

Area		H3 - north-east South Wentworthville (Housing NSW)	
Qualities: Poor -1; Fair 0; Good +1		Impacts: High -1; Medium 0; Low +1	Exposures: Minor 0; Moderate -1; Major -2
Criteria	Assessment		Score
Proximity to rail stations & T-way stops	<u>Fair</u>	Nearest T-way stop, Coleman, 200 – 890m (walking route) from the area North-western part of the area has indirect routes to T-way	0
Suitability of street access & street parking	<u>Fair</u>	Narrow internal streets (16m, 2 parking & 1 movement lanes only), 3 cul-de-sacs	0
Suitability of other transport	<u>Fair</u>	Good access to arterial road network, 14 minute bus ride to Parramatta rail station by less than frequent bus (single route)	0
Accessibility to local centres (B2 & B4 zones) & services	<u>Poor</u>	805 – 1,760m (walking route) from South Wentworthville centre (B2) 1,740 – 2,700m from Merrylands town centre (B4)	-1
Accessibility to local open space & recreation facilities	<u>Good</u>	Pitt and Anderson Park within area (31,549m ² or 18.0% of combined area)	+1
Accessibility to other facilities	<u>Fair</u>	Private child care 100m outside area, nearest school 610m	0
Suitability of lots for redevelopment	<u>Good</u>	- Average lot size 679.9m² - Almost all lots have frontages greater than 15m 59-59A Coleman Street have rear lane access - suitable for terrace housing	+1
Suitability of ownership patterns	<u>Good</u>	Housing NSW owns 64,732m ² or 44.9% of the area but holdings include a number of isolated properties and its larger holdings are generally, irregularly shaped	+1
Suitability of existing dwelling houses for redevelopment	<u>Good</u>	80.61% of area older one-storey dwelling houses	+1
Social suitability of area, e.g. regarding housing needs	<u>Good</u>	Significant potential to increase Housing NSW stock if rezoned to R3 Fair access to jobs & services	+1
Suitability of context & interface with adjoining development & zones	<u>Poor</u>	The area is isolated from existing R3, R4 & business zones	-1
Suitability of existing development to R3 zone	<u>Fair</u>	14.2% of the area is already developed for dual occupancies, townhouses, villas & residential flat buildings	0
Impact on potential for high density residential or business	<u>Low</u>	The area is isolated from existing R4 and business zones & not immediately adjacent to T-way stop	+1
Impact on remnant native vegetation	<u>Low</u>	No known RNV	+1
Impact on environmental heritage	<u>Low</u>	No listed properties	+1
Exposure to flood risks	<u>Moderate</u>	54 lots (25.5% of area) within low flood risk precinct (overland flow)	-1
Exposure to traffic or industrial noise	<u>Minor</u>	Very minor traffic noise from Coleman Street	0
Exposure to traffic or industrial pollution	<u>Minor</u>	Very minor traffic pollution from Coleman Street	0
Exposure to other environmental constraints	<u>Minor</u>	Moderate soil salinity	0
Overall score			+5
Conclusion	Fair public transport access, suitability of lots & potential for increased social housing suggests area, at least north of Verlie Street, is suitable for rezoning		
Recommendation	Councillors to determine extent of area to rezone to R3 Medium Density Residential		

Area		H4 - south-east Merrylands – Campbell Place (Housing NSW)	
Qualities: Poor -1; Fair 0; Good +1		Impacts: High -1; Medium 0; Low +1	Exposures: Minor 0; Moderate -1; Major -2
Criteria	Assessment		Score
Proximity to rail stations & T-way stops	<u>Fair</u>	720 - 1,100m (walking route) to nearest rail station, Merrylands	0
Suitability of street access & street parking	<u>Good</u>	All streets 20m wide reservations, additional parking on Military Road	1
Suitability of other transport	<u>Poor</u>	- Indirect access to arterial road network - Poor access (>400m) to infrequent local bus route	-1
Accessibility to local centres (B2 & B4 zones) & services	<u>Good</u>	475 – 820m (walking route) to Merrylands town centre (B4 zone)	+1
Accessibility to local open space & recreation facilities	<u>Fair</u>	Bill Heckenberg Reserve (577m ² , 1% of area) within the area Several parks within 400m of area; King Park playing field 635m	0
