in response to the complexity of the Melrose Park Precinct. The diagram establishes principles for the precinct, which must be taken into consideration by all future Planning Proposals in the precinct.

The Melrose Park North precinct comprises of land bound by Victoria Road to the north, Wharf Road to the east, Hope Street to the south and Hughes Avenue to the west (refer to **Figure 1**). The eastern boundary is shared with the City of Ryde Council (refer to **Figure 2**).

The Site

The Subject Site consists of six (6) allotments (refer to **Table 1**) with a total area of approximately 8.5ha and is located in the south-west corner of the Melrose Park North Precinct on the corner of Hope Street and Hughes Avenue. The current built forms on each property are detailed in **Table 1** below. Refer to **Figures 3, 4** and **5** for current images of these properties.

Table 1. Existing structures on the site

Property	Existing Structures
19 Hope Street	Two-storey commercial building and high voltage overhead power lines, stanchion, and easement
69 Hughes Avenue	Vacant
71 Hughes Avenue	Two-storey attached dual occupancy
73 Hughes Avenue	Two storey dwelling and detached garage
75 Hughes Avenue	Two storey dwelling and detached garage
77 Hughes Avenue	Single storey dwelling and detached garage and shed

Surrounding land uses include low density residential on the western side of Hughes Avenue and to the north, and industrial land to the east and south. This site is within close proximity to the recently adopted Melrose Park North Planning Proposal area which will be redeveloped for high density residential, open space, retail/commercial uses and a new school.

High voltage overhead power lines and associated easement traverse the Planning Proposal site in a north-east direction along the eastern boundary of 19 Hope Street. Land within this corridor is proposed to be used as open space and embellished in accordance with the requirements of

Ausgrid and Council. A stanchion associated with the power lines is located in the north east corner of this site. There is minimal vegetation on the site with low shrubbery on 19 Hughes Avenue and scattered mature trees within the residential properties along Hughes Avenue. The site does not contain any heritage items or heritage conservation areas under PLEP 2011. A local heritage item is located at the opposite corner of the Hope Street and Hughes Avenue at 64 Hughes Avenue. This item is I64 within Schedule 5 of PLEP 2011 and identified as the “Bulla Cream Dairy”. This heritage item is a bungalow style residence with associated plantings.

The site is located close to Victoria Road, which is identified as a key strategic corridor and is within approximately 2.5km of Meadowbank and West Ryde Train Stations. West Ryde Town Centre is approximately 2km east of the site and Ermington Centre is approximately 2km west of the site. Sydney Olympic Park is within close proximity to the site and provides a range of sporting, open space and recreation facilities. The subject site is shown outlined in red in **Figure 1**, below.

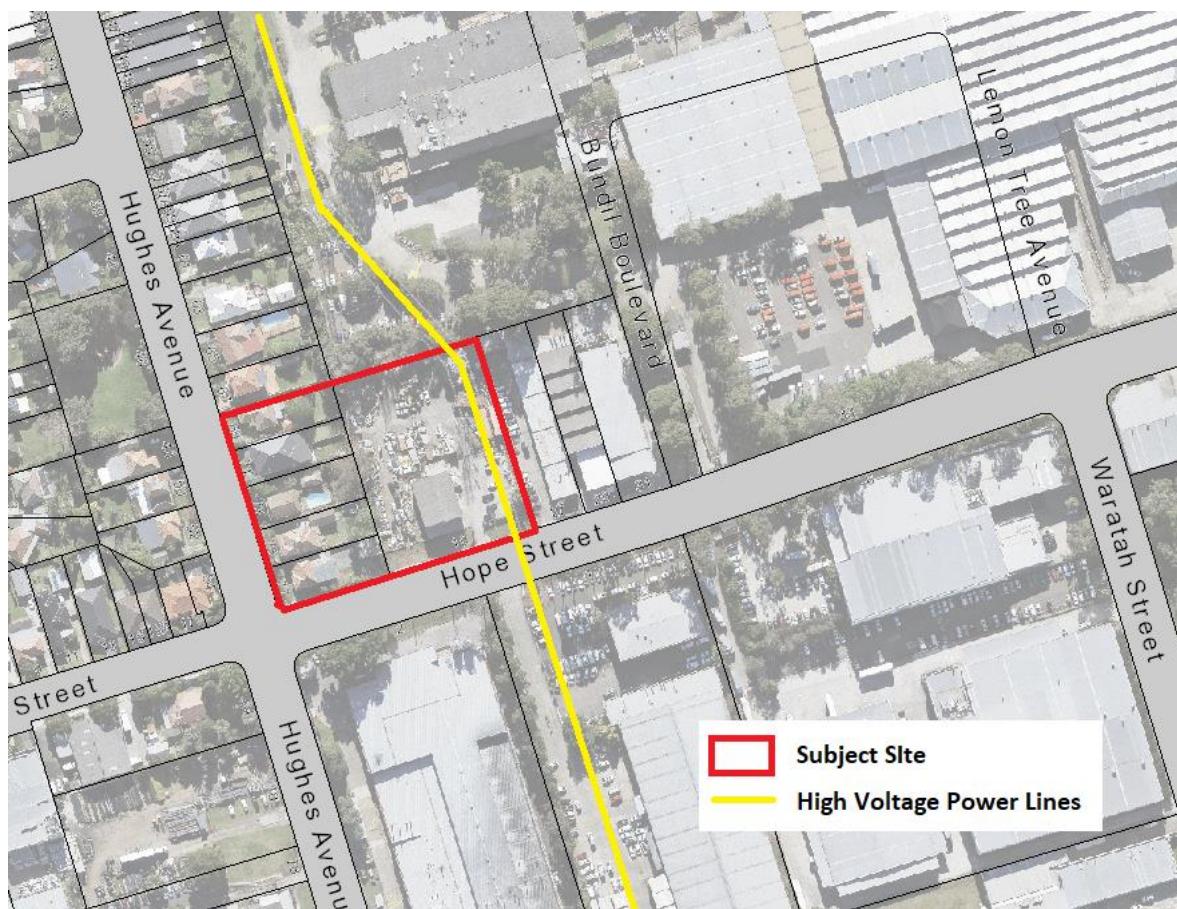


Figure 1. Land subject to Tomola Planning Proposal outlined red

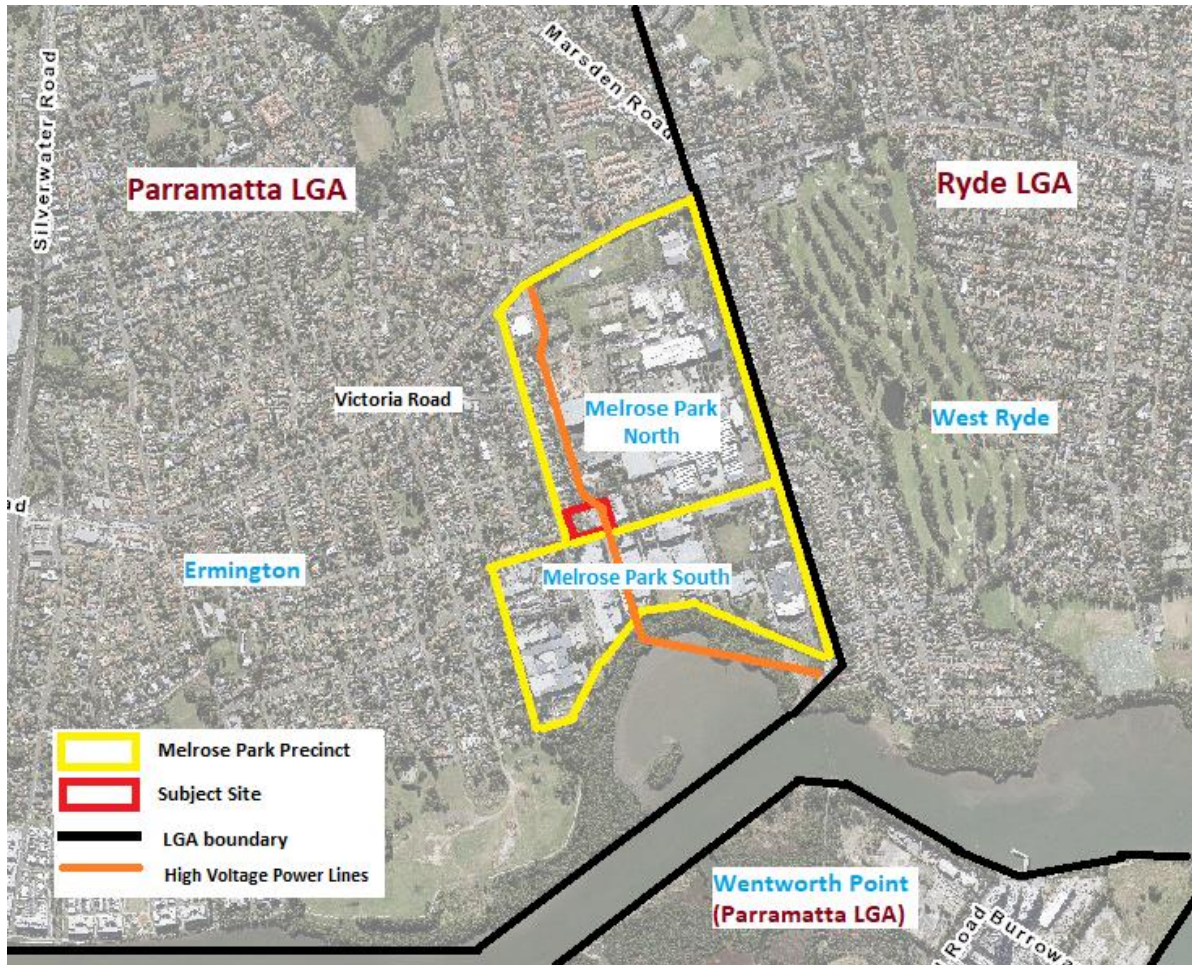


Figure 2. Context of subject site on a regional scale

Background

Council adopted the Parramatta Employment Lands Strategy (ELS) at its meeting of 11 July 2016, which identified the Melrose Park industrial area precinct as being a Structure Plan precinct suitable for redevelopment for non-industrial uses. This was primarily due to the decline in the pharmaceutical manufacturing industry, which has had a significant presence within the precinct.

It was initially intended that one structure plan would be prepared for the whole Melrose Park precinct. However, in July 2016, Council resolved to consider the structure planning of Melrose Park precinct in two parts (a Northern Structure Plan and Southern Structure Plan) to enable redevelopment of the precinct to be progressed in a timeframe that suited the landowners in both the northern and southern precincts.

In August 2016, Council resolved to exhibit the draft Northern Structure Plan (**Appendix 12**) and supporting documents, and it was adopted by Council on 12 December 2016

Since this time, the Melrose Park North Planning Proposal, which applies to 25ha of land to the north and east of this site and proposes to deliver approximately 5,500 dwellings, is subject to imminent finalisation by DPE.

In February 2021, a Planning Proposal was lodged with Council relating to 19 Hope Street, Melrose Park and 69-77 Hughes Avenue, Ermington. The Planning Proposal was lodged by Payce, the owner of the majority of the land in the Northern Precinct, and has been assessed by

Council officers, including those within urban design, traffic and transport, open space and natural resources and development services, who raise no objection to the Planning Proposal proceeding for Gateway determination.

A site-specific Development Control Plan (DCP) for Melrose Park North has been prepared and was adopted by Council on 11 October 2021. Some refinements are required to this DCP to include controls specific to this site which Council officers are in the process of drafting. When complete, an amended version of the draft DCP and the proposed changes will be reported to Council for endorsement to place on exhibition with the Planning Proposal and draft Planning Agreement.

Under *Parramatta Local Environmental Plan 2011* the site currently has the following applicable planning controls:

Table 2. Current planning controls on the site

	19 Hope Street	69-77 Hughes Avenue
Site Area	8,486m ²	
Current Zone	IN1 General Industrial	R2 Low Density Residential
Current Height Limit	12m*	9m (approx. 2 storeys)
Current FSR	1:1	0.5:1

*Height limits in storeys are not applied to industrial zoned land

Table 2.1. Planning Proposal subject sites' street addresses and legal descriptions

Street Address	Legal Description
19 Hope Street	Lot 8 DP369480
69 Hughes Avenue	Lot A DP356298
71 Hughes Avenue	Lot B DP356298
73 Hughes Avenue	Lot C DP369480
75 Hughes Avenue	Lot D DP369480
77 Hughes Avenue	Lot E DP369480

Relevant mapping is provided in Part 4 – Mapping; specifically, Section 4.1 Existing controls.



Figure 3. 19 Hope Street

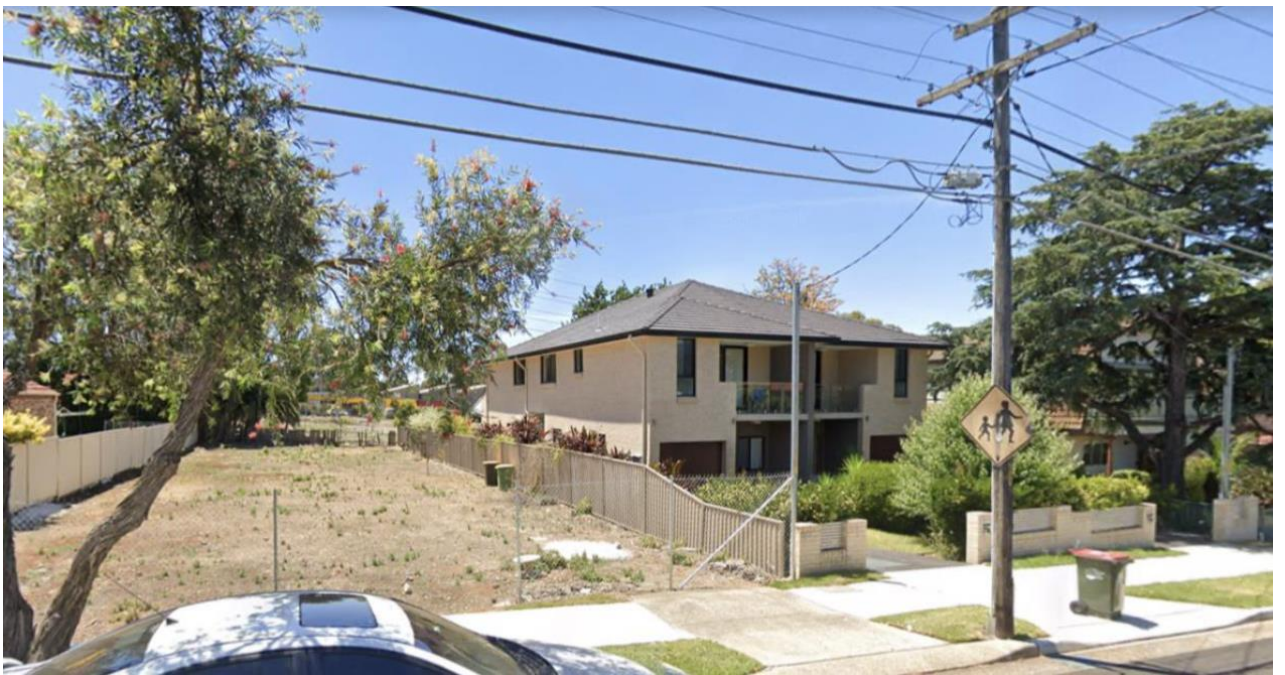


Figure 4. 69 and 71 Hughes Avenue



Figure 5. 73-77 Hughes Avenue

PART 1 – OBJECTIVES OR INTENDED OUTCOMES

The objective of this Planning Proposal is to amend the *Parramatta Local Environmental Plan 2011* (PLEP 2011) to enable the redevelopment of the subject site for residential small-scale commercial/retail and public open space uses within and adjacent to an area identified for urban renewal by Council's Employment Lands Strategy (ELS), Local Strategic Planning Statement (LSPS) and Local Housing Strategy (LHS).

