

# Planning Proposal – 1 Crescent Street, Holroyd (Lot 700 DP 1241836)

Planning Proposal – May 2020



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## Appendices

### **Appendix 1    Urban Design Report and Conceptual Design Plans**

*Prepared by Architectus and Arcadia*

### **Appendix 2    Arborist Assessment**

*Prepared by Tree IQ*

### **Appendix 3    Ecological Assessment**

*Prepared by Ecological Australia*





**Appendix 4    Heritage Impact Statement**

*Prepared by Weir Phillips*

**Appendix 5    Holroyd Councillor Briefing**

*Prepared by McKenzie Group Consulting Planning*

**Appendix 6    Economic Impact Assessment**

*Prepared by Macro Plan Dimasi*

**Appendix 7    Traffic Impact Assessment**

*Prepared by GTA Consultants*

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*Prepared by BMT WBM Pty Ltd*

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*Prepared by Deep End Services*

**Appendix 10   Contamination Risk Assessment**

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*Prepared by Wood & Grieves Engineers*

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*Prepared by ADW Johnson*





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*Prepared by Macro Plan Dimasi*

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*Prepared by McKenzie Group Consulting*

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*Prepared by Mod Urban Pty Ltd*

**Appendix 18 – Urban Design Response to Panel Comments March 2020**

*Prepared by Architectus*

**Appendix 19 – Traffic Response and Modelling**

*Prepared by TTPP*

**Appendix 20 – Air Quality Report**

*Prepared by Todoroski Air Sciences*

## EXECUTIVE SUMMARY

This Planning Proposal has been prepared by Mod Urban Pty Ltd, on behalf of Tiberius (Holroyd) Pty Ltd (referred to as Tiberius) to amend the site zoning and built form controls under the Holroyd Local Environmental Plan 2013 (HLEP), for 1 Crescent Street, Holroyd NSW.

This report is an updated report of the original Planning Proposal report lodged with the former Holroyd Council (Council) on 15 June 2015, and the subsequent Addendum to the Planning Proposal lodged with Council in March 2016.


Local Government Area	Cumberland Council NSW
Site Owner / Proponent	Tiberius (Holroyd) Pty Ltd (Tiberius)
Site Address	1 Crescent Street, Holroyd NSW
Legal Description	Lot 700 DP 1241836
Site Area	37,904m <sup>2</sup>
Current Occupant & Use	Vacant industrial warehouse and office facility
Responsible Planning Authority	Sydney Central Planning Panel

The site is currently zoned B5 Business Development under the HLEP and has permissible building heights of 15 metres and a floor space ratio (FSR) of 1:1.

This Planning Proposal seeks amendment to the current site zoning and HLEP planning controls to facilitate mixed use development, comprising residential uses with supporting neighbourhood retail, commercial and community land uses.

The Planning Proposal also seeks:

- the inclusion of an additional Clause within Part 6 of the HLEP in relation to:
  - The requirement to prepare a development control plan to ensure that development on the subject site occurs in accordance with a site-specific development control plan.
  - The maximum amount of floor space for 'retail premises' permitted on the site being limited to no greater than 7,500sqm GFA.
  - To limit the use of the ground and first floor levels of buildings located in the B4 Zone with frontage to Woodville Road to non residential uses.
  - That future development for residential use includes the provision of affordable housing.



Provided with this submission is the draft HLEP 2013 maps illustrating the requested changes described below:

- Four defined zones comprising; R4 High Density Residential, B4 Mixed Use, RE1 Public Recreation, and SP2 Infrastructure;
- Building heights between 32m to 96m;
- Floor Space Ratio (FSR) of 3:4:1 to 4.2:1 across the proposed developable areas of the site (excluding open space). Average FSR across the entire site 2.98:1 or 3.87:1 (R4 and B4 Zones only)

It should be noted that the Planning Proposal has been amended since the Gateway determination to propose B4 Mixed Use Zone in lieu of the B6 Enterprise Corridor Zone originally proposed. This is due to the impending approval of the new Cumberland LEP which will prohibit all residential uses in the B6 Zone. The proposed B4 Zoning will achieve the same outcomes as the original proposed B6 Zoning and will be better aligned with the standard zoning provisions of the future Cumberland LEP. Any reference in a supporting report to B6 zoning should be taken to mean B4 zoning.

Following the comprehensive specialist investigations and assessment, this Planning Proposal is capable of delivering a diverse mix of dwellings and employment uses to meet the demands of the changing population, whilst providing substantial community benefit through the provision of significant publicly accessible open space.

The strategic benefits the proposal provides, and its alignment to Local and State planning policies, supports the recommendation of Mod Urban that Sydney Central Planning Panel support the Planning Proposal.


This Planning Proposal has been prepared in accordance with Section 3.33 of the Environmental Planning and Assessment Act 1979 (the EP&A Act), and the relevant guidelines prepared by the NSW Department of Planning & Environment (DPE) including, “A Guide to Preparing Local Environmental Plans and a Guide to Preparing Planning Proposals”.

## **SURROUNDING CONTEXT**

The location of the subject site supports the evolution of the urban design and proposed built form of the master plan.