Accessibility to other facilities	<u>Good</u>	School within area, child care & library nearby	+1
Suitability of lots for redevelopment	<u>Good</u>	Average lot size 718.9m ² ; 59 of 65 lots have frontages greater than 12m	+1
Suitability of ownership patterns	<u>Good</u>	Housing NSW owns 33.5% of the area (excluding Merrylands East Public School)	+1
Suitability of existing dwelling houses for redevelopment	<u>Good</u>	Excluding medium density development, only 8 of 47 dwelling houses are either recent construction or two-storeys	+1
Social suitability of area, e.g. regarding housing needs	<u>Fair</u>	Limited additional social housing - majority of Housing NSW's landholdings in this area are already developed for medium density housing	0
Suitability of context & interface with adjoining development & zones	<u>Good</u>	The area would extend the existing R3 zone to the north & west, providing transition from high density nearer Merrylands town centre & rail station to low density further south	+1
Suitability of existing development to R3 zone	<u>Fair</u>	27.7% of the area (excluding Merrylands East Public School) is medium density	0
Impact on potential for high density residential or business	<u>Low</u>	Distant from rail station & town centre, separated by existing R3 zone	+1
Impact on remnant native vegetation	<u>Low</u>	No known RNV	+1
Impact on environmental heritage	<u>Low</u>	No listed properties	+1
Exposure to flood risks	<u>Minor</u>	No properties within flood risk precincts	+1
Exposure to traffic or industrial noise	<u>Minor</u>	Minor traffic noise from Military Road	+1
Exposure to traffic or industrial pollution	<u>Minor</u>	Minor traffic pollution from Military Road	+1
Exposure to other environmental constraints	<u>Minor</u>	Moderate soil salinity	+1
			Overall score
			+13
Conclusion	Fair to good access to Merrylands Town Centre, suitability of lots & potential for increased social housing suggests area is suitable for rezoning		
Recommendation	Rezone area to R3 Medium Density Residential		

Area		L1 - Franklin St precinct, Mays Hill			
Qualities: Poor -1; Fair 0; Good +1		Impacts: High -1; Medium 0; Low +1		Exposures: Minor 0; Moderate -1; Major -2	
Criteria	Assessment			Score	
Proximity to rail stations & T-way stops	<u>Good</u>	270 – 700m (walking route) to Mays Hill T-way stop 320 – 630m (walking route) to Pitt T-way stop		+1	
Suitability of street access & street parking	<u>Good</u>	- Burnett, Franklin & Napier Streets have 20m wide reservations - Banks & Napier Lanes provide alternative vehicular access to much of the area - Banks Street has 16m wide reservation but is flanked by Jones Park		+1	
Suitability of other transport	<u>Good</u>	- Direct access to arterial road access (Great Western Highway) - Walking distance to Parramatta regional centre		+1	
Accessibility to local centres (B2 & B4 zones) & services	<u>Good</u>	- Area is 1.69km from the nearest B2 zone (South Wentworthville) & 1.40km from the Merrylands town centre B4 zone - However, the area is 780 – 1,140m (walking route) from Parramatta regional centre		+1	
Accessibility to local open space & recreation facilities	<u>Good</u>	Jones Park (56,800m ²) & Mays Hill Reserve (19,274m ²) immediately adjoin the area; together they are over twice the size of the study area		+1	
Accessibility to other facilities	<u>Good</u>	- The nearest school, Parramatta West Public, is 315 – 620m (walking route) from the area - The nearest child care centre is 350 – 850m (walking route) from the area - The nearest library, Merrylands Central, is 1.9km (straight line) from the area		+1	
Suitability of lots for redevelopment	<u>Good</u>	- Average lot size 528m2 - With the exception of Banks Street properties, lots have frontages greater than 12m - Napier & Banks lanes allow for terrace-style development		+1	
Suitability of ownership patterns	<u>Poor</u>	Only 2 properties within the area are in common ownership		+1	