The objectives of the Planning Proposal are to:

- Support a Greater Parramatta (and metropolitan area) through the urban renewal of the Site to create a vibrant mixed-use development and increase public amenity and usability around the site;
- Provide a supporting role to the redevelopment of the Melrose Park North precinct.
- Encourage and support future employment generation on the Site
- Provide improve active transport connections to and from the Site;
- Provide high quality urban renewal including quality residential housing development, public open space and retail/commercial uses;
- Provide improved public recreational areas of open space of underutilised land;
- Integrate into the surrounding community through sound planning and environmental considerations.
- Ensure that the appropriate infrastructure is delivered in accordance with the number of dwellings as per the TMAP thresholds.

The intended outcomes of the Planning Proposal are to:

- Increase housing diversity and availability of housing within the precinct;
- Provide employment opportunities suitable to the wider Melrose Park precinct through the provision of at least 1,400m² of non-residential floor space;;
- Allow for development that will complement and support other centres including West Ryde, Meadowbank and Ermington;
- Improve pedestrian connectivity through the provision of through-site links
- Allow for public domain upgrades, including the land underneath and surrounding the aboveground high voltage power lines;
- Ensure that redevelopment of the sites included in this proposal seeking to utilise the new provisions cannot proceed until the respective Planning Agreement is registered on Title.

The Planning Proposal seeks to achieve these intended outcomes through amendment to the PLEP 2011 and to rezone the site to B4 Mixed Use and RE1 Public Recreation zones. The Planning Proposed is accompanied by technical studies to support the proposed changes (refer to **Appendices 1-12**).

PART 2 – EXPLANATION OF PROVISIONS

This Planning Proposal seeks to amend *Parramatta LEP 2011 (PLEP 2011)* in relation to the zoning, height and floor space ratio controls and insert a site-specific provision relating to minimum non-residential floor space requirement.

In order to achieve the desired objectives, the following amendments to the *PLEP 2011* would need to be made:

1. Amend the zone in the **Land Zoning** map (Sheet LZN_018) from part IN1 General Industrial (19 Hope Street), part R2 Low Density Residential (69-77 Hughes Avenue) to part B4 Mixed Use and part RE1 Public Recreation. Refer **Figure 17** in Part 4 of this Planning Proposal.
2. Amend the maximum building height in the **Height of Buildings** map (Sheet HOB_018) from part 9m and part 12m to multiple heights ranging from 13m to 48m which equates to approximately 4 to 14 storeys. Refer **Figure 18** in Part 4 of this Planning Proposal.
3. Amend the maximum FSR in the **Floor Space Ratio** map (Sheet FSR_018)) from part 0.5:1 and part 1:1 to 1.85:1. Refer **Figure 19** in Part 4 of this Planning Proposal.
4. Create a **Land Reservation Acquisition** map (sheet LRA_018) to identify the land proposed to be rezoned public open space and dedicated to Council (at no cost). Refer to **Figure 20** in Part 4 of this Planning Proposal.
5. Insert a site-specific provision in Part 6 *Additional local provisions – generally* of PLEP 2011 and amend the **Additional Local Provisions** map (Sheet_018) to include the land to ensure a minimum of 1,400m² of non-residential floor space is provided within the site to serve the local retail and commercial needs of the incoming population. Refer to **Figure 21** in Part 4 of this Planning Proposal.

Council resolved to stage the delivery of dwellings within the precinct subject to traffic and transport infrastructure being in place to serve the incoming population as identified in the TMAP (**Appendix 1**). Infrastructure is to be delivered in accordance with the Implementation Plan included in the TMAP, as follows:

Implementation Plan – Provides up to 11,000 dwellings over the north and south precincts subject to identified road and traffic works, the bridge to Wentworth Point with light rail or equivalent bus service and Sydney West Metro being delivered. Implementation Plan A will facilitate an FSR 1.85:1 for the northern part of the precinct with and an appropriate development potential in the southern precinct.

A summary of the current and proposed planning controls and Planning Proposal detail is provided in Table i. below

Table i. Current and proposed planning control and Planning Proposal detail

	19 Hope Street	69-77 Hughes Avenue
Site Area	8,486m ²	
Current Zone	IN1 General Industrial	R2 Low Density Residential
Proposed Zone	Part B4 Mixed Use and part RE1 Public Recreation	
Current Height Limit	12m*	9m (approx. 2 storeys)
Proposed Height Limit	13m – 48m (approx. 4-14 storeys)	
Current FSR	1:1	0.5:1
Proposed FSR (gross)	1.85:1	
Potential Dwelling Yield (approx.)	161 units	
Proposed Residential GFA	14,066.5m ²	
Non-Residential GFA	1,400m ²	
New Public Open Space	2,600m ²	
Potential New Jobs	76	

1.1. Other relevant matters

State and Local Infrastructure Delivery

1.1.1. Voluntary Planning Agreement

Contributions from all landowners proposing to redevelop their respective properties towards the provision of required local infrastructure is required. All Planning Agreements are required to consider the Infrastructure Needs List (INL) (**Appendix 2**) that has been prepared by Council which identifies the required infrastructure within and outside the precinct to support the proposed density within and growth of the precinct. The INL includes items relating to open space, road network improvements and community facilities that would be required within and external to the precinct at the proposed density and an indicative cost/contribution to be made per dwelling.

The Proponent has indicated a willingness to enter into a Planning Agreement with Council, however no Letter of Offer has been submitted to date.

In addition to a contribution towards the delivery of local infrastructure items, landowners seeking to redevelop their respective properties will also be required to contribute towards the cost of delivering identified State infrastructure. The delivery of this infrastructure will be facilitated via separate Planning Agreements between each landowner and the State government.

1.1.2. Draft DCP

Council has endorsed a draft site-specific Development Control Plan (DCP) for the northern part of the precinct. This DCP contains specific requirements, including, but not limited to:

- GFA allocation
- Site levels

- Street ad block layout
- Relationship of buildings to the street and block pattern
- Building typologies
- Desired character
- Public domain, open space and landscaping
- Site access, circulation and connectivity
- Transport and parking
- Environmental sustainability
- Stormwater management
- Solar access
- Transition areas to surrounding development
- Development within the town centre

This DCP is proposed to be amended to include the subject site and any development controls specific to this site.

PART 3 – JUSTIFICATION

This part describes the reasons for the proposed outcomes and development standards in the Planning Proposal.

3.1 Section A - Need for the Planning Proposal

This section establishes the need for a Planning Proposal in achieving the key outcome and objectives. The set questions address the strategic origins of the proposal and whether amending the LEP is the best mechanism to achieve the aims of the proposal.

3.1.1. Is the Planning Proposal a result of any study or report?

Parramatta Employment Lands Strategy

The Parramatta Employment Lands Strategy (ELS) was adopted by Council in July 2016 and provides recommendations for the future direction of all “employment lands” within the Parramatta LGA. Employment lands include those with a land use zone of either IN1 – General Industrial, IN2 – Light Industrial, IN3 – Heavy Industrial, B5 Business Development and B6 – Enterprise Corridor.

The ELS separates employment lands into precincts, each with their own set of recommendations. Melrose Park is Precinct 11 within the ELS and has previously accommodated a large concentration of large-scale pharmaceutical manufacturing companies and warehousing / distribution centres. However, this precinct is undergoing change and the restructuring of this industry has affected the viability of the precinct to continue operating for the purposes of industrial uses.

In addition to providing recommendation for each precinct, the ELS identifies a number of key actions that are aimed at ensuring employment generating uses are retained within the precinct and incorporated into future redevelopments. The two actions in relation to the Planning Proposal are:

- A3 – Rezoning to zones that facilitate higher employment densities
- A11 – Proposed rezoning must be supported by an Economic Impact Study

Over the past 10-15 years, the following remnant industrial lands have transformed into waterside communities:

- Former AGL Gasworks at Breakfast Point
- Former Union Carbide Site and Allied Feeds Site at Rhodes
- Former industrial and reclaimed lands at Wentworth Point
- Former industrial and employment lands at Shepherds Bay, Meadowbank
- Ermington Naval Stores
- The City of Parramatta Council Depot Site, Parramatta

In addition, the following current industrial / employment Sites have been identified for future urban renewal by the State Government:

- Former industrial lands at Camellia
- Cumberland Hospital, North Parramatta

It is acknowledged that the current employment and industrial lands at Camellia, Rydalmere and Silverwater are strategically important employment precincts due to their size and

location to key transport corridors. The Camellia Precinct has been targeted for urban renewal and is currently under investigation by the State Government in collaboration with The City of Parramatta Council and major landowners. This precinct is expected to retain significant employment land and likely to retain large areas for general industrial uses to meet demand in the subregion.

A requirement of the ELS is that any new development in the precinct must provide the equivalent number of jobs that could be achieved under the current zoning (2,456). Under the revised Proposal, it is estimated that the new land uses will provide between 1,538 – 1,932 jobs in the northern part of the site, which equates to approximately 65% to 75% of the overall job number target for the precinct. The above figures relate only to the northern precinct, with the southern precinct also required to provide for employment generating land uses. Given the northern precinct is a significant portion of the overall precinct, it is expected that more jobs would need to be provide as part of the northern redevelopment than the southern redevelopment. There is potentially a shortfall in the number of jobs proposed to be provided within the northern precinct; however, it is acknowledged that it may not be practicable for the total 2,546 job number requirement identified in the ELS to be matched. Instead, it is considered that the key requirement is for the precinct to be able to adequately service the needs of the incoming population and reduce the requirement for residents to travel outside the precinct for retail/commercial purposes and therefore a lower job number provision is considered acceptable.

The Planning Proposal is consistent with both the adopted Employment Lands Strategy (2016) and Employment Lands Strategy – Review and Update (2020). Although only 19 Hope Street is subject to the ELS, the inclusion of 69-77 Hughes Avenue in the redevelopment proposal is considered appropriate as it will result in a better development outcome than if 19 Hope Street was redeveloped in isolation.

Local Strategic Planning Statement (LSPS)

Council’s adopted Local Strategic Planning Statement (LSPS) provides strategic direction on how the City of Parramatta is planning for the next 20 years and draws together the needs and aspirations of the community and identifies priorities for jobs, home and infrastructure. The LSPS contains actions and priorities to help Parramatta achieve the vision of the State Government’s Greater Sydney Region Plan and Central City District Plan and highlights its important role as the Central River City. In addition to being identified as a Growth Precinct in the Local Housing Strategy (LHS), the LSPS identifies it as a proposed Local Centre and one which could provide for over 2,000 jobs once fully redeveloped. The LSPS also identifies the need for improved public transport and demonstrates its important through Planning Priority 3 which relates Council’s policy directions on improving connectivity to the Parramatta CBD and surrounding district through staging of development in alignment with delivery of PLR Stage 2 (or equivalent) and Sydney Metro West. As Melrose Park is identified as a Growth Precinct and the Proposal will help delivery the housing and infrastructure needed, it aligns with the vision of the LSPS. This consistency is highlighted in **Table 3**

Table 3. Consistency with LSPS

Priority/Direction/Action	Response
Planning Priority 2 Policy Direction P4 Stage rezoning and Planning Proposal in Growth Precincts in Granville, Parramatta East, Camellia, Melrose Park and Westmead based on the timing of transport infrastructure.	Consistent. This Planning Proposal applies to a small portion of the northern precinct and is largely consistent with the Northern Structure Plan adopted by Council in December 2016. Infrastructure delivery will be provided in accordance with the requirements of Council and the State government to be funded via a

<p>Action A4 Continue to work with the State government to bring forward the Parramatta Light Rail Stage 2 delivery to service the Carter Street, Camellia, Melrose Park and Parramatta East precincts.</p>	<p>variety of mechanisms such as developer contributions and planning agreements with Council and the State. The site is located on Hope Street adjacent to the proposed PLR2 route and the design has factored the likely setbacks and land acquisition.</p>
<p>Planning Priority 3 Policy Direction P4 Stage rezoning and Planning Proposal in Growth Precincts in Granville, Parramatta East, Camellia, Melrose Park and Westmead based on the timing of transport infrastructure. A5 Continue to implement the first stages of rezoning and potential Planning Proposals within the Growth Precincts at Parramatta East (excluding WSU site) and Melrose Park (up to 6,700 dwellings).</p>	<p>Consistent. This Planning Proposal will enable the planning controls on the Planning Proposal site within the northern precinct to be amended to facilitate non-industrial redevelopment and contribute towards the overall urban renewal of the precinct. The precinct is identified in Council’s LSPS as a ‘Growth Precinct’. The Planning Proposal facilitates the continued implementation of the rezoning in the precinct and will be subject to any provisions (existing or proposed) within PLEP 2011 relating to the co-delivery of dwellings and infrastructure to support the population growth.</p>
<p>Planning Priority 5 Policy Direction P4 Stage rezoning and Planning Proposal in Growth Precincts in Granville, Parramatta East, Camellia, Melrose Park and Westmead based on the timing of transport infrastructure.</p>	<p>Consistent. The Planning Proposal enables a staged approach to the rezoning of the northern precinct. As outlined above, the delivery of dwellings will be in accordance with the provisions within PLEP 2011 regarding the supporting infrastructure requirements.</p>

Local Housing Strategy (LHS)

The Planning Proposal is consistent with the City of Parramatta Local Housing Strategy (LHS), which provides direction at the local level about when and where future housing growth will occur and how it aligns with the broader NSW-government strategic planning framework. The LHS identifies Melrose Park as a Growth Precinct and forecasts that approximately 6,330 new dwellings will occupy the precinct by 2036. The LHS also highlights the importance of ensuring that infrastructure delivery is aligned with housing growth and that growth precincts need to be aligned and effectively sequenced with State-driven transport delivery and to ensure targeted local infrastructure programs. The Proposal is consistent with this approach in that it is located within the announced Parramatta Light Rail (PLR) Stage 2 corridor and the TMAP for the precinct includes a staging plan for the delivery of the necessary road upgrades and public transport to support the future population of the precinct.

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

The Planning Proposal is the best and most appropriate means of achieving the desired future redevelopment on the site. Council’s ELS (2016) and ELS - Review and Update (2020) identifies the precinct as being suitable for redevelopment for non-industrial uses given the changing nature of the pharmaceutical manufacturing industry, location and accessibility. However, the planning controls currently applicable on the site do not permit redevelopment for the proposed uses and therefore a Planning Proposal is required in order to facilitate the desired outcome on the site. This includes residential development, public open space, small-scale retail/commercial uses intended to support the main town centre, and public benefits to support the community. Accordingly, an amendment to *PLEP 2011* is considered the most appropriate method to deliver the desired outcomes. As mentioned, although only 19 Hope Street is subject to the ELS, the

inclusion of 69-77 Hughes Avenue in the redevelopment proposal is considered appropriate as it will result in a better development outcome than if 19 Hope Street was redeveloped in isolation.

3.2. Section B – Relationship to strategic planning framework

This section assesses the relevance of the Planning Proposal to the directions outlined in key strategic planning policy documents. Questions in this section consider state and local government plans including the NSW Government’s Plan for Growing Sydney and subregional strategy, State Environmental Planning Policies, local strategic and community plans and applicable Ministerial Directions.

The Planning Proposal has been prepared giving consideration to the following strategic plans and policies prepared by the NSW state Government and City of Parramatta Council:

- Greater Sydney Region Plan – A Metropolis of Three Cities
- Central City District Plan
- Local Strategic Planning Statement – City Plan 2036
- Parramatta 2038 Community Strategic Plan
- Parramatta Employment Lands Strategy and Review and Update
- Local Housing Strategy
- Melrose Park Northern Structure Plan

3.2.1. Is the Planning Proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy?

Greater Sydney Region Plan - A Metropolis of Three Cities

In March 2018, the NSW Government released the *Greater Sydney Region Plan: A Metropolis of Three Cities* (“the GSRP”) a 20-year plan which outlines a three-city vision for metropolitan Sydney for to the year 2036. The City of Parramatta LGA is part of the Central River City.

The GSRP is structured under four themes: Infrastructure and Collaboration, Liveability, Productivity and Sustainability. Within these themes are 10 directions that each contain Potential Indicators and, generally, a suite of objective/s supported by a Strategy or Strategies. Those objectives and or strategies relevant to this Planning Proposal are discussed below.