The site has approximately 350 metres of frontage to Crescent Street, which is and will remain the primary vehicle access, and also has frontage to the Parramatta Road/Church Street/Woodville Road intersection to the east. To the immediate north, and adjacent to the site, is the Holroyd Sports Ground (owned by Cumberland Council). This sports ground is heavily used on weekends as it includes the little athletics centre and Holroyd Sportsground.

Located immediately to the west of the site along Crescent Street is a mix of light industrial type land uses that consist primarily of single storey warehouse and industrial units that then transitions to multi storey residential buildings at Holroyd Gardens. To the immediate south of the site is the existing elevated railway line that provides a visual buffer between the site and the predominantly single storey and two storey residential dwellings located south of the railway line.



The site is located within 1.0km to 1.2km of four train stations including Merrylands, Harris Park, Granville and Parramatta. Furthermore, the site is serviced by existing local bus networks that provide connectivity to Metropolitan Sydney along Woodville Road and Parramatta Road, and the M4 motorway.

Two heritage items, both of local significance, listed by Schedule 5 Part 1 of the HLEP 2013, are located within proximity of the site, however are not impacted by the proposal.

## PLANNING PROPOSAL OBJECTIVES

As stated, the key objective of this Planning Proposal is to obtain the rezoning and amendment to the HLEP built form controls, with the focus being:

- Make a positive contribution to the locality by providing a quality integrated urban design solution that respects the existing built form and natural features of the site and surrounding neighbourhood;
- To seek for this Planning Proposal to allow the rezoning of the site to high density residential and mixed use, with an uplift to existing built form controls;
- Maintain employment generating floor space on the site, whilst being sympathetic to the existing and proposed surrounding key centres in Merrylands, Granville and Parramatta;
- Accommodate a mix of dwellings and deliver a concept master plan for the site that integrates community, transport, environmental and economic outcomes;
- Develop and provide publicly accessible open space, connectivity to surrounding area, and passive recreational spaces that capture riparian and amenity outcomes;
- Maintain the amenity of surrounding businesses and residents through the provision of high quality design, capable of achieving SEPP 65 compliance;
- Take full advantage of a large site that can provide significant community benefit through an integrated urban design solution.

## THE PROPOSED CONCEPT MASTER PLAN

The concept master plan prepared by Architectus and Arcadia is provided in **Appendix 1** and details the urban design principles that have guided the Planning Proposal.

The concept master plan outlines the vision to rezone the site and deliver a high density mixed use development, comprising of approximately 1,109 - 1,255 residential apartments that will be complimented with large areas of passive and active publicly accessible open space (16,372m<sup>2</sup>), and a 12,755m<sup>2</sup> (NLA) retail and commercial area to service the local community. The key aspects of the master plan are summarised as follows:

- Major new open space which links to, and engages with, the Holroyd Sports Ground and provides large areas of publicly accessible open space consisting of 7,714m<sup>2</sup> of RE1 zoned land for public recreation (approx. 20% of the site) plus a further 8,658m<sup>2</sup> of other publicly accessible open space throughout the site (16,372m<sup>2</sup> total or approx. 43% of the site area);
- Excellent pedestrian connections and permeability and cycle accessibility, including provision of new opportunities for links and improvements to existing networks;
- Maximum building frontage to open space areas and well separated residential built form with proposed building heights from (32 metres to 96 metres);

- Building forms that enjoy a predominantly northerly aspect with views across open space and Holroyd Sportsground, and an appropriate interface with adjoining uses on the western boundary;
- Ground level commercial and retail uses on the eastern part of the site that include new local shops and facilities (proposed to include supermarket, specialty retail, gym, childcare, medical, showroom, cafes and restaurants);
- Retention of on-site employment while also providing new housing to cater for a diversity of housing demand that responds to the surrounding residential neighbourhood;
- Provision of affordable housing;
- A commitment to design excellence and visual improvement to a prominent site at the Gateway to Holroyd;
- Good vehicle access and circulation with separate commercial and residential access;
- A Planning Proposal that is consistent with Local and State planning strategies of metropolitan Sydney.

## KEY STRATEGIC JUSTIFICATION AND BENEFITS OF THE PLANNING PROPOSAL

This Planning Proposal is considered to be strongly supported by the relevant State and Local planning strategies and policies.

The proponent is aware that the site has been identified and subsequently included in the Parramatta Road Urban Renewal Corridor Strategy as a frame area to support the Granville Precinct.

A key consideration of this Planning Proposal has been to address the perceived loss of employment generating land. This has been carefully considered to ensure the master plan can deliver an overall employment outcome better aligned with market needs, with employment generation equal to, or greater than, what can be achieved under the current zoning.

In accordance with Section 3.33 of the Environmental Planning and Assessment Act 1979 (the EP&A Act), this Planning Proposal addresses the relevant guidelines including identification of the net community benefits the proposal will deliver. A succinct summary of which is provided in the Conclusion in Section 6 of this report.

## COMMUNITY AND STAKEHOLDER ENGAGEMENT

Tiberius has undertaken proponent led community and stakeholder consultation, and intends to continue this engagement throughout the Gateway planning process.