Suitability of existing dwelling houses for redevelopment	<u>Fair</u>	65.9% of the area older one-storey dwelling houses		0	
Social suitability of area, e.g. regarding housing needs	<u>Fair</u>			0	
Suitability of context & interface with adjoining development & zones	<u>Good</u>	Area is located adjoining both R4 & B6 zones, isolated from R2 zones to south by Jones Park & has potential to form transition between low & high density areas		+1	
Suitability of existing development to R3 zone	<u>Fair</u>	15.0% of area already redeveloped for medium density		0	
Impact on potential for high density residential or business	<u>Low</u>	Area is located adjoining both R4 and B6 zones but Lot sizes will require multi-lot consolidation		+1	
Impact on remnant native vegetation	<u>Low</u>	No known RNV		+1	
Impact on environmental heritage	<u>Medium</u>	Three heritage items are within the area; 11-17 Banks Street – medium density built around item		0	
Exposure to flood risks	<u>Moderate</u>	All properties east of Franklin Street affected by overland flow in either 1% AEP & PMF events		-1	
Exposure to traffic or industrial noise	<u>Minor</u>	Minor traffic noise from Burnett Street & Great Western Highway		0	
Exposure to traffic or industrial pollution	<u>Minor</u>	Minor traffic pollution from Burnett Street & Great Western Highway		0	
Exposure to other environmental constraints	<u>Minor</u>	Moderate soil salinity, 19 Banks Street a “site to check” for contamination due to previous use		0	
				Overall score	+10
Conclusion		Accessibility to transport & services, & potential for terrace development, suggests area is suitable for rezoning			
Recommendation		Rezone area to R3 Medium Density Residential			

Area	L2 – western Merrylands (Ridge – Alderney – Centenary)		
Qualities: Poor -1; Fair 0; Good +1			Impacts: High -1; Medium 0; Low +1
			Exposures: Minor 0; Moderate -1; Major -2
Criteria	Assessment		Score
Proximity to rail stations & T-way stops	<u>Good</u>	Nearest T-way stop, Sherwood, is 310 – 720m (walking route) from the area	+1
Suitability of street access & street parking	<u>Fair</u>	- T-way curb bus lane along Centenary Road impacts on street parking & access - Merrylands Road peak period traffic may impact street parking & access - Wyborn Lane allows rear vehicular access on western side of Centenary Road - Wyreema & Alderney Streets provide alternative access to St Vincent de Paul site - All streets in area have 20m wide reservations	0
Suitability of other transport	<u>Fair</u>	Reasonable access to arterial road network, 7-9 minute bus trip to Merrylands rail station	0
Accessibility to local centres (B2 & B4 zones) & services	<u>Good</u>	Nearest B2 zone, Merrylands West centre, is 125 – 405m (walking route) from the area	+1
Accessibility to local open space & recreation facilities	<u>Good</u>	5 parks within 350m, Merrylands Park & Holroyd Gardens within 600m of area	+1
Accessibility to other facilities	<u>Poor</u>	Nearest schools & child care 450 – 970m outside area, Merrylands Library 1,950m	-1
Suitability of lots for redevelopment	<u>Good</u>	- Average parcel size (excluding the St Vincent de Paul site) of 585m² - Existing parcels not already medium density housing have frontages greater than 15m Wyborn Lane allows rear vehicular access – suitable for terrace housing	+1
Suitability of ownership patterns	<u>Fair</u>	St Vincent de Paul (4,298m ²) & the Anglican Church (1,855m ²) sites suitable	0
Suitability of existing dwelling houses for redevelopment	<u>Fair</u>	Older one-storey dwelling houses are 62.9% of area	0
Social suitability of area, e.g. regarding housing needs	<u>Fair</u>		0
Suitability of context & interface with adjoining development & zones	<u>Good</u>	Potential to form transition between R4 zone to south & low density to north	+1
Suitability of existing development to R3 zone	<u>Fair</u>	Existing dual occupancies and multi-dwelling housing occupy 17.6% of the area (25 dwellings)	0