Infrastructure and Collaboration

An assessment of the Planning Proposal’s consistency with the GSRP’s relevant Infrastructure and Collaboration objectives is provided in Table 3a, below.

Table 3a – Consistency of Planning Proposal with relevant GSRP Actions – Infrastructure and Collaboration

Infrastructure and Collaboration Direction	Relevant Objective	Comment
A city supported by infrastructure	O1: Infrastructure supports the three cities	The Planning Proposal aligns with this Direction by providing:

	O2: Infrastructure aligns with forecast growth – growth infrastructure compact	<ul style="list-style-type: none"> State infrastructure provision ranging from traffic, transport and land for educational infrastructure that will be provided as part of a future State VPA, and Local infrastructure provision to contribute towards the provision of infrastructure identified in the INL (Appendix 2). Details of these benefits are still subject to Planning Agreement negotiations between the proponent and Council. Further details will be included prior to exhibition. <p>The applicant has previously worked collaboratively with Council, TfNSW, and other State Agencies as part of the Melrose Park North Planning Proposal to identify relevant infrastructure needs arising from the Planning Proposal. Further discussion will continue to be carried out between the applicant and relevant State Agencies to confirm provision of this infrastructure through State and Local Infrastructure VPAs.</p>
	O3: Infrastructure adapts to meet future need	
	O4: Infrastructure use is optimised	

Liveability

An assessment of the Planning Proposal’s consistency with the GSRP’s relevant Liveability objectives is provided in Table 3b, below.

Table 3b – Consistency of Planning Proposal with relevant GSRP Actions – Liveability

Liveability Direction	Relevant Objective	Comment
A city for people	O6: Services and infrastructure meet communities’ changing needs	The Planning Proposal aligns with this Direction by providing: <ul style="list-style-type: none"> New employment
	O7: Communities are healthy,	

	resilient and socially connected	<p>generating land uses</p> <ul style="list-style-type: none"> • Open space • Improved active transport connections <p>The subject site is relatively small compared to the broader Melrose Park North precinct and therefore has limited ability to significantly contribute towards the infrastructure demands arising from the redevelopment of the precinct. However, it will contribute towards the urban renewal of the larger precinct which aims to provide a vibrant place for a diverse range of people to live, work, and play.</p>
	<p>O8: Greater Sydney's communities are culturally rich with diverse neighbourhoods</p> <p>O9: Greater Sydney celebrates the arts and supports creative industries and innovation</p>	
Housing the city	O10: Greater housing supply	<p>The Planning Proposal aligns with this Direction as follows:</p> <ul style="list-style-type: none"> • Provides mix of high density housing (1/2/3 bedders) • Potential contribution towards affordable rental housing (subject to future Planning Agreement negotiations) • Satisfies the criteria for 'urban renewal' given the strategic direction set out in Council's Employment Lands Strategy, its location along a regional
	O11: Housing is more diverse and affordable	

		transport link with connections to walking and cycling routes.
A city of great places	O12: Great places that bring people together	The Planning Proposal aligns with this Direction by: <ul style="list-style-type: none"> • increasing provision of open space • complementing the new Town Centre by providing non-residential floor space for small-scale retail/commercial uses. • providing a mix of land uses and activities that provide opportunities for social connection within the public domain and open space.
	O13: Environmental heritage is identified, conserved and enhanced	

Productivity

An assessment of the Planning Proposal’s consistency with the GSRP’s relevant Productivity objectives is provided in Table 3c, below.

Table 3c – Consistency of Planning Proposal with relevant GSRP Actions – Productivity

Productivity Direction	Relevant Objective	Comment
A well connected city	O14: The plan integrates land use and transport creates walkable and 30 minute cities	The Planning Proposal aligns with this Direction as follows: <ul style="list-style-type: none"> • the site is within walking distance of the Victoria Road transport corridor and can be integrated with the Parramatta Light Rail Stage 2 Corridor. The site connects into existing and proposed
	O15: The Eastern, GOP and Western Economic Corridors are better connected and more competitive	

		<p>active transport networks and provides additional cycleway and will pedestrian pathways to connect to the broader precinct.</p> <ul style="list-style-type: none"> contributes to the outcome of population within 30minute public transport access to the metropolitan cluster of Parramatta
Jobs and skills for the city	O19: Greater Parramatta is stronger and better connected	<p>The Planning Proposal aligns with this Direction as follows:</p> <ul style="list-style-type: none"> it provides for an appropriate renewal of existing industrial and urban services land that are currently undergoing transition by providing supporting commercial/retail employment opportunities near the new town centre. it supports the continued economic development and diversity of Greater Parramatta
	O21: Internationally competitive health, education, research and innovation precincts	
	O22: Investment and business activity in centres	
	O23: Industrial and urban services land is planned, retained and managed	
	O24: Economic sectors are targeted for success	

Sustainability

An assessment of the Planning Proposal’s consistency with the GSRP’s relevant Sustainability objectives is provided in Table 3d, below.

Table 3d – Consistency of Planning Proposal with relevant GSRP Actions – Sustainability

Sustainability Direction	Relevant Objective	Comment
A city in its landscape	O25: The coast and waterways are protected and healthier	The Planning Proposal aligns with this Direction as it provides for new open space, landscaping and provision of
	O27: Biodiversity is protected, urban bushland and remnant vegetation is enhanced	

	<p>O28: Scenic and cultural landscapes are protected</p> <p>O29: Environmental, social and economic values in rural areas are protected and enhanced</p> <p>O30: Urban tree canopy cover is increased</p> <p>O31: Public open space is accessible, protected and enhanced</p> <p>O32: The Green grid links Parks, open spaces, bushland and walking and cycling paths</p>	<p>urban vegetation including street tree planting.</p>
<p>An efficient city</p>	<p>O33: A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change</p> <p>O34: Energy and water flows are captured, used and re-used</p> <p>O35: More waste is re-used and recycled to support the development of a circular economy</p>	<p>The Planning Proposal aligns with this Direction as follows:</p> <ul style="list-style-type: none"> the site is in close proximity to major transport corridors (Victoria Road and proposed Gateway Bridge and is supported by a TMAP which includes measures to reduce high dependence on private vehicle travel Sustainability controls are included within the Melrose Park North DCP which will apply to this site.
<p>A resilient city</p>	<p>O36: People and places adapt to climate change and future shocks and stresses</p> <p>O37: Exposure to natural and urban hazards is reduced</p> <p>O38: Heatwaves and extreme heat are managed</p>	<p>The Planning Proposal aligns with this Direction as redevelopment of the site can be designed to adapt to the impacts of urban and natural hazards. Appropriate deep soil provision is provided within the proposed open space (where permitted subject to easement restrictions near the high voltage power lines) and as part of the footway which are also to be planted seeks to address urban heat issues. Controls to address these</p>

		requirements are included in the DCP.
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Implementation

An assessment of the Planning Proposal’s consistency with the GSRP’s relevant Implementation objectives is provided in Table 3e, below.

Table 3e – Consistency of Planning Proposal with relevant GSRP Actions – Implementation

Implementation Direction	Relevant Objective	Comment
Implementation	O39: A collaborative approach to city planning	The applicant has previously worked collaboratively with Council, TfNSW and other State Agencies as part of the Melrose Park North Planning Proposal to identify relevant infrastructure needs arising from that Planning Proposal. The infrastructure needs have now been largely identified and now the approach will be to ensure that proponents make the appropriate contributions towards the provision of this infrastructure. Consultation will continue to be carried out between the proponent and relevant State Agencies to confirm provision of this infrastructure through State and Local Infrastructure Planning Agreements.

Central City District Plan

In March 2018, the NSW Government released *Central City District Plan* which outlines a 20 year plan for the Central City District which comprises The Hills, Blacktown, Cumberland and Parramatta local government areas.

Taking its lead from the GSRP, the *Central City District Plan* (“CCDP”) is also structured under four themes relating to Infrastructure and Collaboration, Liveability, Productivity and Sustainability. Within these themes are Planning Priorities that are each supported by corresponding Actions. Those Planning Priorities and Actions relevant to this Planning Proposal are discussed below.

Infrastructure and Collaboration

An assessment of the Planning Proposal’s consistency with the CCDP’s relevant Infrastructure and Collaboration Priorities and Actions is provided in Table 4a, below.

Table 4a – Consistency of Planning Proposal with relevant CCDP Actions – Infrastructure and Collaboration

Infrastructure and Collaboration Direction	Planning Priority/Action	Comment
<p>A city supported by infrastructure</p> <p>O1: Infrastructure supports the three cities</p> <p>O2: Infrastructure aligns with forecast growth – growth infrastructure compact</p> <p>O3: Infrastructure adapts to meet future need</p> <p>O4: Infrastructure use is optimised</p>	<p>PP C1: Planning for a city supported by infrastructure</p> <ul style="list-style-type: none"> • A1: Prioritise infrastructure investments to support the vision of <i>A metropolis</i> • A2: Sequence growth across the three cities to promote north-south and east-west connections • A3: Align forecast growth with infrastructure • A4: Sequence infrastructure provision using a place based approach • A5: Consider the adaptability of infrastructure and its potential shared use when preparing infrastructure strategies and plans • A6: Maximise the utility of existing infrastructure assets and consider strategies to influence behaviour changes to reduce the demand for new infrastructure, supporting the development of adaptive and flexible regulations to allow decentralised utilities 	<p>The Planning Proposal provides the following contributions towards infrastructure:</p> <ul style="list-style-type: none"> • Contributions towards enabling infrastructure to support the urban renewal of the precinct • Public open space. <p>This will be formalised via a VPA with State Government to secure State infrastructure contributions by the proponent. Further, a VPA to formalise the applicant’s contributions towards local infrastructure will be entered into between Council and the developer.</p>
<p>O5: Benefits of growth realized by collaboration of governments, community and business</p>	<p>PP C2: Working through collaboration</p> <ul style="list-style-type: none"> • A7: Identify prioritise and delivery collaboration areas 	<p>The Planning Proposal is a by-product of many years work in collaboration with Council and State Agencies, which has Planning Proposals in the precinct to progress. and more recently the</p> <p>The proponent will continue to work collaboratively with Council and State agencies, community and other stakeholders as required.</p>

Liveability

An assessment of the Planning Proposal’s consistency with the CCDP’s relevant Liveability Priorities and Actions is provided in Table 4b, below.

Table 4b – Consistency of Planning Proposal with relevant CCDP Actions – Liveability

Liveability Direction	Planning Priority/Action	Comment
<p>A city for people O6: Services and infrastructure meet communities’ changing needs</p>	<p>PP C3: Provide services and social infrastructure to meet people’s changing needs</p> <ul style="list-style-type: none"> • A8: Deliver social infrastructure that reflects the need of the community now and in the future • A9: Optimise the use of available public land for social infrastructure 	<p>The Planning Proposal proposes to provide the following social infrastructure to meet the changing needs of future residents:</p> <ul style="list-style-type: none"> • Provision and embellishment of new public open space • Potential monetary contributions towards the provision of new community facilities or upgrades to existing facilities. <p>These items will be formalised as part of future VPA negotiations with the proponent.</p>
<p>O7: Communities are healthy, resilient and socially connected O8: Greater Sydney’s communities are culturally rich with diverse neighbourhoods O9: Greater Sydney celebrates the arts and supports creative industries and innovation</p>	<p>PP C4: Working through collaboration</p> <ul style="list-style-type: none"> • A10: Deliver healthy, safe and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities by (a-d). • A11: Incorporate cultural and linguistic diversity in strategic planning and engagement. • A12: Consider the local infrastructure implications of areas that accommodate large migrant and refugee populations. • A13: Strengthen the economic self-determination of Aboriginal communities by engagement and consultation with Local Aboriginal Land Council’s. • A14: Facilitate opportunities for creative and artistic expression and participation, wherever 	<p>The applicant has previously worked collaboratively with Council and State Agencies to identify relevant infrastructure needs. Further discussions will continue to be carried out between the applicant and relevant State Agencies to confirm provision of this infrastructure through State and Local Infrastructure VPAs, as required.</p>

	<p>feasible with a minimum regulatory burden including (a-c).</p> <ul style="list-style-type: none"> • A15: Strengthen social connections within and between communities through better understanding of the nature of social networks and supporting infrastructure in local places 	
<p>Housing the city O10: Greater housing supply O11: Housing is more diverse and affordable</p>	<p>PP C5: Providing housing supply, choice and affordability, with access to jobs, services and public transport</p> <ul style="list-style-type: none"> • A16: Prepare local or district housing strategies that address housing targets [abridged version] • A17: Prepare Affordable Rental housing Target Schemes 	<p>The Planning Proposal will deliver approximately 165 dwellings to be delivered with a dwelling mix as specified in the Parramatta DCP 2011 to facilitate an appropriate mix of 1/2/3 bedroom units.</p> <p>No provision of affordable rental housing is currently included in the Planning Proposal. However, this will be discussed with the proponent as part of the Planning Agreement negotiations.</p>
<p>A city of great places O12: Great places that bring people together O13: Environmental heritage is identified, conserved and enhanced</p>	<p>PP C6: Creating and renewing great places and local centres, and respecting the District’s heritage</p> <ul style="list-style-type: none"> • A18: Using a place-based and collaborative approach throughout planning, design, development and management deliver great places by (a-e) • A19: Identify, conserve and enhance environmental heritage by (a-c) • A20: Use place-based planning to support the role of centres as a focus for connected neighbourhoods • A21: In Collaboration Areas, Planned Precincts and planning for centres (a-d) • A22: Use flexible and innovative approaches to 	<p>The Planning Proposal aligns with this Direction by:</p> <ul style="list-style-type: none"> • increasing the provision of open space • providing new retail/commercial floor space • providing a mix of land uses and activities that provide opportunities for social connection within the public domain and open space. <p>The above is supplemented by the Melrose Park North DCP the LEP amendment to ensure the intended outcomes of the site and precinct are achieved.</p>

	revitalise high streets in decline.	
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Productivity

An assessment of the Planning Proposal’s consistency with the CCDP’s relevant Productivity Priorities and Actions is provided in Table 4c, below.