A key objective of the consultation to date has been to educate and facilitate engagement between the project team and the key stakeholders. This process has been useful in identifying key issues to be considered when undertaking the various technical studies, whilst ensuring broad awareness of the Planning Proposal. Feedback has predominantly focused on a desire to be kept informed about the proposal, with the specific feedback summarised in detail in **Appendix 15**.

Community engagement is still ongoing to inform the master plan.

## SPECIALIST CONSULTANT FINDINGS

Tiberius has undertaken a number of specialist investigations to inform the Planning Proposal, which is summarised in the following section, and later described in detail.



The only matters of note arising from all the specialist investigations relate to the need for a coordinated approach to traffic impacts, and that the site is likely to require remediation and/or engineering solutions to make it suitable for development. However, the traffic and environmental consultants note that there is nothing to suggest that the rezoning of the site cannot be undertaken.

## SPECIALIST INVESTIGATIONS SUMMARY OF KEY FINDINGS

Tiberius has undertaken a number of specialist investigations to inform the current concept plans, built form and landscape development for the site.

The following provides a summary of these investigations, and identifies any potential constraints and proposed mitigation measures.

SPECIALIST REPORT	REPORT FINDINGS
<b>Ecological Assessment</b> <i>Prepared by Ecological Australia</i>	<ul style="list-style-type: none"><li>▪ One threatened flora species, <i>Eucalyptus nicholii</i>, occurs on the site, however this species does not occur naturally in the Sydney Basin Bio-region and has been planted. Therefore, there is no requirement to assess impacts to this species under the Threatened Species Conservation Act;</li><li>▪ No other threatened flora or fauna species occur on the site and no threatened flora species would be affected by the proposal.</li><li>▪ The proposal is not likely to place at risk of extinction any of the remnant native vegetation types upstream or downstream of the site;</li></ul>
<b>Heritage Impact Assessment</b> <i>Prepared by Weir Phillips</i>	<ul style="list-style-type: none"><li>▪ The proposal will have no impact on the significance of the Railway Memorial adjacent the site, as it does not have landmark qualities;</li><li>▪ Will have no impact on the ability to understand the historic, aesthetic and social significance of this item and an acceptable impact on its setting and view corridors;</li><li>▪ No significant view corridors to or from the Vauxhall Inn will be blocked and the inherent impact of buildings of a greater massing and scale on a smaller heritage item can be managed through the careful articulation of the proposed new buildings and landscaping.</li></ul>
<b>Geotechnical Investigations</b> <i>Prepared by Douglas Partners</i>	<ul style="list-style-type: none"><li>▪ It is known that landfilling has previously been undertaken on the site, and adjacent the site.</li><li>▪ It appears that some level of landfill refuse has been removed from site or encapsulated along the southern boundary adjacent to Crescent Street.</li><li>▪ Groundwater has previously been observed between RL 4.4m and RL 11.2m AHD with an average ground water in the order of RL 7m AHD.</li></ul>

<b>Contamination Assessment</b> <i>Prepared by Douglas Partners</i>	<ul style="list-style-type: none"> <li>▪ Based on the historic information there are various forms of contamination risks on the site;</li> <li>▪ However there is nothing to suggest that rezoning of the site for high-density residential, commercial/retail and open space land uses cannot be undertaken from a contamination perspective.</li> </ul> <p>These key potential risks include:</p> <ul style="list-style-type: none"> <li>▪ Building refuse and potential remnant landfill gasses as a result of historic landfilling;</li> <li>▪ Soil and groundwater contamination from previous onsite activities;</li> <li>▪ The site is likely to require remediation and/or engineering solutions to make it suitable for redevelopment.</li> </ul>
<b>Social Impact Assessment</b> <i>Prepared by Macro Plan Dimasi</i>	<ul style="list-style-type: none"> <li>▪ Opportunities presented by the proposed development, 'Auto Alley' and the opportunities for high density mixed use developments under the Parramatta Road Urban Renewal Strategy will satisfy many 'day to day' needs of residents;</li> <li>▪ The capacity of some existing community facilities will be affected by the proposal. Existing schools are likely to experience an increase in demand due to the expected growth in school-age population;</li> <li>▪ Other facilities such as childcare centres, community centres, libraries, and existing open space provisions would experience increased demand;</li> <li>▪ Overall the assessment finds the proposals impacts are largely positive. Increased demand on facilities will not be unreasonable, and existing plans elsewhere in the precinct allow for upgrades, or the provision of new facilities, which is supplemented by those proposed on site.</li> </ul>
<b>Economic Impact Assessment</b> <i>Prepared by Macro Plan Dimasi</i>	<ul style="list-style-type: none"> <li>▪ There are approximately 1,356.3 hectares of undeveloped and zoned industrial land in the West Central region. Comprising of just 3.9 hectares, the subject site represents just 0.24% of total future supply for the region; an insignificant contribution for the region.</li> <li>▪ The significance of the subject site will be diluted by sustained growth in designated outer south western industrial destinations such as Prestons and Smeaton Grange, and by traditional north-west locations such as Eastern Creek, Erskine Park and Greystanes in the near future.</li> </ul>