Impact on potential for high density residential or business	<u>Medium</u>	- Area is adjacent to existing R4 zone - St Vincent de Paul have indicated desire for rezoning to R4	0
Impact on remnant native vegetation	<u>Low</u>	No known RNV	+1
Impact on environmental heritage	<u>Low</u>	No listed properties	+1
Exposure to flood risks	<u>Minor</u>	14-20 Ridge Street affected by affected by overland flow in 1% AEP storm	0
Exposure to traffic or industrial noise	<u>Minor</u>	Minor traffic noise from Centenary & Merrylands Roads	0
Exposure to traffic or industrial pollution	<u>Minor</u>	Minor traffic pollution from Centenary & Merrylands Roads	0
Exposure to other environmental constraints	<u>Moderate</u>	- Moderate soil salinity - St Vincent de Paul site listed as contaminated 1 property a “site to check” for contamination due to previous use 3 properties soon to be or already medium density “sites to check” for contamination	-1
Range of scores possible: -23 to +15			Overall score
			+5
Conclusion	Accessibility to transport & B2 zone, & potential for terrace development, suggests area is suitable for rezoning		
Recommendation	Rezone area to R3 Medium Density Residential		

Area		L3 – northern Greystanes (Crosby Street Precinct)		
Qualities: Poor -1; Fair 0; Good +1		Impacts: High -1; Medium 0; Low +1		Exposures: Minor 0; Moderate -1; Major -2
Criteria	Assessment			Score
Proximity to rail stations & T-way stops	<u>Poor</u>	- The area is over 1.2km (walking route) from Pendle Hill rail station - The area is over 1.3km (walking route) from Finlayson T-way stop		-1
Suitability of street access & street parking	<u>Good</u>	- Crosby Street provides alternative access to some Great Western Highway - Highway reservation is wide along this section		+1
Suitability of other transport	<u>Poor</u>	Immediate access to the arterial road network 20 minutes by infrequent bus to Parramatta rail station		-1
Accessibility to local centres (B2 & B4 zones) & services	<u>Poor</u>	The area is 980 – 1,730m (walking route) from Pendle Hill centre (B2 zone)		-1
Accessibility to local open space & recreation facilities	<u>Fair</u>	- Crosby Street Park (2,522m² or 3.9% of area) is in the area; 4 larger parks are within 600m of area boundaries		0
Accessibility to other facilities	<u>Fair</u>	Nearest school & child care <300m outside area, nearest library 1.5km		0
Suitability of lots for redevelopment	<u>Good</u>	- Average lot size of properties not already redeveloped is 986.62m² 11 of these lots with areas >1,000m², 6 with frontages >20m, 5 with frontages >24m - All lots not already redeveloped have frontages greater than 15m		+1
Suitability of ownership patterns	<u>Good</u>	Only 2 properties of 36 available for redevelopment are in common ownership, however, 16 of these 36 have areas greater than 900m ²		+1
Suitability of existing housing stock for redevelopment	<u>Good</u>	Of 32 existing dwelling houses, only 5 are replacement one-storey or 2-storey		+1
Social suitability of area, e.g. regarding housing needs	<u>Fair</u>			0
Suitability of context & interface with adjoining development & zones	<u>Fair</u>	- Does not link with other medium density nor provide transition - Could continue corridor of business & high/medium density along GW Highway		0
Suitability of existing development to R3 zone	<u>Good</u>	42.1% of R2 land redeveloped for townhouses, villas or dual occupancies		+1
Impact on potential for high density residential or business	<u>Low</u>	Area is distant from other R4 zones but could form part of corridor along GW Highway		+1
Impact on remnant native vegetation	<u>Low</u>	No known RNV		+1
Impact on environmental heritage	<u>Low</u>	No listed properties		+1
Exposure to flood risks	<u>Moderate</u>	27 of 36 properties available for redevelopment (1-17 Crosby Street, 7-11 Berith Road, 449-459 & 467-475 Great Western Highway) are affected by overland flow in 1% AEP storm		-1
Exposure to traffic or industrial noise	<u>Major</u>	Significant traffic noise from Great Western Highway & M4		-2