Table 4c – Consistency of Planning Proposal with relevant CCDP Actions – Productivity

Productivity Direction	Planning Priority/Action	Comment
<p>A well-connected city O19: Greater Parramatta is stronger and better connected</p>	<p>PP C7: Growing a stronger and more competitive Greater Parramatta</p> <ul style="list-style-type: none"> • A23: Strengthen the economic competitiveness of Greater Parramatta and grow its vibrancy [abridged] • A24: Revitalise Hawkesbury Road so that it becomes the civic, transport, commercial and community heart of Westmead • A25: Support the emergency services transport, including helicopter access • A26: Prioritise infrastructure investment [abridged] • A27: Manage car parking and identify smart traffic management strategies • A28: Investigate opportunities for renewal of Westmead East as a mixed use precinct 	<p>The Planning Proposal is considered to be representative of the District Plan’s goal of transitioning from industrial to a mixed-use urban renewal precinct.</p> <p>The redevelopment of the site will provide housing opportunities for a residential population within 30 minutes of the Parramatta CBD.</p>
<p>Jobs and skills for the city O15: The Eastern, GOP and Western Economic Corridors are better connected and more competitive</p>	<p>PP C8: Delivering a more connected and competitive GOP Economic Corridor</p> <ul style="list-style-type: none"> • A28: Investigate opportunities for renewal of Westmead East as a mixed use precinct PPC8 • A29: Prioritise public transport investment to deliver the 30-minute city 	<p>The site is close to the GOP Economic Corridor.</p> <p>The proposal is considered to improve connections to and the competitiveness of the corridor. A new transport bridge to Wentworth Point is also proposed as part of</p>

	<p>objective for strategic centres along the GOP Economic Corridor</p> <ul style="list-style-type: none"> • A30: Prioritise transport investments that enhance access to the GOP between centres within GOP 	<p>PLR2 to help facilitate well connected places.</p>
<p>O14: The plan integrates land use and transport creates walkable and 30 minute cities</p>	<p>PP C9: Delivering integrated land use and transport planning and a 30-minute city</p> <ul style="list-style-type: none"> • A32: Integrate land use and transport plans to deliver a 30-minute city • A33: Investigate, plan and protect future transport and infrastructure corridors • A34: Support innovative approaches to the operation of business, educational and institutional establishments to improve the performance of the transport network • A35: Optimise the efficiency and effectiveness of the freight handling and logistics network by (a-d) • A36: Protect transport corridors as appropriate, including the Western Sydney Freight Line, North South train link from Schofields to WS Airport as well as Outer Sydney Orbital and Bells Line of Road-Castlereagh connections 	<p>The Planning Proposal:</p> <ul style="list-style-type: none"> • Supports the 30 minute city as detailed in the TMAP • Improves access to local jobs • Provides additional walking and cycling connections.
<p>O23: Industrial and urban services land is planned, retained and managed</p>	<p>PP C10: Growing investment, business opportunities and jobs in strategic centres</p> <ul style="list-style-type: none"> • A37: Provide access to jobs, goods and services in centres [abridged] • A38: Create new centres in accordance with the principles for Greater Sydney's centres 	<p>The Planning Proposal is consistent with the directions set out in Council's ELS, LSPS, and LHS. Additional jobs will be created by the redevelopment of the site with uses aligned with the intended outcome of the urban renewal precinct. The redevelopment of this site</p>

	<ul style="list-style-type: none"> • A39: Prioritise strategic land use and infrastructure plans for growing centres, particularly those with capacity for additional floorspace 	<p>supports the broader vision for the precinct in its transition from an outdated and underutilised industrial precinct.</p>
<p>O23: Industrial and urban services land is planned, retained and managed</p>	<p>PP C11: Maximising opportunities to attract advanced manufacturing and innovation in industrial and urban services land</p> <ul style="list-style-type: none"> • A49: Review and manage industrial and urban service land, in line with the principles for managing industrial and urban services land, in the identified local government area • A51: Facilitate the contemporary adaption of industrial and warehouse buildings through increased floor to ceiling heights • A52: Manage the interfaces of industrial areas, trade gateways and intermodal facilities by land use activities (a-e) and transport operations (f-g) [abridged] 	<p>Part of the subject site is located on former industrial land which has been identified by Council and justification provided in the ELS as being redundant due to a shift in the nature of the pharmaceutical manufacturing industry which formerly occupied the majority of the precinct. It is not considered that this land should be retained for industrial purposes and is recommended as being redeveloped for non-industrial uses.</p>
<p>O24: Economic sectors are targeted for success</p>	<p>PP C12: Supporting growth of targeted industry sectors</p> <ul style="list-style-type: none"> • A53: Facilitate health and education precincts by (a-d) [abridged] • A54: Provide a regulatory environment that enables economic opportunities created by changing technologies • A55: Consider the barriers to the growth of internationally competitive trade sectors, including engaging with industry and assessing regulatory barriers • A56: Protect and support agricultural production and mineral resources by 	<p>Not applicable.</p>

	<p>preventing inappropriate dispersed urban activities</p> <ul style="list-style-type: none"> • A57: Consider opportunities to implement place-based initiatives to attract more visitors, improve visitor experience and ensure connections to transport at key tourist attractions • A58: Consider opportunities to enhance the tourist and visitor economy in the district, including a coordinated approach to tourism activities, events and accommodation • A59: When preparing plans for tourism and visitation consider (a-g) [abridged] 	
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Sustainability

An assessment of the Planning Proposal’s consistency with the CCDP’s relevant Productivity Priorities and Actions is provided in Table 4d, below.

Table 4d – Consistency of Planning Proposal with relevant CCDP Actions – Sustainability

Sustainability Direction	Planning Priority/Action	Comment
<p>A city in its landscape</p> <p>O25: The coast and waterways are protected and healthier</p>	<p>PP C13: Protecting and improving the health and enjoyment of the District’s Waterways</p> <ul style="list-style-type: none"> • A60: Protect environmentally sensitive areas of waterways • A61: Enhance sustainability and liveability by improving and managing access to waterways and foreshores for recreation, tourism, cultural events and water based transport • A62: Improve the health of catchments and waterways through a risk based approach to managing the cumulative impacts of development including coordinated monitoring of outcomes • A63: Work towards reinstating more natural 	Not applicable.

	<p>conditions in highly modified urban waterways</p>	
<p>O26: The coast and waterways are protected and healthier</p>	<p>PP C14: Creating a Parkland City urban structure and identity, with South Creek as a defining spatial element</p> <ul style="list-style-type: none"> • A64: Implement South Creek Corridor Project and use the design principles for South Creek to deliver a cool and green Western Parkland City 	<p>Not applicable.</p>
<p>O27: Biodiversity is protected, urban bushland and remnant vegetation is enhanced</p> <p>O28: Scenic and cultural landscapes are protected</p>	<p>PP C15: Protecting and enhancing bushland, biodiversity and scenic and cultural landscapes</p> <ul style="list-style-type: none"> • A65: Protect and enhance biodiversity by (a-c) [abridged] • A66: Identify and protect scenic and cultural landscapes • A67: Enhance and protect views of scenic and cultural landscapes from the public realm 	<p>Part of the site has been used extensively for employment purposes historically, is largely developed and does not contain areas of biodiversity that would warrant protection.</p> <p>The subject site does not contain and items of heritage significance nor is it included in a heritage conservation area. It is near, but not adjacent, to Heritage Item I64 listed in Schedule 5 of the Parramatta LEP 2011. Item 64 is identified as the ‘Bulla Cream Dairy’ and is a bungalow-style residence with significant tree plantings The redevelopment of the subject site is not expected to impact on the heritage significance of this item.</p>

		<p>There are no existing views of scenic and cultural significant applicable to this site.</p>
<p>O30: Urban tree canopy cover is increased O32: The Green grid links Parks, open spaces, bushland and walking and cycling paths</p>	<p>PP C16: PP C16: Increasing urban tree canopy cover and delivering Green grid connections</p> <ul style="list-style-type: none"> • A68: Expand urban tree canopy in the public realm • A69: progressively refine the detailed design and delivery of (a-c) [abridged] • A70: Create Greater Sydney green Grid connections to the Western Sydney Parklands 	<p>The Planning Proposal incorporates substantial tree planting across the site, improved public domain, increased setbacks and more efficient use of open space.</p>
<p>O31: Public open space is accessible, protected and enhanced</p>	<p>PP C17: Delivering high quality open space</p> <ul style="list-style-type: none"> • A71: Maximise the use of existing open space and protect, enhance and expand public open space by (a-g) [abridged] 	<p>New public open space areas are proposed as part of the Planning Proposal and will be zoned accordingly.</p>
<p>An efficient city O33: A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change O34: Energy and water flows are captured, used and re-used O35: More waste is re-used and recycled to support the development of a circular economy</p>	<p>PP C19: Reducing carbon emissions and managing energy, water and waste efficiently</p> <ul style="list-style-type: none"> • A75: Support initiatives that contribute to the aspirational objectives of achieving net-zero emissions by 2050 • A76: Support precinct-based initiatives to increase renewable energy generation and energy and water efficiency • A77: Protect existing and identify new locations for waste recycling and management 	<p>It is considered that future development will be able to incorporate appropriate responses to these issues. ESD principles are included in the applicable Melrose Park North DCP...</p> <p>Extensive flood modelling has been undertaken for the precinct and appropriate controls included in the DCP to ensure appropriate conveyance of flood waters (including overland flooding) within the precinct.</p>

	<ul style="list-style-type: none"> • A78: Support innovative solutions to reduce the volume of waste and reduce waste transport requirements • A79: Encourage the preparation of low carbon, high efficiency strategies to reduce emissions, optimise the use of water, reduce waste and optimising car parking provisions where an increase in total floor in 100,000sqm 	
<p>O36: People and places adapt to climate change and future shocks and stresses</p> <p>O37: Exposure to natural and urban hazards is reduced</p> <p>O38: Heatwaves and extreme heat are managed</p>	<p>PP C20: Adapting to the impacts of urban and natural hazards and climate change</p> <ul style="list-style-type: none"> • A81: Support initiatives that respond to the impacts of climate change • A82: Avoid locating new urban development in areas exposed to natural and urban hazards and consider options to limit the intensification of development in existing areas most exposed to hazards • A83: Mitigate the urban heat island effect and reduce the vulnerability to extreme heat • A84: Respond to the direction for managing flood risk in Hawkesbury-Nepean Valley • A85: Consider strategies and measures to manage flash flooding and safe evacuation when planning for growth in Parramatta CBD 	

3.2.2. Is the Planning Proposal consistent with the local council’s Community Strategic Plan or other local strategic plan?

The following local strategic planning documents are relevant to the Planning Proposal.

Parramatta 2038 Community Strategic Plan

Parramatta 2038 is a long-term Community Strategic Plan for the City of Parramatta, and it links to the long-term future of Sydney. The plan formalises several big and transformational ideas for the City and the region.

The Planning Proposal is considered to meet the strategies and key objectives identified in the plan including the creation of a new commercial and retail floor space complementary to the larger town centre in the precinct, improved active transport connections, new open space, and contributions towards the required infrastructure in the precinct.

Parramatta Employment Lands Strategy 2016 and Review and Update 2020

Refer to Section 3.1 above.

3.2.3. Is the Planning Proposal consistent with the applicable State Environmental Planning Policies?

The following State Environmental Planning Policies (SEPPs) are of relevance to the site (refer to Table 5 below).

Table 5 – Consistency of Planning Proposal with relevant SEPPs

State Environmental Planning Policies (SEPPs)	Consistency: Yes = ✓ No = x N/A = Not applicable	Comment
SEPP 33 – Hazardous and Offensive Development	✓	The subject site is within proximity of a high pressure oil pipeline. Any relevant requirements regarding redevelopment close to the pipeline will be addressed at the development application stage.
SEPP (Primary Production) 2021	N/A	Nil
SEPP (Biodiversity and Conservation)	✓	The Site is not zoned open space and is not identified as having biodiversity significance. As outlined in the <i>Flora and Fauna</i> , there are no significant vegetation species within the site and existing vegetation largely consists of exotic species. There are no identified fauna habitats within the site. The Planning Proposal, in-

		principle, is consistent with the SEPP.
SEPP (Resilience and Hazards) 2021	✓	A Phase 1 preliminary contamination investigation report for the subject site has been prepared. Council is satisfied the site can be made suitable for residential purposes with a Phase 2 to be prepared at the DA stage. Land proposed to be dedicated to Council as public open space will be required to be remediated to Council's satisfaction prior to handover. Details of any required remediation will be included in the local Planning Agreement.
SEPP (Industry and Employment) 2021	N/A	Not relevant to the proposed amendment. May be relevant to future DAs regarding advertising and signage.
SEPP (Resources and Energy) 2021	N/A	Nil
Housing SEPP 2021	x	At present, there is no proposed provision of affordable rental housing on the site. However, this will be the subject of future Planning Agreement negotiations with the proponent. It is envisaged that some provision will be included in the Planning Proposal prior to exhibition. Council will likely seek the provision of units to be dedicated to Council in perpetuity to guarantee future use as affordable rental housing. These units will be secured via a Planning Agreement between Council and the proponent which is yet to be negotiated.

SEPP No 65 Design Quality of Residential Flat Development	✓	Detailed compliance with SEPP 65 will be demonstrated at the time of making a development application for the site facilitated by this Planning Proposal. During the design development phase, detailed testing of SEPP 65 and the Residential Flat Design Code was carried out and the indicative scheme is capable of demonstrating compliance with the SEPP.
SEPP (Precincts – Central River City) 2021	N/A	Nil.
SEPP (BASIX) 2004	N/A	Detailed compliance with SEPP (BASIX) will be demonstrated at the time of making a development application for the site facilitated by this Planning Proposal.
SEPP (Exempt and Complying Development Codes) 2008	✓	May apply to future development of the site.
SEPP (Transport and Infrastructure) 2021	✓	<p>This SEPP aims to facilitate the effective delivery of infrastructure across the State. This includes by identifying matters to be considered in the assessment of development adjacent to types of infrastructure development and providing for consultation with relevant public authorities about certain development during the assessment process or prior to development commencing.</p> <p>Many of the provisions relate to development by the Crown and exempt development of</p>

		<p>certain development by on behalf of the Crown, which is not relevant to the Proposal.</p> <p>Consultation has been undertaken with the Transport for NSW as part of the preparation of the Transport Management and Accessibility Plan (TMAP). The site itself does not have any direct impacts on State road infrastructure, however, is adjacent to the identified PLR 2 route. Consultation with TfNSW will occur as required.</p> <p>In terms of noise considerations, the Site is located within close proximity to Victoria Road and is not subject to aircraft noise limitations. Noise considerations to and from the proposed development can be addressed through the detailed design stage and would not be a determinative factor in rezoning the Site.</p>
<p>Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005</p>	<p>N/A</p>	<p>The proposed development is not located directly on the Sydney Harbour Catchment foreshore. Any potential impacts as a result of development on the site, such as stormwater runoff, will be considered and addressed appropriately at the DA stage.</p>

3.2.4. Is the Planning Proposal consistent with applicable Ministerial Directions (s.9.1 directions)

In accordance with Clause 9.1 of the *EP&A Act 1979* the Minister issues directions for the relevant planning authorities to follow when preparing Planning Proposals for new LEPs. The directions are listed under the following categories:

- Employment and resources
- Environment and heritage

- Housing, infrastructure and urban development
- Hazard and risk
- Housing, Infrastructure and Urban Development
- Local plan making

The following directions are considered relevant to the subject Planning Proposal.

Table 6 – Consistency of Planning Proposal with relevant Section 9.1 Directions

Relevant Direction	Comment	Compliance
1. Employment and Resources		
Direction 1.1 – Business and Industrial Zones	<p>The Proposal complies with this objective. The proposed development seeks to provide for new employment growth through the provision of 1,400m² of commercial/retail floor space within the development through a B4 Mixed Use zone.</p> <p>The Employment Lands Strategy stipulates that any new development in the precinct must provide the equivalent number of jobs that could be achieved under the current IN1 General Industrial zone, which is 2,546. The Proposal indicates that redevelopment will assist in the provision of approximately 76 new jobs on the site (2.9% of the ELS requirement). This is considered appropriate given that only part of the site (19 Hope Street) is subject to the ELS requirement, being the only IN1 General Industrial zone property. The bulk (up to 76%) of the job numbers are being provided within the larger northern precinct</p> <p>Council considers that the key requirement is for the precinct to be able to adequately service the needs of the incoming population and reduce the requirement for the residents to travel outside the precinct for retail/commercial purposes. It is also noted that future redevelopment within the southern precinct will also be required.</p>	Yes
2. Environment and Heritage		
Direction 2.3 - Heritage Conservation	<p>The site is located within proximity to the <i>Bulla Cream Dairy</i> at 64 Hughes Avenue, Ermington which is a locally significant item identified as I64 within Schedule 5 of PLEP 2011. This item is a bungalow residence surrounded by significant planting. It is diagonally opposite the subject site on the corner of Hope Street and Hughes Avenue on the southern side of Hope Street. Refer to Figure 16 in Part 4 Mapping.</p>	Yes

3. Housing, Infrastructure and Urban Development		
Direction 3.1 - Residential Zones	<p>The Planning Proposal is consistent with this direction, in that it:</p> <ul style="list-style-type: none"> • Does not reduce the permissible residential density of land. • Intends to provide for a range of apartment types in proximity to existing public transport. The Proposal will be required to make contributions towards the provision of local and State infrastructure via Planning Agreements with Council and the State Government. • The Proposal intends to only provide for high density residential housing. Council officers consider this appropriate given the relatively small size of the site and context within the Melrose Park precinct. 	Yes
Direction 3.4 - Integrating Land Use and Transport	<p>The Planning Proposal is consistent with this direction, in that it:</p> <ul style="list-style-type: none"> • will provide new dwellings in close proximity to existing public transport links • will enable residents to walk or cycle to work via the Parramatta Valley Cycleway if employed in the Parramatta City Centre or east of the precinct. Residents will be able to utilise the shuttle bus connecting the precinct to nearby heavy rail stations which is being provided as part of the broader Melrose Park North redevelopment. Residents will also be able to utilise the proposed PLR service. • makes more efficient use of space and infrastructure by increasing densities on an underutilised site. 	Yes
4. Hazard and Risk		
Direction 4.1 - Acid Sulfate Soils	<p>The site is identified as Class 5 on the Acid Sulfate Soils Map in Parramatta Local Environmental Plan 2011. Acid sulfate soils are generally not found in Class 5 areas however this will be addressed further at the development application stage.</p>	Yes
Direction 4.3 - Flood Prone Land	<p>The site is not flood prone and is above the 1:100 year flood level.</p> <p>Any potential impacts as a result of development on the site, such as stormwater runoff, will be considered and addressed appropriately at DA stage. This will also include any design detail required to ensure compliance with Council's water management</p>	Yes

	controls within the Melrose Park North DCP 2021.	
5. Local Plan Making		
Direction 6.1 - Approval and Referral Requirements	The Planning Proposal does not introduce any provisions that require any additional concurrence, consultation or referral.	Yes
Direction 6.2 – Reserving Land for Public Purposes	The Planning Proposal seeks to rezone existing private land to RE1 Public Recreation. The land will be secured through the local Planning Agreement with Council.	Yes
Direction 6.3 - Site Specific Provisions	The Planning Proposal intends to introduce the following site-specific provisions by amending Part 6 – <i>Additional local provisions – generally</i> : <ul style="list-style-type: none"> Apply a minimum non-residential floor area requirement of 1,400m² to serve the retail and commercial needs of the community. 	Yes
6. Metropolitan Planning		
Direction 7.1 - Implementation of A Plan for Growing Sydney	The Proposal is consistent with the relevant Goals and direction in the Strategy as detailed previously in Section 3.2	Yes

3.3. Section C – Environmental, social and economic impact

This section considers the potential environmental, social and economic impacts which may result from the Planning Proposal.