	<ul style="list-style-type: none"> <li>Overall, the employment outcome from development of the subject site would provide an employment outcome better aligned with market need. A mixed use format, encompassing 15,005m<sup>2</sup> of new retail/commercial floor space has the capacity to accommodate between 200 and 277 workers.</li> <li>A shortage in new residential supply has impacted housing affordability in the former Holroyd LGA and within the Holroyd – Merrylands SA2.</li> </ul>
<b>Retail Impact Assessment</b> <i>Prepared by Deep End Services</i>	<ul style="list-style-type: none"> <li>The site provides an opportunity to improve the level of retail services on offer for local residents through the establishment of a new mixed use centre;</li> <li>The proposed neighbourhood centre is expected to trade successfully by serving the shopping needs of people living in the local community, which is growing rapidly as a result of new infill and brownfields housing development;</li> <li>Potential future development of the site for a supermarket would redirect spending that would otherwise be captured by other centres in the region, however analysis shows that competitive effects are relatively minor and would have little or no effect on the trading of nearby centres.</li> </ul>
<b>Traffic Impact Assessment</b> <i>Prepared by GTA Consultants</i>	<ul style="list-style-type: none"> <li>Measures should be implemented to minimise car travel including limited parking ratios; cycle parking facilities; car sharing/car clubs; green travel plan. Through implementing these measures it is anticipated the site will generate significantly less traffic than other residential sites in the vicinity;</li> <li>Using the conventional RMS trip generation rates, the resultant increase in traffic generated by the proposal would be in the order of 701 to 955 vehicles per hour during the weekday AM and PM peak periods.</li> <li>The existing external intersections such as Parramatta Road/Woodville Road and Crescent Street/Woodville Road intersections are currently operating at capacity with level of service F during the commuter peak periods. Additional capacity is proposed along Crescent St by extending the existing left turn bay. A right turn bay approaching the commercial site access is also proposed;</li> <li>The key external intersections at Parramatta Road/Woodville Road and Crescent Street/Woodville Road are currently the subject of an RMS funded improvement to provide additional capacity to cater for</li> </ul>

	<p>existing and future traffic demands including the traffic generated by the subject site;</p> <ul style="list-style-type: none"> <li>▪ The proposed intersection upgrade will significantly improve the intersection operating conditions and TTPP modelling shows that it has sufficient capacity to accommodate the existing and future traffic volumes. The intersections are expected to operate acceptably at LoS D or better taking into account the additional traffic associated with the proposed mixed use development and future traffic growth. In addition, the outcomes of the potential projects such as the Parramatta Light Rail, Western Sydney Regional ring Road, WestConnex and Rapid Bus Routes are likely to have a beneficial impact on the operating conditions of these strategic roads.</li> <li>▪ All other local intersections would continue to operate satisfactorily for both AM and PM peak periods even when the development is fully completed.</li> <li>▪ Connections through to A'Becketts Creek to enhance cycle and pedestrian connectivity is proposed.</li> </ul>
<b>Flooding Assessment</b> <i>Prepared by BMT WBM Pty Ltd</i>	<ul style="list-style-type: none"> <li>▪ The flood assessment identifies that the site is located above the 1% AEP flood levels in A'Becketts Creek, including a 0.5m freeboard provision;</li> <li>▪ Therefore the proposed development will not be affected by flooding, nor have any impact on existing flooding conditions.</li> </ul>
<b>Infrastructure and Servicing</b> <i>Prepared by ADW Johnson</i>	<ul style="list-style-type: none"> <li>▪ No State servicing requirements or upgrades are required to support the proposed rezoning and development.</li> </ul> <p><b>Water and Wastewater</b></p> <ul style="list-style-type: none"> <li>▪ Sydney Water have advised that capacity currently exists within both the existing water and sewer systems, such that the proposed development can be adequately serviced for water and sewer without the need for augmentation of the existing systems.</li> </ul> <p><b>Water Sensitive Urban Design</b></p> <ul style="list-style-type: none"> <li>▪ The stormwater system will predominantly discharge to A'Becketts Creek, alleviating pressure on Council's existing drainage infrastructure in Crescent Street;</li> <li>▪ A WSUD treatment train/concept stormwater system consisting of rainwater tanks, GPT's and landscaped</li> </ul>



	<p>detention basins has been designed for the proposed development;</p> <ul style="list-style-type: none"><li>▪ Water reuse measures to reduce the demand on potable water have been considered for the proposal.</li></ul> <p><b>Power</b></p> <ul style="list-style-type: none"><li>▪ Endeavour Energy has advised that the proposed future development can be serviced by the nearby Granville zoned substation.</li></ul>
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## LAND TO WHICH THE PLANNING PROPOSAL APPLIES

### 1.1 Site Description and Ownership

The subject site is known 1 Crescent Street, Holroyd NSW, being legally described as the following Lot 700 DP 1241836, and is owned by Tiberius (Holroyd) Pty Ltd (the proponent). The site is located within the Holroyd Local Government Area (LGA) and covers an area of approximately 37,904m<sup>2</sup>. The site is currently zoned *B5 Business Development* under the Holroyd Local Environmental Plan 2013 (HLEP).