Exposure to traffic or industrial pollution	<u>Major</u>	Significant traffic pollution from Great Western Highway & M4		-2
Exposure to other environmental constraints	<u>Minor</u>	Moderate soil salinity		0
				Overall score
0				
Conclusion	Extent of existing medium density & suitable lots suggests area, either in whole or part, is suitable for rezoning			
Recommendation	Councillors to discuss the extent of the area to rezone to R3 Medium Density Residential			

Area		L5 – central Westmead (Cotswold Street)		
Qualities: Poor -1; Fair 0; Good +1		Impacts: High -1; Medium 0; Low +1		Exposures: Minor 0; Moderate -1; Major -2
Criteria	Assessment			Score
Proximity to rail stations & T-way stops	<u>Fair</u>	575 – 1,110m (walking route) from Westmead rail station 375 - 915m (walking route) to Coleman T-way stop & 495 – 1,020m (walking route) to Mays Hill		0
Suitability of street access & street parking	<u>Good</u>	- All streets within the area have 20m wide reservations, no cul-de-sacs - Traffic load on Hawkesbury Road unlikely to greatly interfere with access & parking		+1
Suitability of other transport	<u>Fair</u>	- Access to arterial road network (GW Hwy & M4) via Hawkesbury Road 10 minutes by infrequent Route 700 bus to Parramatta rail station - Walking distance (1.2 – 1.6km) to Parramatta regional centre		0
Accessibility to local centres (B2 & B4 zones) & services	<u>Good</u>	- The area is 1.02km (straight line) from the nearest B2 zone (South Wentworthville) - However, the area is 550–1,070m (walking route) to the Westmead business area in Parramatta City, 180–1,550m from Parramatta centre & immediately adjacent to the Oaks centre (B1 zone)		+1
Accessibility to local open space & recreation facilities	<u>Fair</u>	- No open space within area, however, there are 3 pocket parks are immediately outside area 4 larger parks within walking distance of area (65 – 850m)		0
Accessibility to other facilities	<u>Good</u>	- Private child care at 5 Howe Street, immediately outside the area - Catholic school within the area & nearest public school & OOSH – Westmead – 160m outside - Wentworthville Library 1.2km (straight line) west of the area		+1
Suitability of lots for redevelopment	<u>Good</u>	- Average lot size, existing dwelling houses (i.e. exc. institutional & medium density sites) 681.4m² - All lots have frontage greater than 15 metres		+1
Suitability of ownership patterns	<u>Good</u>	Other than churches & Cabrini, there are 5 multi-lot landholdings 1,000 – 3,100m ² in area		+1
Suitability of existing dwelling houses for redevelopment	<u>Good</u>	Of 57 dwelling houses, 8 are two-storey and 1 one-storey with a 1 st -floor addition (15.8%)		+1
Social suitability of area, e.g. regarding housing needs	<u>Fair</u>			0
Suitability of context & interface with adjoining development & zones	<u>Good</u>	Area is immediately adjacent to existing R3 and B1 zones		+1
Suitability of existing development to R3 zone	<u>Fair</u>	- Cabrini Nursing Home site under redevelopment for aged housing up to 3-storeys in height - Townhouse / villa development at 79-81 Amos Street		0
Impact on potential for high density residential or business	<u>Low</u>	- The area is relatively distant from the rail station & existing B2 zones - An existing R3 zone separates the area from the nearest R4 zone		+1
Impact on remnant native vegetation	<u>Low</u>	No known RNV		+1
Impact on environmental heritage	<u>Low</u>	Only item – Cabrini Nursing Home – is part of larger site already under redevelopment for medium density aged housing		+1
Exposure to flood risks	<u>Moderate</u>	According to the preliminary results of a study currently in progress, 18-26 Cotswold are affected by overland flow in 1% AEP storm & 8-16, 11 & 28-30 Cotswold, 54-56 Houison, 14-16 Howe, 71-77 & 79-81 Amos are affected by overland flow during the Probable Maximum Flood		0
Exposure to traffic or industrial noise	<u>Minor</u>	Minor traffic noise from Hawkesbury Road		0
Exposure to traffic or industrial pollution	<u>Minor</u>	Minor traffic pollution from Hawkesbury Road		0