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

There is no known critical habitat or threatened species, populations or ecological communities, or their habitats likely to be adversely affected as a result of the Proposal. As detailed in the Flora and Fauna report by UBM Ecological Consultants (**Appendix 3**), the development and clearing of the Site has resulted in little remaining remnant vegetation.

There are no mapped areas of remnant vegetation on the Site within maps published by the NSW Office of Environment and Heritage.

The Site is not identified on the Natural Resources – Biodiversity map, nor the Natural Resources – Riparian Land and Resources Map in Parramatta LEP 2011.

There is the possibility of some habitat for fauna within the Site; however, overall, this is likely to be very low due to the high level of disturbance to the site due to the current industrial use. It is recommended that a nocturnal fauna survey be carried out on the site to identify any potential microbat species prior to finalisation.

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

The main potential environmental impacts to be examined in detail with any future development proposal for the site are:

Contamination. A Detailed Site Investigation report will need to be prepared and accompany all future development applications.

Hazard assessment in relation to the high-pressure oil pipeline. A Hazard Analysis Report has been undertaken to determine the appropriateness of the proposed land uses in the vicinity of the pipeline. It recommends further analysis be undertaken at the development application stage to determine the level of risk at the construction and occupation stages.

Built Form

The proponent was required to consider a number of constraints when developing the concept design for this site. These are identified below. Further detail is provided in the *Urban Design and Landscape Report (Appendix 4)*.

- Adjacent low density residential development along part of the western portion of the northern boundary
- High voltage overhead power lines along the eastern edge of the site (19 Hope Street)
- Potential light rail land requirements and interface
- Integration with the high-density development proposed in the larger part of the northern precinct

In response, the proponent has submitted a concept design (**Figures x and x**) that includes the following elements to ameliorate any potential negative amenity impacts:

- New public open space incorporating a pedestrian/cycle link and large canopy tree planting is proposed along the northern boundary of the site.
- Additional setbacks. The pedestrian/cycle link to the north will be 6m wide.
- A further 3m setback from the southern edge of the open space to the building line is proposed, providing a 9m separation from the boundary of 81 Hughes Avenue to the north to the 3-storey building façade of the proposed development.
- A combination of building heights, consisting of 3, 4, and 6 storeys and one 14 storey tower component. The lowest height (3 storeys) has been located along the northern boundary to provide a transition to the existing low density residential development. The tallest (14 storey) element is located on the eastern side of the development that has an interface with the proposed open space/high voltage power lines.
- The 14 storey component will be visible from the existing Hughes Avenue properties, however given the proposed separation of at least 18m from the building edge to the property boundary and 3 storey component separating the tower from the boundary, it is not anticipated that it will result in negative amenity impacts on the existing dwellings.
- A 4 storey podium with a further 2 storeys set back from Hope Street to provide an appropriate street wall height of 6 storeys.

It is considered that the concept design (**Figures x, x**) adequately demonstrates that an appropriate built form can be achieved on the site within the planning controls identified in the Planning Proposal and that an appropriate built form and height transition between the site and surrounding development is proposed. Notwithstanding, there are three (3) matters that will need to be given further consideration and be subject to refinement at the development application stage. These include the following principles which will be re-enforced as part of the amendment to the Melrose Park North DCP:

- Location of the residential entry to the building. The entry should be directly from the east side of the development and not the street. It is considered that this will provide a better edge to the proposed open space, improved internal space, and the opportunity for a pathway and canopy over the entrance.
- Design of the proposed ground floor retail frontage.
- Refinement of the interface between the new development and existing low density residential development to address any perceived privacy concerns.



Figure 6 – The proposed design concept design

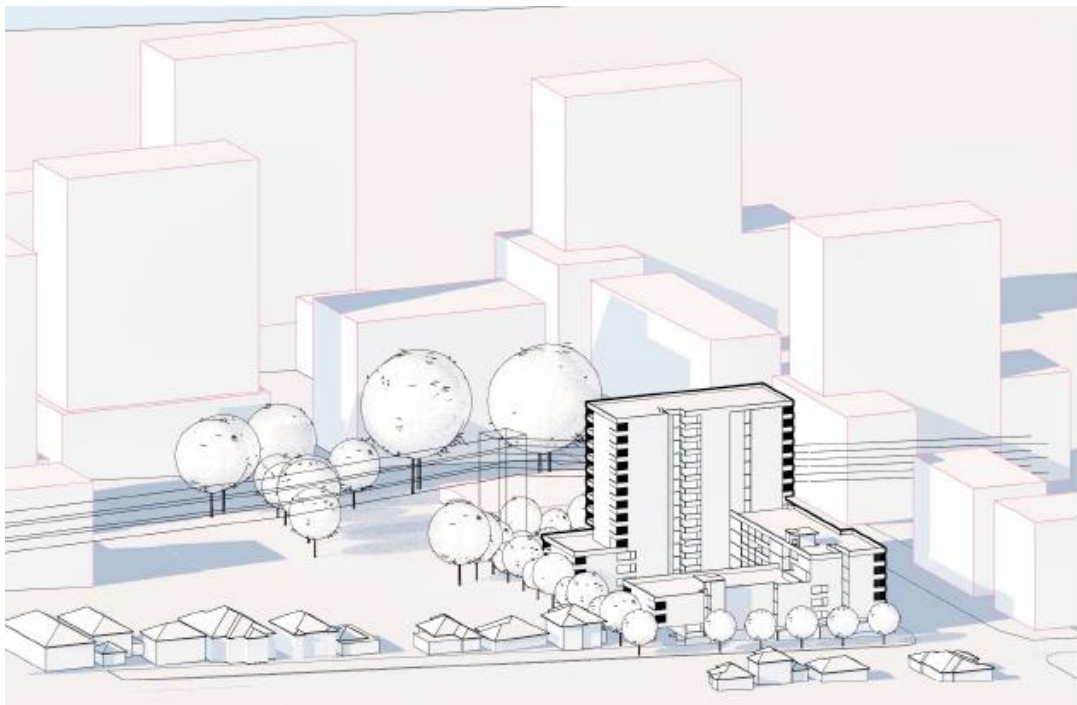


Figure 7 – Proposed built form outcome from a west perspective

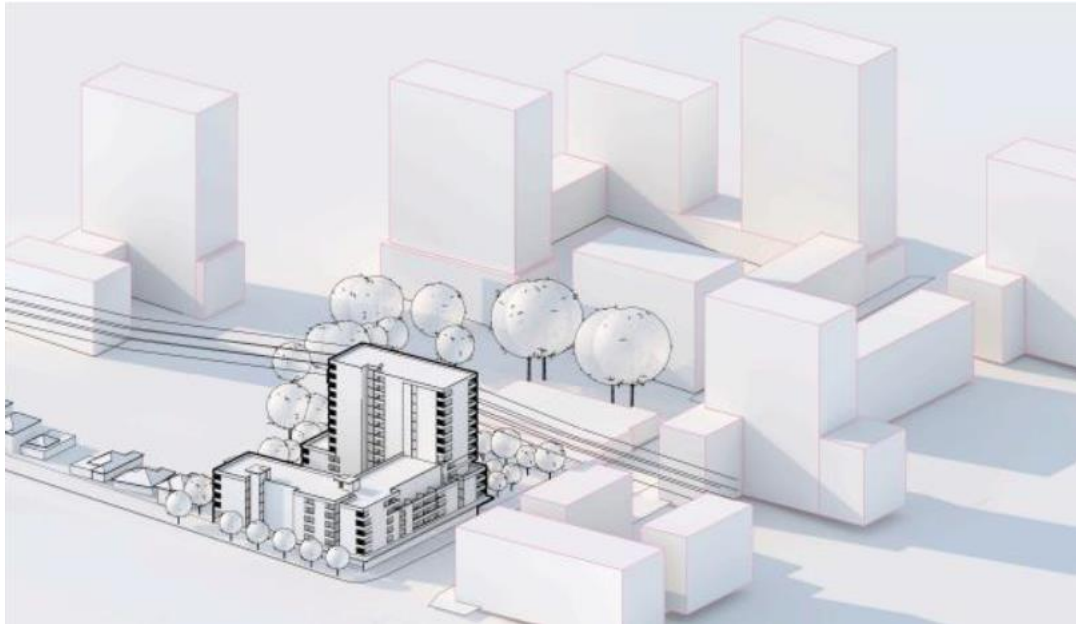


Figure 8. Proposed built form outcome from a south-west perspective

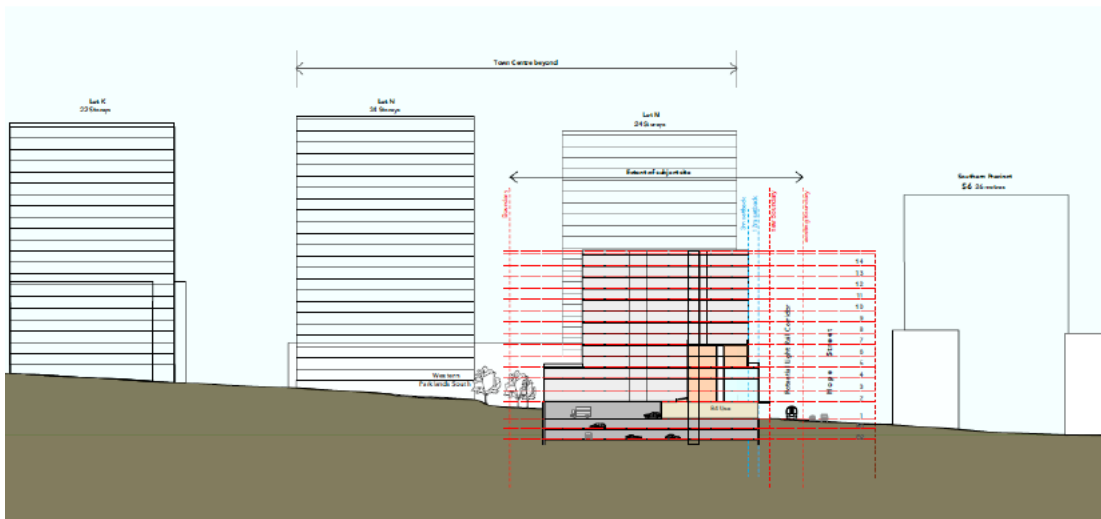


Figure 9. Section of the site viewed from the west showing the proposed built form in the broader Melrose Park North context

Open Space

Approximately 2,600m² of new public open space is proposed to be delivered as part of the Planning Proposal via a future Planning Agreement between Council and the Proponent (refer to **Figure 10** and **Appendix 4**). This space will be utilised primarily as pedestrian/bicycle through-links along the northern and eastern edges of the site. Council's adopted Community Infrastructure Strategy (July 2020) typically requires sites proposed for high density residential uses provide a minimum 20% of the site area as open space. However, given the subject site is adjacent to the main Melrose Park North redevelopment area which will provide various large public open space areas for active and passive recreational purposes, it is not considered necessary for additional public open space to be required as part of this redevelopment.

The proposed public open space area along the eastern boundary contains overhead high voltage power lines and is therefore limited in its function but is still able to contribute as usable open space. The Proponent will need to demonstrate that embellishment and use of this space in is accordance with the easement conditions requirements and constraints of the

power line operator. This will be further refined as part of the Planning Agreement negotiations and be subject to specific development controls as part of an amendment to the Melrose Park North Site-Specific DCP.

The open space areas are required to be deep soil zones to enable large tree plantings, where possible. However, as this land will eventually be dedicated to Council and become public land, the development site itself will still be required to contain deep soil zones separate to the public open space. Further detail is provided within the *Urban Design and Landscape Report (Appendix 4)*.

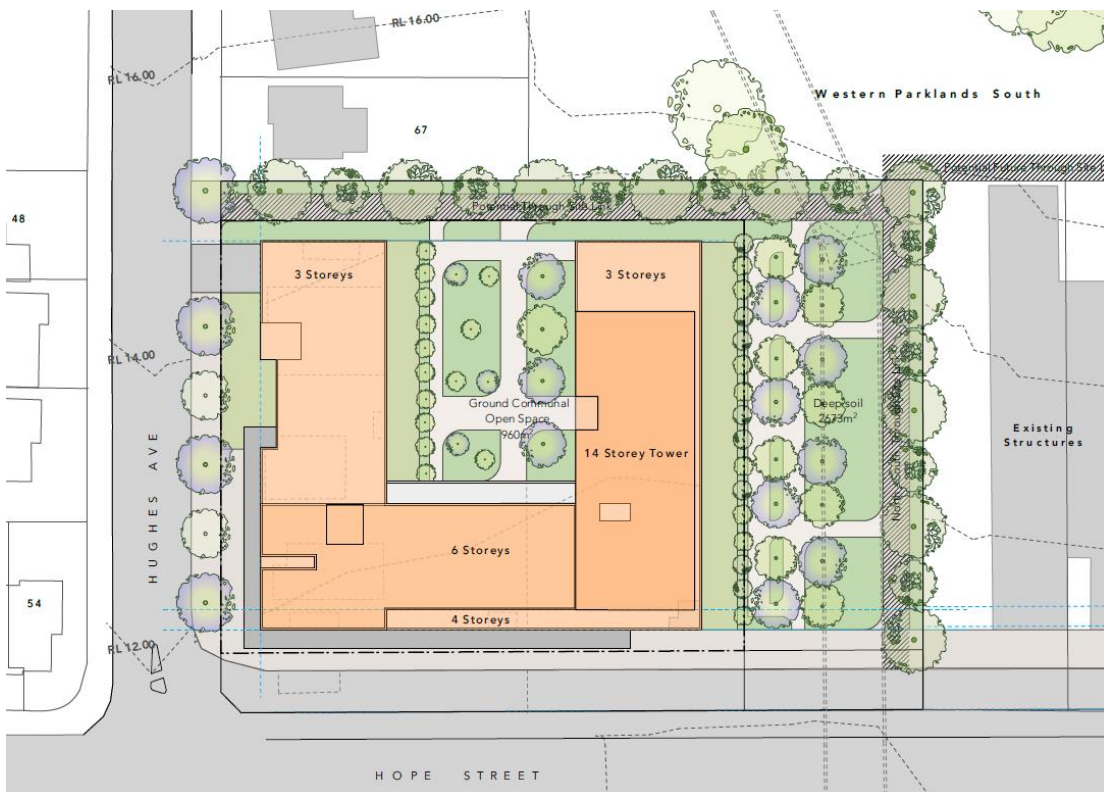


Figure 10. Indicative landscape plan

Traffic and Parking

The *Traffic and Transport Assessment (TIA) (Appendix 5)* prepared for the site identifies no major concerns relating to the projected trip generation rates up to 69 trips in the AM peak and 83 trips in the PM) as it is not considered that these will have significant implications on the broader Melrose Park Precinct.