Tiberius, the owners of the subject site and proponent is an associated entity of Australian Capital Equity Pty Limited (ACE).

ACE is one of Australia's largest and most highly regarded private investment companies with a diversified investment portfolio, the largest component of which is its majority shareholding in Seven Group Holdings. Furthermore, the group has a 40 year property development history delivering diverse quality of major projects across New South Wales, Victoria, and Western Australia.

### 1.2 Current Site Use and Operations

At the time of lodgement of the Planning Proposal the site was occupied and leased by WesTrac as a industrial facility providing administration offices, amenities, training facilities, workshops and machine servicing bays, spare parts warehousing, laboratory, and on-site parking for specialist heavy earthmoving equipment and motor vehicles.

The subject site was formerly WesTrac's NSW Operational Headquarters, however over the last three years, the employment capacity and operational role of the facility has seen a decline owing to WesTrac building a new state of the art facility in Tomago, NSW (Port Stephens LGA). Subsequently the site is no longer operating, with a number of operations and jobs being relocated to the Tomago Facility and a new facility at Casula.

The site is now vacant, with Westrac having ceased operations at the site in early 2018, after having built a new Sydney regional facility at Casula to replace the former facility on site.

A large format industrial building is located on site with a building area of 9,471.3m<sup>2</sup> (24.7% site cover). The site also consists of a hardstand area of 14,000m<sup>2</sup> (36% of the total site). The site currently accommodates 167 car parking spaces on the site (1 space per 56m<sup>2</sup>). Car parking is provided in a designated staff car park, visitor car park which is accessible by access ramps. The main vehicular access point to the site is from Crescent Street.



**Figure 1:** Site Location (Six Maps 2019)

The total area of each current building/structure on the site is as follows:

Use	Area m <sup>2</sup>
Warehouse	1,862
Workshop	3,912
Ground Floor Office	1,661
1 <sup>st</sup> Floor Office	1,616
Mezzanine	27
Stairs	22
Plant room	350
Gatehouse	18
<b>Total</b>	<b>9,468m<sup>2</sup></b>

The existing built form on the site consists of the following building heights.

Office	2 storey
Warehouse	7m – 10.1m
Workshop	7.8m – 12.4m

The following figures identify the existing built form on the site, and the surrounding hard stand.



Figure 2. Existing First Floor Office



Figure 3. Existing Hardstand and Workshop

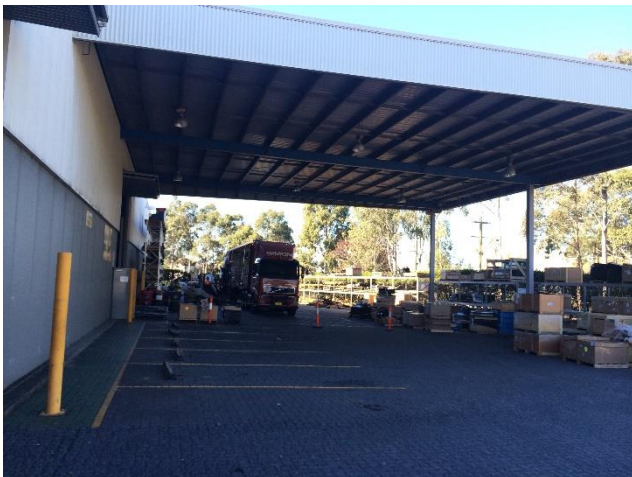


Figure 4. Existing Spare Parts Loading



Figure 5. Existing Car Parking



Figure 6. Hardstand for Heavy Machinery and western site boundary in the distance



Figure 7. Hardstand and Access Ramp to First Floor



**Figure 8. View towards Sports ground and M4**

### **1.3 Existing Site Flora and Fauna**


#### Flora & Fauna

The site comprises of some paved and unpaved hard stand, and scattered pockets of landscaped vegetation across. Vegetation is predominantly located along the sites boundaries fronting Crescent Street and Woodville Road.

An Arborist Report that assesses the significance of existing vegetation across the site is included at **Appendix 2** of this proposal, and concludes that trees on site are of good to fair health and structural condition.

The better quality trees are generally located at the eastern end of the site where there is adequate access to open ground areas to support healthy tree growth.

No native vegetation communities are present within the site. Vegetation on the site primarily consists of landscaped areas and gardens of planted exotic and native species. Common trees found along the boundaries of the site include *Eucalyptus microcorys* (Tallowwood) and *Corymbia citriodora* (Lemon-scented Gum). Both of these species are not native to Sydney and are commonly used in street planting and landscaping around Sydney.



Some native grasses and herbs are also present on the batters that surround the boundary of the site. Native and exotic species are present within the concrete stormwater portion of A'Becketts Creek to the north that is located outside the northern boundary of the site.

The fauna habitat within the site has been determined to be very low. As the entire site has been developed, fauna habitats have been restricted to native and exotic plants in landscaped areas and gardens which only provide habitat for common species of birds, skinks and frogs that are able to survive in urban areas.