Exposure to other environmental constraints	<u>Minor</u>	Moderate soil salinity		0
				Overall score
				10
Conclusion	Area is suitable for rezoning			
Recommendation	Rezone area to R3 Medium Density Residential			

Area		L6 – central Pendle Hill (Macklin Street)		
Qualities: Poor -1; Fair 0; Good +1				
Impacts: High -1; Medium 0; Low +1				
Exposures: Minor 0; Moderate -1; Major -2				
Criteria	Assessment			Score
Proximity to rail stations & T-way stops	<u>Good</u>	370 – 770m (walking route) to Pendle Hill rail station		+1
Suitability of street access & street parking	<u>Poor</u>	- Macklin Street & Fisher Crescent have 16m wide reservations - Traffic on Pendle Way & Magower Road may interfere with access & parking		-1
Suitability of other transport	<u>Fair</u>	- Good access to arterial road network (Great Western Highway) via Pendle Way - Bus route 705 Parramatta – Blacktown along Pendle Way & Magower Road hourly (inter-peak)		0
Accessibility to local centres (B2 & B4 zones) & services	<u>Good</u>	55 – 420m (walking route) to Pendle Hill centre (B2 zone)		+1
Accessibility to local open space & recreation facilities	<u>Fair</u>	- McCleenan Park (1,409m² – 3.6% of combined area) located adjacent area in Macklin Street 500 – 800m (walking route) to Civic Park		0
Accessibility to other facilities	<u>Fair</u>	- Private child care centre at 54 Pendle Way: 65 – 455m (walking route) south of area - Pendle Hill Public School 420 – 810m (walking route) south of area - Wentworthville Library 2,070m (walking route) east of area		0
Suitability of lots for redevelopment	<u>Good</u>	- Average lot size (exc. existing medium density) of 749.2m² 76-84 Pendle Way (5 lots) have lot areas 1,100 – 1,550m² & frontages of 20 metres or greater 76-82 Pendle Way have lot depths of over 75 metres		+1
Suitability of ownership patterns	<u>Fair</u>	- Other than some existing dual occupancies, no two properties are in common ownership - However, individual lots on Pendle Way have sufficient area (see above)		0
Suitability of existing housing stock for redevelopment	<u>Good</u>	Other than existing medium density only 2 of 31 lots have replacement two-storey dwellings		+1
Social suitability of area, e.g. regarding housing needs	<u>Fair</u>			0
Suitability of context & interface with adjoining development & zones	<u>Good</u>	- Area could provide a transition between an existing R4 zone, north of Macklin Street & on opposite side of Pendle Way, & R2-zoned land to the south & west - Adjoining R4 land east of Pendle Way has 11m height limit - Adjoining R4 land north of Macklin Street has 12.5m height limit		+1
Suitability of existing development to R3 zone	<u>Good</u>	- Dual occupancy developments (24 dwellings) at 1, 1A-1B, 11-11A, 15A-15C & 29-29A Magower Road, 1-1G & 3 Macklin Street & 2-2A Fisher Crescent - Townhouse / villa developments at 5-7 (under construction) & 25-27 Magower Road		+1
Impact on potential for high density residential or business	<u>High</u>	Lots along Pendle Way have potential for R4 zoning, matching east side & are 370 – 500m from rail station		-1
Impact on remnant native vegetation	<u>Low</u>	No known RNV		+1
Impact on environmental heritage	<u>Low</u>	No listed properties		+1
Exposure to flood risks	<u>Moderate</u>	Low –medium flood risk for numerous properties in Macklin Street, Magower Road & Fisher Crescent		-1
Exposure to traffic or industrial noise	<u>Low</u>	Minor traffic noise from Pendle Way & Magower Road		0
Exposure to traffic or industrial pollution	<u>Low</u>	Minor traffic pollution from Pendle Way & Magower Road		0
Exposure to other environmental constraints	<u>Low</u>	Moderate soil salinity		0
Range of scores possible: -23 to +15				Overall score
				+5
Conclusion		Rezoning is appropriate for Pendle Way properties & existing medium density in Magower Road & Macklin Street		
Recommendation		Rezone part of the investigation area (described above) to R3 Medium Density Residential		