The parking rates referenced in the TIA are based on those required by Table 3.6.2.3 of Part 3 within the PDCP 2011. As such, it is estimated that a total of 203 new parking spaces will be required as part of the development. These rates are considered appropriate in the current circumstances given the unknown nature of the Parramatta Light Rail (PLR) Stage 2 stop locations.

Should certainty be provided regarding the delivery of PLR Stage 2 and stop locations prior to the lodgement of a development application on this site then a reduction in the required parking rates may be considered to align with Objective 3J-1 of the Apartment Design Guide which enables flexibility in parking provision for a development based on the context of the site and availability and frequency of public transport, at the time of the development application being lodged and assessed. A detailed Traffic and Transport Assessment will also be required from the proponent to accompany any development application.

This Planning Proposal is also required to consider the findings of the TMAP that was prepared as part of the Melrose Park North Planning Proposal in 2018. Based on the currently active Planning Proposals in the precinct, this proposed development will not result in the total dwelling yield identified in the TMAP for the precinct being exceeded. Further detail on the TMAP is provided below.

TMAP

The TMAP (**Appendix 1**) tested an agreed FSR range from 1.6:1 to 1.85:1 across the whole Melrose Park precinct to help determine the capacity of the precinct from a traffic and transport perspective. This together with urban design testing informed the appropriate density within the Melrose Park.

The TMAP was completed in late 2018 and concluded that the precinct has the capacity to accommodate up to 11,000 dwellings from a traffic and transport perspective subject to the identified road and public transport improvements and new infrastructure being delivered at the appropriate stages. The TMAP has been endorsed by TfNSW, DPE and Council for exhibition purposes and was publicly exhibited in conjunction with the Melrose Park North Planning Proposal.

An Implementation Plan has been developed and included in the TMAP (refer to Section 7 within the attached TMAP) to ensure required infrastructure is delivered within and outside the precinct at the appropriate stages of development to cater for the increase in demand. The Implementation Plan included in the TMAP provides a framework to ensure an integrated and coordinated approach in the delivery of this infrastructure, and implementation of the measures identified in the TMAP will be undertaken by Council, State agencies and developers within the precinct at the appropriate stages via Local and State Planning Agreements.

The TMAP's Implementation Plan addresses the delivery of infrastructure to support up to 11,000 dwellings across the precinct and notes the required transport infrastructure referred to above. It will facilitate a maximum overall FSR of 1.85:1 for the northern part of the precinct and similarly appropriate development potential in the southern precinct at a maximum overall FSR of 1.7:1. Appropriate provisions will be inserted into the PLEP 2011 to ensure that the delivery of infrastructure is undertaken in accordance with the rate of redevelopment. Provisions addressing the coordination of redevelopment and infrastructure provision in accordance with the thresholds in the TMAP are intended to be inserted into PLEP 2011. This approach is intended for the northern precinct through Amendment No 59 to PLEP 2011 which relates to all sites subject to the Melrose Park North Planning Proposal which is currently with DPE for finalisation.

Heritage

The site is not known to have any archaeological potential for items of Aboriginal significance given the respective lots which form the site have been previously developed. The site is also not known to be a site of Aboriginal significance. As such, no further assessment of Aboriginal heritage has been undertaken.

European

The site does not contain any items of European heritage, nor is it located within a heritage conservation area. A heritage item of local significance is located at the opposite corner of the Hope Street and Hughes Avenue intersection, at 64 Hughes Avenue, Ermington. This item is known as the 'Bulla Cream Dairy' (I64) under the PLEP 2011. This site contains a single storey residential dwelling with a single storey warehouse to the rear and fronting Hope Street. Council officers are in agreement with this approach.

Flora and Fauna

The site is currently heavily developed and there is limited vegetation and fauna present. The *Flora and Fauna Assessment* (**Appendix 3**) does not identify any areas of remnant vegetation on the site although vegetation on nearby streets and within the precinct is classified as urban exotic/native. The subject site has been cleared since the early 1950s and is landscaped with a mixture of non-native local trees and shrubs and does not preclude re-development of the site.

A preliminary survey of the site identified no flora species listed as threatened or vulnerable under the NSW *Threatened Species* or Commonwealth *Environment Protection & Biodiversity Conservation Acts*. This is consistent with the long-term use of land for residential and industrial uses.

Although the subject site has no known threatened or vulnerable fauna species, some of the mature trees in the vicinity may support local arboreal mammals (possums), birds and possibly microbats such as Greyheaded Flying-fox. At least five (5) microbat species are known within the locality and are listed in legislation.

It is not considered necessary to undertake a full ecological survey; however, it is recommended that a nocturnal fauna survey be undertaken at the development application stage in addition to an assessment of tree health.

Land Contamination

A *Phase 1 Preliminary Site Investigation Report* (**Appendix 6**) has been undertaken for the site. The report identified several potential contamination issues, including the presence of hazardous material such as asbestos and/or lead containing products, heavy metals, contaminated fill and traces of chemical waste. The report also noted that contamination of nearby ground a surface water is also possible. It is considered that there is a moderate potential for contamination to have occurred on the site as a result of past and present land uses. As a result, a Phase 2 investigation will be required to be undertaken as part of the development assessment process to establish appropriate management and remediation actions. Council officers agree with this approach.

Stormwater and Flooding

The Site is not below the 1 in 100-year flood level and the Site is not known to be flood liable.

The subject site is located approximately 300m north of a tidal reach of Parramatta River but is not affected by mainstream flooding from the main Parramatta River channel. The *Concept Stormwater Strategy* and supporting information (**Appendix 7**) showing how this site integrates with (and does not act against) the Master Plan, DCP and Water Management Strategy that has been prepared for the whole northern precinct with regard to overland flow flooding, piped stormwater drainage, on site and public stormwater detention and water sensitive urban design (WSUD) (**Appendix 7**) was submitted with the Planning Proposal. This information was assessed by Council's Senior Catchment and Development Engineer who considered it sufficient for this stage in the planning process.

Key findings of the report identify the following:

- The provision of a 6m wide overland flow path around the northern and eastern perimeter of the proposed B4 Mixed Use zoned land would prevent adverse impacts from being experienced in adjacent development.
- The depth of flow in the designated overland flow path is no greater than 0.3m in a 1% Annual Exceedance Probability (AEP) storm event and is considered acceptable.
- The proposed development would not result in adverse flooding conditions being experienced in adjacent development, noting the impacts that are shown to the south of Hope Street are a function of changes in the road configuration associated with

development in the Planning Proposal site and the fact that the results are based on 100% blocked conditions. The developer will be required implement a system to Council's satisfaction that can be maintained to ensure no major blockages are present that will prevent the efficient drainage of water.

- The resulting velocity-depth product and flood hazard vulnerability classifications confirm that conditions would be safe along the full length of the overland flow path during a 1% AEP storm event.
- The peak 1% AEP water surface elevation contours should be used to set the minimum habitable floor levels in the proposed development.
- On-site detention will be required within the new development to manage internal stormwater run-off.
- It is envisaged that stormwater runoff from the subject site will be treated by the use rainwater tanks, stormfilter cartridges and bioretention areas as part of WSUD measures.

This information was prepared using the extensive modelling that was undertaken as part of the Melrose Park North Planning Proposal as a base. It has been assessed by Council officers and considered to be sufficient for this stage in the process. No significant concerns were raised that cannot be addressed at the development assessment stage, noting that controls within the Melrose Park North Site-Specific DCP and the Stormwater Management Strategy will apply to any future development application.

Servicing

The *Engineering Services Report (Appendix 8)* describes the services available on and to the Site, outlines easement constraints and assesses the capacity of the services.

Electrical

Existing overhead high voltage power lines are located on the eastern side of the site (**Figures x and x**) and will likely be a point of connection for new on-site substations. It is envisaged that the high voltage feeders will have the capacity to service the proposed development. The Report identifies new substation options for the development both if which have advantages and disadvantages. This will require further consideration at the development application stage as to which is the most appropriate. The Report also suggest the undergrounding of existing overhead powerlines on Hughes Avenue which will also require further consideration at the development application stage.

Development within the vicinity of high voltage power lines is subject to restrictions by the electricity provider and those of the easement. For the purposes of the Planning Proposal, the existing electrical infrastructure does not impact on the ability of the site to redevelop; however, considerations to addressing potential community concerns such as the perceived health implications of living within proximity to this infrastructure, visual impacts and restricted nature of this land will need to be thoroughly addressed at the development application stage.

Natural Gas

There are no existing gas services on the site that will require decommissioning or diversion.

There are existing medium pressure gas mains running through Hughes Avenue and Hope Street owned by Jemena (**Figure 11**). This infrastructure is sufficient for servicing the proposed development.



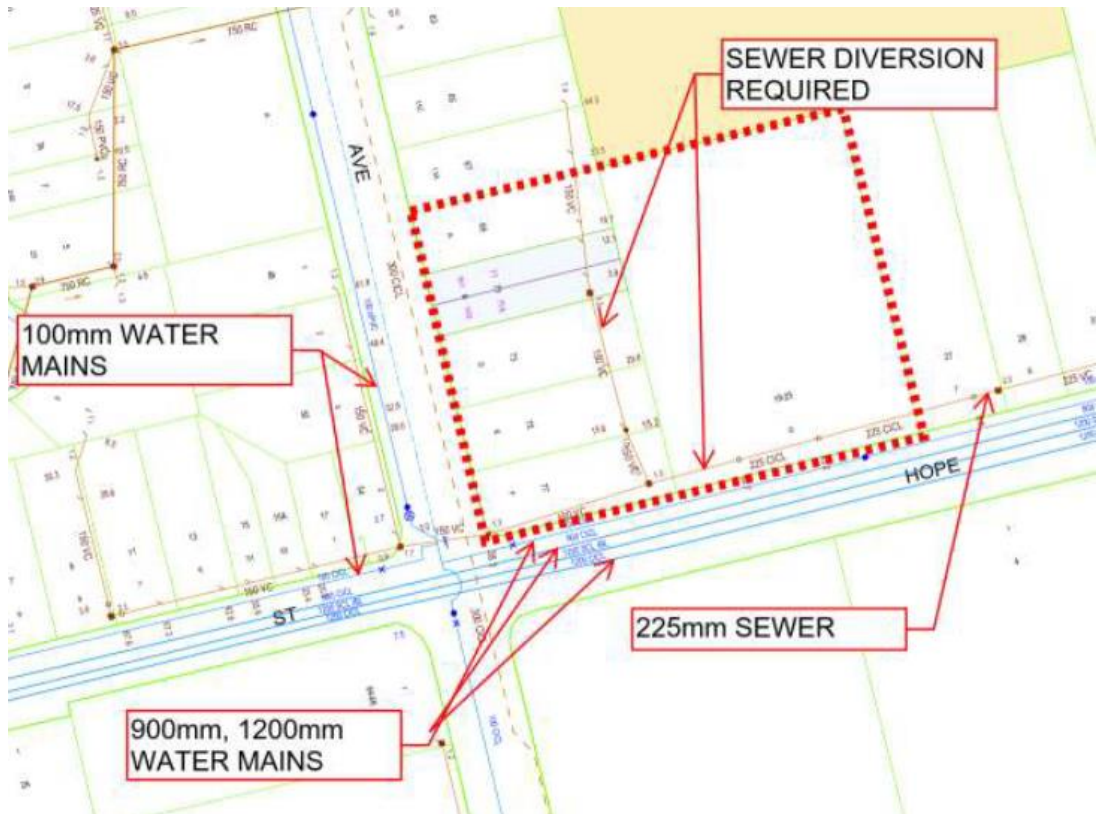


Figure 12. Location of water mains

Sewer

There are existing 150mm and 225mm sewer mains within the site. Diversion of the sewer mains will be required, however are not likely to be complicated works. These will be subject to consultation with Sydney Water.

There are numerous easements protecting existing services and public assets across the Site. There are stormwater assets within and surrounding the Site, including a stormwater easement across the middle of the Site.

Other Pipeline Infrastructure

A high-pressure oil pipeline is located along the southern boundary of Hope Street and is a significant piece of infrastructure owned and operated by Viva Energy. This pipeline will not service the proposed development, however, requires consideration to prevent any impacts on the pipeline as a result of the development. A Hazard Analysis Report (**Appendix 11**) has been prepared for the precinct and identifies land use restriction for within the explosion zone. These ‘sensitive’ land uses, such as childcare centres, aged care living, hospitals and schools are not permitted within a designated distance from the pipeline. The development does not propose to locate such land uses within the site. Nonetheless, further investigations will be required at the development application stage.

Sustainability

A *Sustainability Statement* (**Appendix 9**) has been provided outlining how the proposed development will meet the required sustainability targets and Environmentally Sustainable Design (ESD) principles for minimising the need for water, energy and material consumption, and the use of renewable materials. The Integrated Design Approach outlined in the Statement is considered appropriate.

In addition, the development will be required to comply with the comprehensive sustainability controls within the Melrose Park North DCP.

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

Economic Impact Assessment

A key consideration in the redevelopment of the precinct as a whole is the retention of employment generating land uses to ensure a sufficient number of jobs are able to be provided on-site. A requirement of the ELS is that there be no net job loss on site as a result of redevelopment. At the time of finalising the ELS in 2016, there were approximately 2,546 employees in the precinct in total, however this has subsequently reduced as a result of further relocations of tenants. The ELS does not provide a breakdown of the number of employees in the northern and southern precincts individually. Refer to **Table 7** for a distribution of employment numbers between the ELS and northern and southern precincts based on the known job numbers included in previous and active Planning Proposals in the precinct. These approximate figures have been allocated on a pro-rata basis and are subject to refinement as Planning Proposals are submitted for the undeveloped sites.

Table 7. Job number comparison

	Job Number (long term)	% of Total Jobs Compared to ELS Requirement
ELS Requirement	2,546 (as at 2016)	-
Northern Precinct (Payce site)	1,538-1,932	60%-76%
Northern Precinct (Tomola site)	76	2.9%
Southern Precinct (Holdmark)	160	6.3%
Southern Precinct (remaining sites)	454-848	18%-33%

The Planning Proposal proposes to include a minimum of 1,400m² of non-residential floor space that could potentially generate 76 new jobs. The *Economic Impact Assessment (Attachment x)* submitted with the Planning Proposal does not provide significant detail about the subject site. However, as only a portion of the subject site (19 Hope Street) was previously occupied by an employment generating land use (industrial) with the remainder currently low density residential, the economic impacts on existing retail and commercial areas within proximity to the precinct are unlikely to be significant in the context of the overall precinct. The ELS does not provide a breakdown of employment numbers on a site-by-site basis and therefore it is difficult to determine the number of jobs that should be created by the Planning Proposal. As a result, given the relatively small size of the site, and that it is intended to be, in part, employment generating once redeveloped, then the proposed job number is considered appropriate. The retail/commercial component proposed as part of the Planning Proposal is intended to support, not interfere with, the new town centre within the larger Melrose Park North precinct which will be located on Hope Street east of the Tomola site.

Social Impact Assessment

A Social Impact Assessment (SIA) for the Site was prepared by Urbis (**Appendix 10**) and no concerns were raised by Council officers. It is noted that the dwelling mix (**Table 8**) on the site is required to be consistent with the Melrose Park North DCP.

Table 8. Required dwelling mix

Dwelling Type	Dwelling Mix
1 Bedroom	10 – 20% of total dwellings
2 Bedroom	60 - 75% of total dwellings
3 Bedrooms	10 - 20% of total dwellings

The SIA identifies that the number of incoming potential new residents that could be generated by this site in isolation is not significant but combined with the estimated incoming population associated with the Melrose Park North Planning Proposal, could place pressure on existing community facilities. This is not considered to be a significant issue given the proposed upgrades to existing community facilities such as the Ermington Community Hub and additional services that will be provided within the new town centre in the main part of the northern precinct.