No threatened ecological communities, flora or fauna species have been observed on the site.

An Ecological Assessment of the site and its surrounds prepared by Ecological Australia is provided at **Appendix 3** of this report, and provides a detailed assessment of existing ecological conditions, concluding that the proposal will not affect any critical habitats, populations or ecological communities, and that the subject site is located in a developed urban area where no such populations or communities are known to exist.

#### **1.4 Site Accessibility and Adjoining Roads**

The site has frontage to the Parramatta Road/Church Street/Woodville Road intersection to the east, and frontage to Crescent Street to the south. The northern frontage of the site faces the Holroyd Sportsground, and the M4 Motorway beyond.

Vehicular access is gained from Crescent Street via Woodville Road. The site does not have a direct link to the M4 Motorway. An internal access network currently exists on site for staff, visitors and operations. The following outlines each adjoining road in detail.

In 2018, the NSW RMS compulsorily acquired a portion of the site fronting Woodville Road for future planned intersection upgrades to Woodville/Parramatta Road.

##### ***Crescent Street***

Crescent Street is a local Road that is 10m wide and has an east to west connectivity, and is used as an alternative thoroughfare to both Parramatta Road and Merrylands town centre. It is a two way road with some on street car parking permitted car parking on either side of the street.

The only existing site vehicle access for both cars and larger heavy vehicles is from Crescent Street.


##### ***Woodville Road***

Woodville Road is located to the east of the site and is a State classified Road that provides connectivity to Parramatta CBD to the north and the suburbs of Merrylands, Bankstown, Villawood and South Granville to the south. Woodville Road is 19m wide two way road consisting of up to 6 lanes.

Crescent Street is accessible from Woodville Road in both directions at the intersection of Crescent Street and Woodville Road. No direct access to the site exists from Woodville Road.

##### ***Parramatta Road***

Parramatta Road is located to the east of the site and is a State classified Road that provides connectivity to the Sydney CBD and the suburbs of Granville, Clyde, Silverwater and Auburn to the east. Where the site



adjoins Parramatta Road, is the western most point of Parramatta Road before it connects to the M4 Motorway.

Parramatta Road also operates as a two way road running from east to west, with up to 6 lanes.

### ***Holroyd Sportsground***

From the site there is currently no access to or from Holroyd Sportsground due to the obstruction by A'Becketts Creek (a concrete lined channel), that adjoins the site at its northern boundary.

## **1.5 Site Topography**

The site is relatively flat with surface levels ranging from about RL 10 m to RL 12 m relative to the Australian height datum (AHD). The natural topography in the area slopes downwards towards the stormwater channel to the north which was once the unformed A'Becketts Creek.

Currently some man made batters are located on the sites southern and eastern boundaries as part of the sites existing landscape design.

## **1.6 Local Context**

The surrounding area and its locality in relation to the subject site present a diverse mix of current and planned future built form and public domain spaces. The surrounding area and its built form are described as follows:

- The subject site is bounded by Crescent Street to the south, Parramatta Road to the east and Holroyd Sportsground to the north (**refer Figure 9**).
- Vehicular access to the site is only available from Crescent Street at present on the southern boundary of the site.
- Directly adjacent the site to the north is a concrete drainage culvert (known as A'Becketts Creek) that runs parallel to the northern boundary of the site. Across the drainage culvert is the Holroyd Sports Ground which is located adjacent the M4 motorway.
- Directly adjacent the site to the south is an existing railway line utilised for passenger and freight transport.
- To the south of the adjacent railway line is the suburb of Merrylands with low to medium density residential development.
- The eastern boundary of the site is adjoined by the intersection of Woodville Road and Parramatta Road, with a mix of car yards and other commercial uses.
- Located directly adjacent the site to the west is currently a mix of light industrial uses, and further beyond by approximately 300m is Holroyd Gardens, which consists of a residential flat development.



**Figure 9. Holroyd Sports Ground to the North**

### **1.7 Local Urban Context**

The scale and type of development surrounding the site varies in nature depending on the land use.

Located immediately to the west of the site along Crescent Street is a mix of light industrial type land uses that consist primarily of single storey warehouse and industrial units. Located further along Crescent Street to the west is Holroyd Gardens (300m), which consists of a medium density residential development with a mix of townhouses and residential flat buildings up to 8 storeys in height.

To the immediate south of the site is the existing elevated railway line that provides a visual buffer between the site and the predominantly single storey and two storey residential dwellings located at a lower elevation south of the railway line.

To the immediate north of the site is the Holroyd Sports Ground that does not consist of any built form immediately adjacent the site. Further beyond the M4 Motorway to the north is a mix of low density single detached dwellings and some medium density apartment buildings.

To the immediate east of the site are a mix of commercial land uses consisting of a pub (Vauxhall Inn), and a mix of warehouse buildings used for forklift hire.



**Figure 10.** Surrounding Existing and Planned Urban Context – Future Built Form (numbers represent maximum building height in storeys – planned and approved *Source: Architectus*)

Analysis of the existing and planned local urban context in relation to the proposed future development of the subject site has identified a range of approved and planned built form and land uses for the surrounding locality. **Figure 10** visually identifies the planned future development for the surrounding precinct.

Critical to the future development of the subject site is ensuring that Merrylands Town Centre (Located 1.2km to the south-west) remains the primary commercial and retail core of the Holroyd LGA.

Currently Merrylands Town Centre permits a mix of commercial and residential land uses up to a maximum of 21 storeys in height, under the Holroyd Local Environmental Plan 2013.

Future planned urban transformation in and around Parramatta CBD and east of the subject site identify that maximum building heights of between 20 to 90 storeys in height are planned to accommodate the future employment floor space growth for the surrounding area, and to provide supporting residential densities and yields aligned with planned growth of Parramatta and its surrounds as a regional centre.

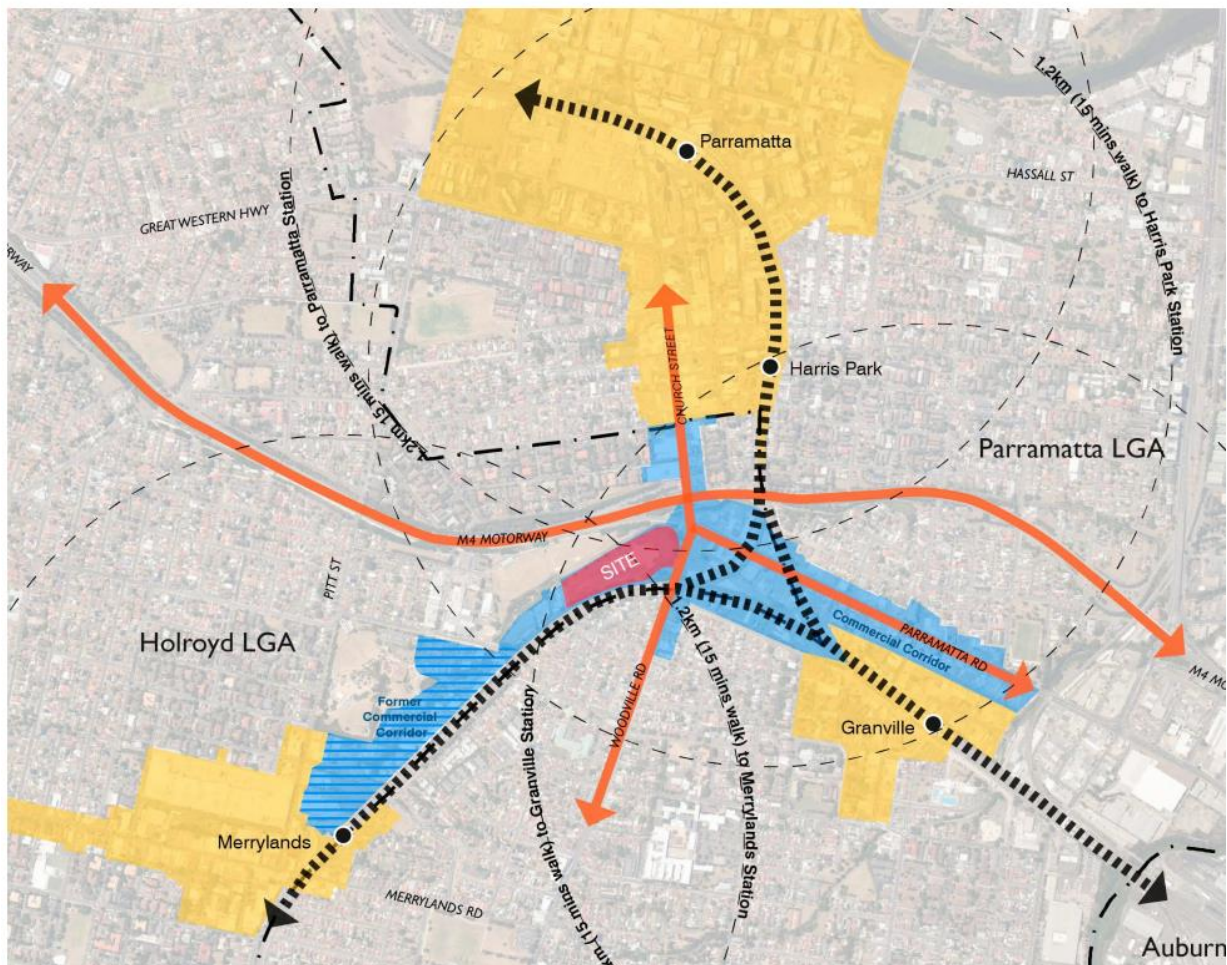
## 1.8 Local Transport Context

The site is centrally located to the Merrylands and Parramatta City Centres, and the future planned local centre of Granville. The sites proximity to public transport is identified in **Figure 11** below that shows the sites proximity to nearby railway stations that serve surrounding local centres and the wider metropolitan Sydney, including its CBD.