The Planning Proposal currently make no provision for Affordable Rental Housing on the site. This matter will form part of future Planning Agreement negotiations should Council resolve to progress the Planning Proposal as it is considered important for some contribution to affordable housing to be made as part of this proposal.

3.4. Section D – State and Commonwealth Interests

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

Local Infrastructure

The redevelopment of the Melrose Park precinct generally will require significant infrastructure to be delivered to meet the needs of new residents and the community. As part of the previous planning work done for the precinct, it was identified that this precinct would need to be self-sufficient in the provision of local infrastructure due to the significant increase in density and potential new residents. At its meeting of 10 July 2017, Council resolved the following:

“(f) That Council officers proceed with the preparation of an Infrastructure Needs List and subsequent negotiations for a Voluntary Planning Agreement (VPA) with the proponents in relation to the Planning Proposal on the basis that any VPA entered in to is in addition to Section 94A developer contributions payable.”

An Infrastructure Needs List (INL) has been prepared (**Appendix 2**) which identifies the types of infrastructure that will be needed to support a community of the anticipated size and the approximate costs of providing these benefits.

The INL includes items relating to open space, road network improvements and community facilities that would be required within and external to the precinct at the density proposed and an indicative cost per dwelling. The INL is used as a negotiation platform for all future planning agreements within the overall precinct.

The proponent has not submitted a Letter of Offer relating to this Planning Proposal; however, has indicated a willingness to enter into a Planning Agreement with Council. Council officer will commence Planning Agreement negotiations with the proponent should this be endorsed by Council. It is intended to insert a deferred commencement clause into PLEP 2011 to ensure that redevelopment of the site cannot occur until the associated planning agreement has been executed and registered on Title. This will ensure that the required infrastructure is delivered as the precinct redevelops.

State Infrastructure

Due to the size and nature of this urban renewal precinct and the anticipated demand it will place on not only local infrastructure but also State infrastructure, proponents will be required to make appropriate contributions to the provision of State infrastructure via a State VPA between the developer/s and State.

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

Formal consultation with the State and Commonwealth (where relevant) public authorities will be undertaken once the Planning Proposal is placed on public exhibition as per the conditions of the Gateway determination.

PART 4 – MAPPING

This section contains the mapping for this Planning Proposal in accordance with the DP&E’s guidelines on LEPs and Planning Proposals. **Existing controls**

This section illustrates the current *PLEP 2011* controls which apply to the site.

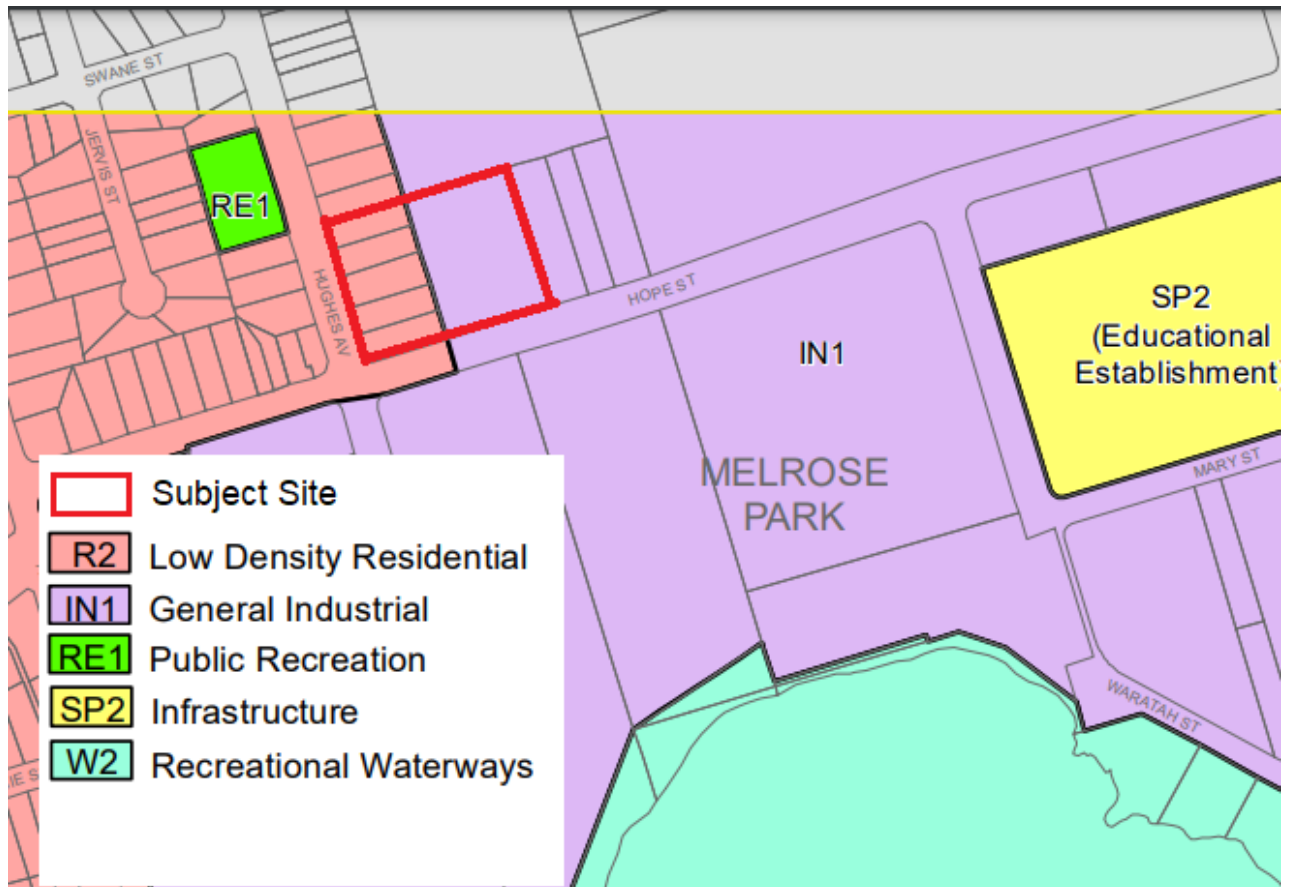


Figure 13 – Existing zoning extracted from *Parramatta LEP 2011* Land Zoning Map

Figure 13 illustrates the existing part IN1 General Industrial and part R2 Low Density Residential zones applicable to the site.



Figure 14 – Existing building heights extracted from the *Parramatta LEP 2011* Height of Buildings Map

Figure 14 illustrates the existing part 9m and part 12m applicable to the site.

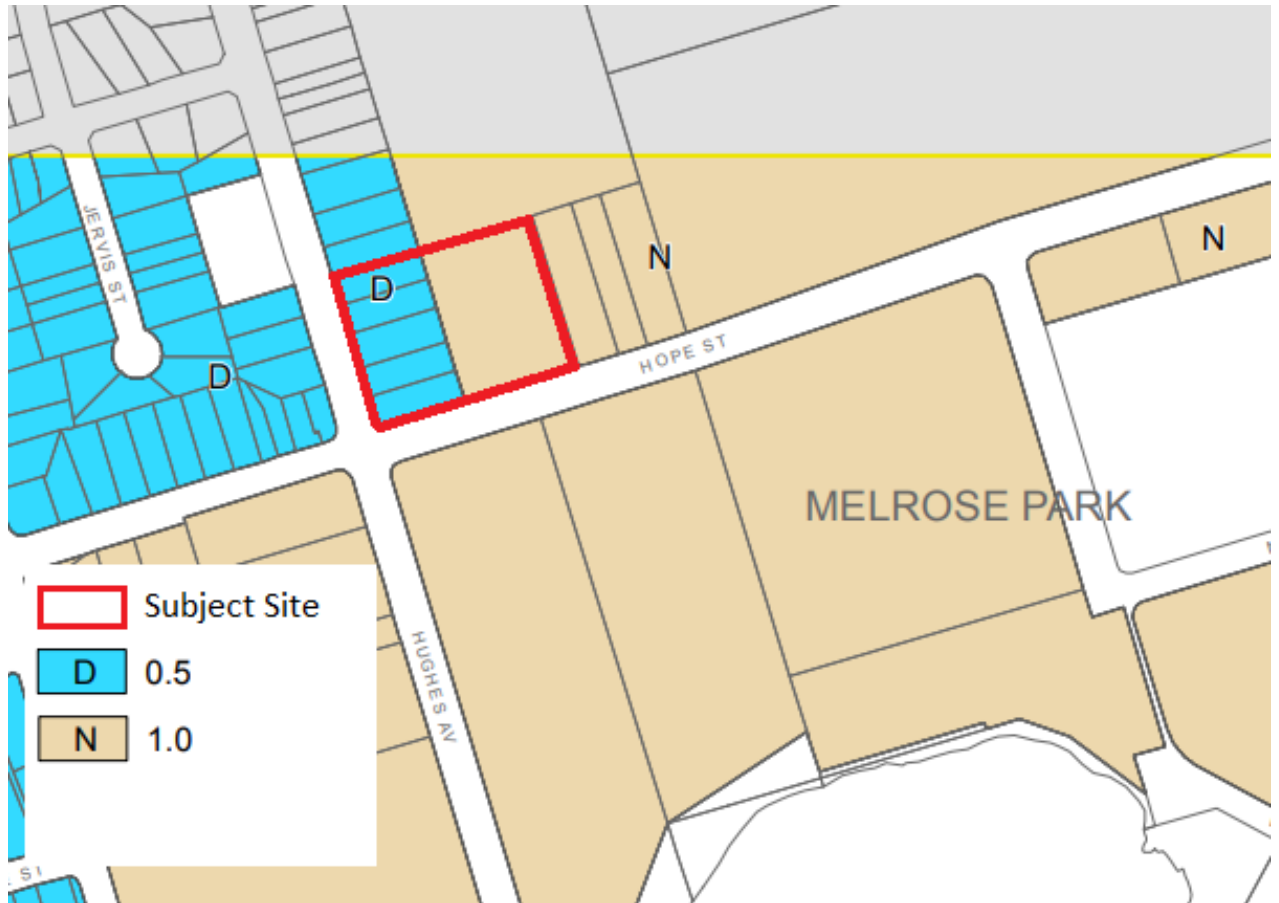


Figure 15 – Existing floor space ratio extracted from the *Parramatta LEP 2011* Floor Space Ratio Map

Figure 15 illustrates the existing part 0.5:1 and part 1:1 applicable to the site.

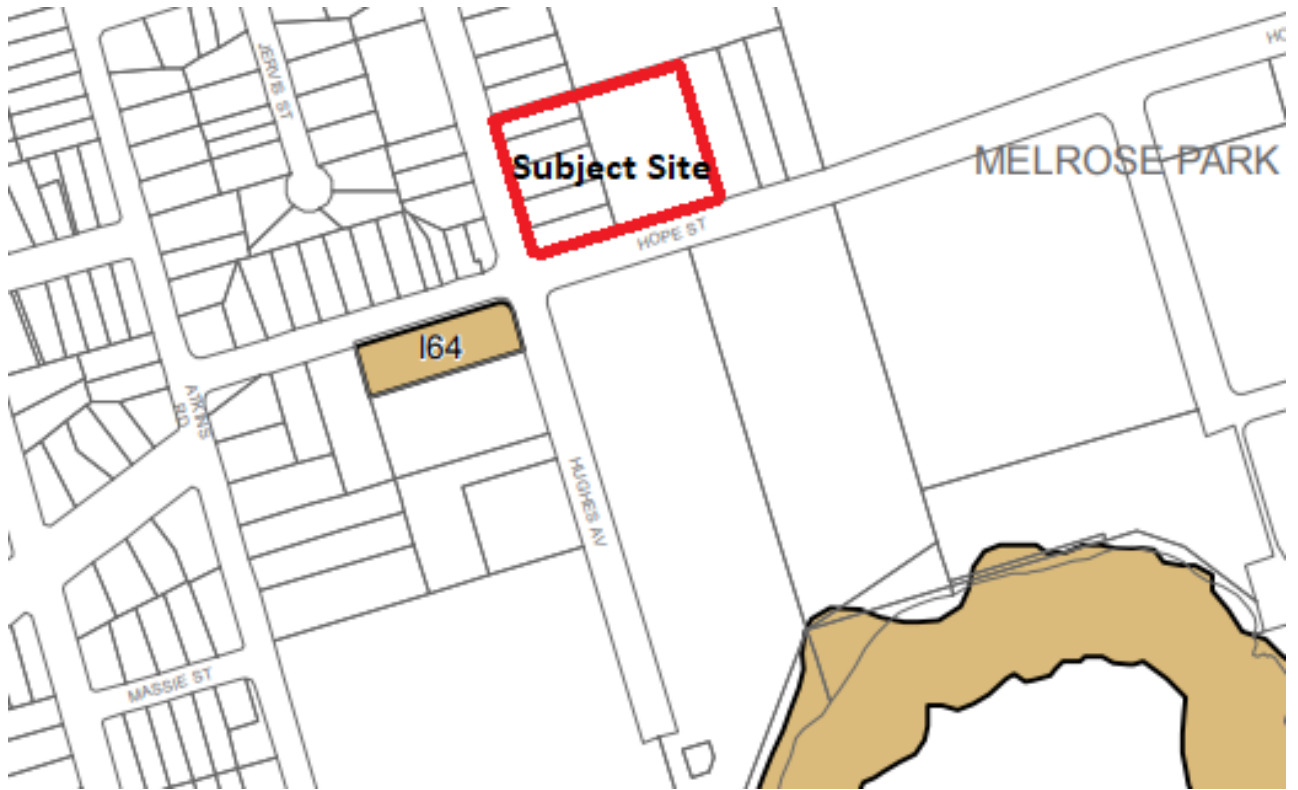


Figure 16 – Existing heritage items extracted from the *Parramatta LEP 2011* Heritage Map

Figure 16 above illustrates the Heritage Item 64 – Bulla Cream Dairy within the vicinity of the site.

4.2 Proposed controls

The figures in this section illustrate the proposed land use controls

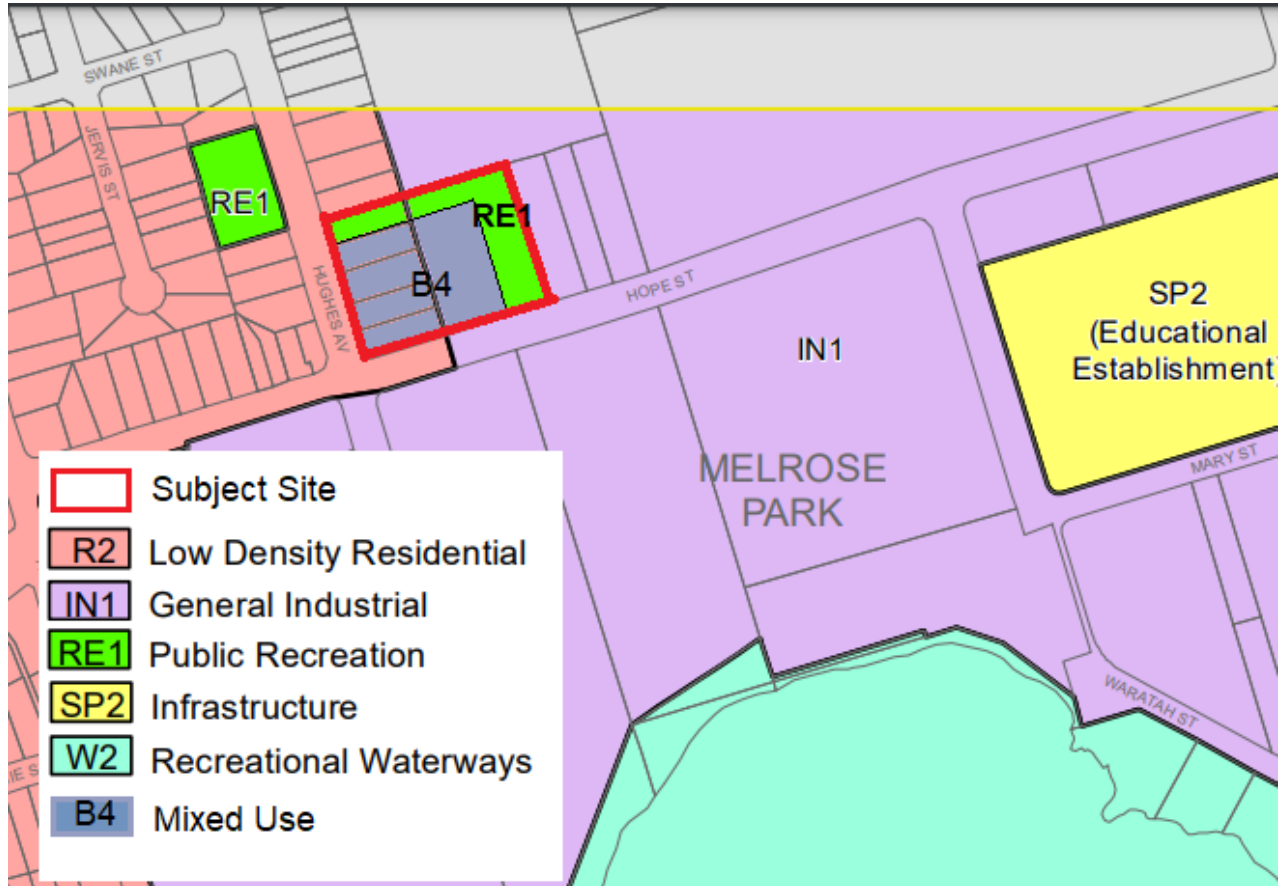


Figure 17 – Proposed amendment to the Parramatta LEP 2011 Zoning Map

Figure 17 above illustrates proposed part B4 Mixed Use and part RE1 Public Recreation zonings over the site.



Figure 18 – Proposed amendment to the *Parramatta LEP 2011* Height of Building Map

Figure 18 above illustrates the proposed maximum building height of 48m (14 storeys) on the site.

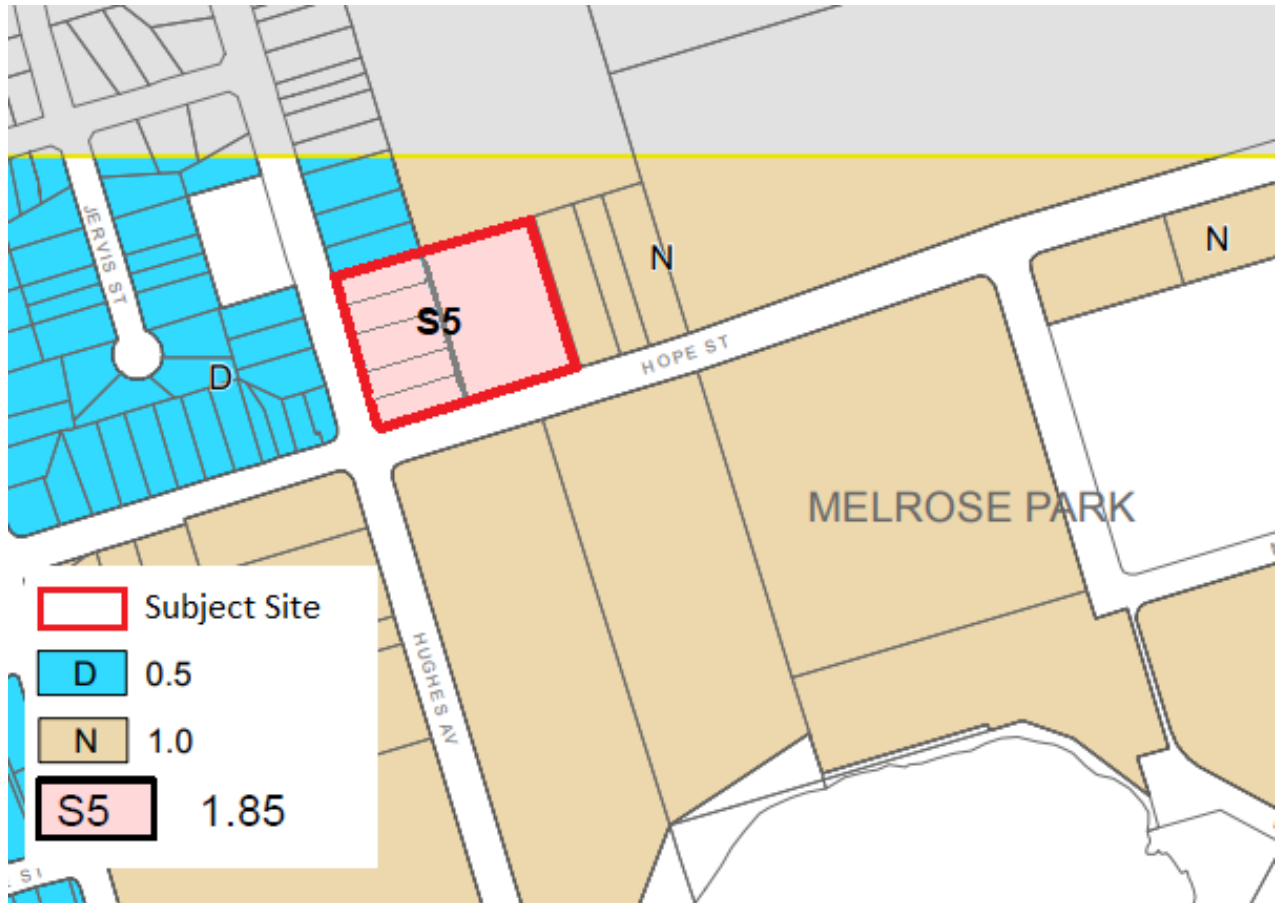


Figure 19 – Proposed amendment to the *Parramatta LEP 2011* Floor Space Ratio Map

Figure 19 above illustrates the proposed 1.85:1 FSR over the site.

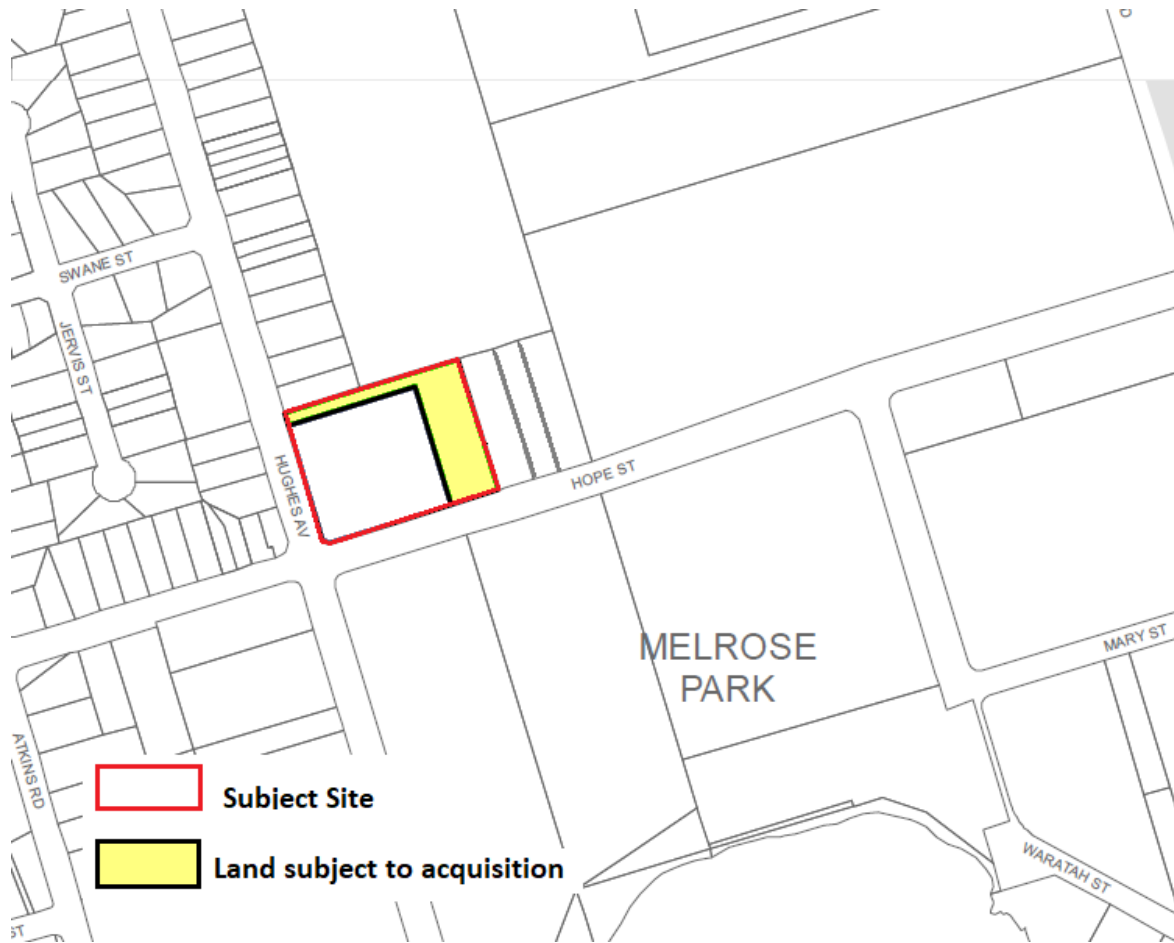


Figure 20 – Proposed amendment to the *Parramatta LEP 2011* Land Reservation Acquisition Map

Figure 20 above illustrates the land proposed for acquisition .

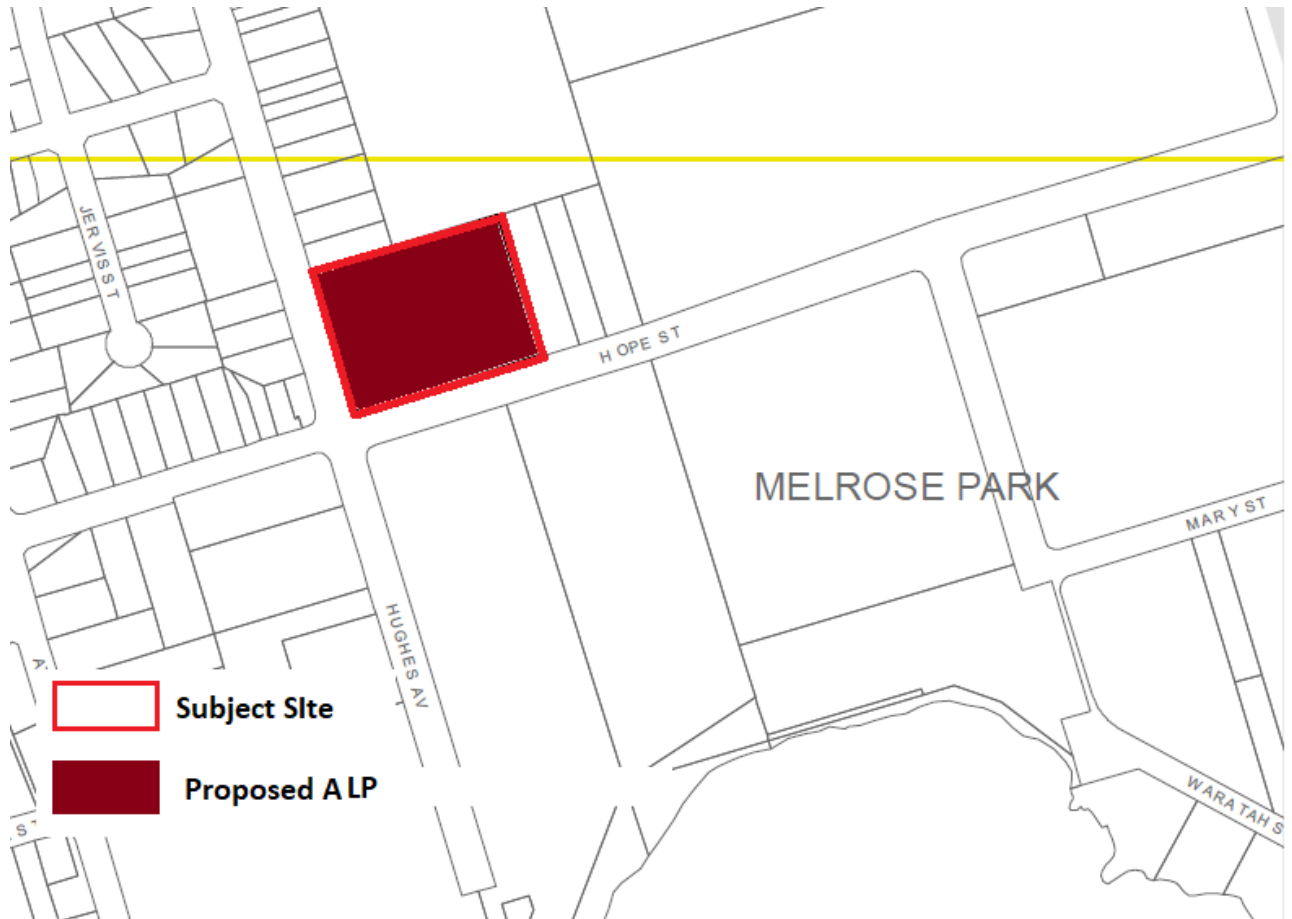


Figure 21 – Proposed amendment to the *Parramatta LEP 2011* Additional Local Provisions Map

Figure 21 above illustrates the proposed location of the additional local provisions relating to the non-residential floor space requirement over the site.

PART 5 – COMMUNITY CONSULTATION

No community consultation has taken place for the Planning Proposal. Future consultation will be in accordance with the conditions of the Gateway determination but is likely to include the following:

Public exhibition included:

- advertisements on Council's social media platforms;
- display on the Council's community participation website and general Council website;
- and
- written notification to landowners within a 1km radius of the precinct
- written notification to relevant State Agencies
- signage on the perimeter fencing of the site.

Consistent with sections 3.34(4) and 3.34(8) of the *EP&A Act 1979*, where community consultation is required, an instrument cannot be made unless the community has been given an opportunity to make submissions and the submissions have been considered.

PART 6 – PROJECT TIMELINE

Once the Planning Proposal has been referred to the Minister for review of the Gateway Determination and received a Gateway determination, the anticipated project timeline will be updated to reflect the Gateway requirements, including at each major milestone throughout the Planning Proposal’s process.

Table 9 below outlines the anticipated timeframe for the completion of the Planning Proposal.

Table 9 – Anticipated timeframe to Planning Proposal process

MILESTONE	ANTICIPATED TIMEFRAME
Report to LPP on the assessment of the PP	May 2022
Report to Council on the assessment of the PP	June 2022
Referral to Minister for review of Gateway determination	July 2022
Date of issue of the Gateway determination	October 2022
Commencement and completion dates for public exhibition period (exhibition dates subject to the preparation of a draft Planning Agreement and amendment to the Melrose Park North DCP as the PP will be exhibited concurrently)	November / December 2022
Commencement and completion dates for government agency notification	November / December 2022
Consideration of submissions	December 2022 / January 2023
Consideration of Planning Proposal post exhibition and associated report to LPP	February / March 2023
Consideration of Planning Proposal post exhibition and associated report to Council	March / April 2023
Submission to the Department to finalise the LEP	April 2023
Notification of instrument	July 2023

Appendix 1 – Transport Management and Accessibility Plan (TMAP)

Appendix 2 – Infrastructure Needs List (INL)

Appendix 3 – Flora and Fauna Report

Appendix 4 – Urban Design and Landscaping Report

Appendix 5 – Traffic Impact Assessment

Appendix 6 – Preliminary Site Investigation

Appendix 7 – Concept Stormwater Strategy

Appendix 8 – Engineering Services Report

Appendix 9 – Sustainability Statement

Appendix 10 – Social Impact Assessment

Appendix 11 – Hazard Analysis Report