The site is located within 1km to 1.2km of 4 train stations as follows:

- Merrylands (1.2km) – Inner West & South Line, Parramatta (1.2km) -
- Harris Park (1km) – North Shore Line, Western Line, Inner West & South Line, Blue Mountains Line
- Granville (1km) – North Shore Line, Western Line, Airport, Inner West and South Line
- Parramatta (1.4km) - North Shore Line, Western Line, Cumberland

Each of these railway stations has a good level of service to the City and the surrounding regional Sydney.



**Figure 11.** Surrounding Transport Infrastructure

The site is also serviced by existing local bus networks that provide connectivity to Metropolitan Sydney along Woodville Road and Parramatta Road, and the adjacent M4 motorway.

The following table outlines the existing bus routes that service the site.

Location of Stop	Route #	Route Description	Distance to Nearest Stop
Woodville Road	907	Bankstown to Parramatta	450m
Hassall Street	M91	Hurstville to Parramatta via Padstow, Bankstown and Chester Hills	350m
Pitt Street	802	Liverpool to Parramatta via Cartwright, Miller, Bonnyrigg, Fairfield, Merrylands	1 km
	804	Liverpool to Parramatta via Hinchinbrook, Bonnyrigg, Greenfield Park, Fairfield, Merrylands	1 km
	806	Liverpool to Parramatta via Mt Pritchard, Abbotsbury, Prairiewood, Wetherill Park, Merrylands	1 km

**Table 1: Bus Routes**

## 1.9 Historical Context

The subject site is not listed as a State or Local Heritage item. Two heritage items, both of local significance, listed by Schedule 5 Part 1 of the Holroyd LEP 2013 are however located within close proximity of the site, being:

- Railway Memorial, Crescent Street Reserve, Granville
- Vauxhall Inn, No. 284-286 Parramatta Road, Granville

### Railway Memorial

The Railway Memorial comprises a low stone wall set within a small reserve defined by Woodville Road, Crescent Street and the high concrete wall of the Granville Triangle Loop.

A bronze plaque on the memorial states:

*'Erected to commemorate the opening of the Sydney to Parramatta Railway 26 September, 1855. This was the first section of the New South Wales Railways and the first State owned steam railway in the British*

*Empire. The Parramatta Terminus was adjacent to this Memorial. Unveiled by His Excellency, Lieut.-Gen. Sir John Northcott, K.G.M.G., K.C.V.O., C.B., Governor of New South Wales, 29 September, 1955.'*



**Figure 12.** The Railway Memorial, c.1938-9

### **Vauxhall Inn**

The Vauxhall Inn, lies opposite the site, on the corner of Woodville Road and Parramatta Road. The Vauxhall Inn is a two storey painted brick Interwar Functionalist Style building.

The Vauxhall Inn is the second building of this name to stand on this site. The first Vauxhall Inn was built in the early 1850s to serve the railway contractors. By the interwar period, the site was owned or tied to Tooth & Co., one of several major breweries who dominated the Sydney market.



**Figure 13.** The Vauxhall Inn

## **1.10 Environmental Context**

### **Riparian Values**

Located adjacent to the northern boundary of the site is A'Becketts Creek. The part of the Creek that is adjacent the sites northern boundary is contained within an open drainage culvert. The drainage culvert creates a large change in landform along the northern edge of the site, effectively separating the site from the Holroyd Sportsground. A combination of native and exotic flora, as well as weed infestation also characterises the creek up and down stream of the site.

Clause 6.6 Riparian land and watercourse, in the Holroyd Local Environment Plan 2013 (HLEP) applies to land identified as "Riparian Land" on the Riparian Lands and Watercourses Map. 'Riparian Land' is located upstream and downstream of the site along A'Becketts Creek. The open concrete culvert immediately adjacent to the site has not been mapped as 'Riparian Land'.



## Acoustic Environment

The main potential acoustic generators relating to the development are as follows:

- Vehicle movements on M4 Western Motorway and Woodville Rd;
- Noise and vibration intrusion from trains passing-by on the Southern Railway corridor;
- Noise intrusion from surrounding industrial noise from existing industrial sites;

The nearest noise sensitive residential receivers are the house located at 1 Blane Street (115m), and 25 Union Street (350m), Holroyd. The surrounding industrial receivers to the West are also considered as receivers.

### 1.11 Regional Context

The proposed planning area is located approximately 25km to the west of the Sydney CBD within the Cumberland Local Government Area (LGA).

The site is approximately 1.2km from the Merrylands city centre and 1.3km from Parramatta CBD.

In terms of a regional context within the Sydney region the site is identified within the Greater Parramatta and the Olympic Peninsula (GPOP) (Metropolis of Three Cities) which is focusing on being the connected and unifying heart of the Central City, GPOP is being championed as a place for new businesses, homes and services; for diverse employment; for walking and cycling; and to facilitate spaces for arts and culture.

The region including Parramatta and its surrounds is identified as a key regional centre in the context of *Metropolis of Three Cities* and plays an important role in Sydney's economy. Recently there has been significant employment growth in the subregion which has been above average compared to other areas within the Sydney metropolitan region. This trend is expected to continue with further employment growth and housing planned within Parramatta and its adjacent Local Government Areas (LGAs).

Parramatta has been earmarked to become Sydney's Central River City within a *Metropolis of Three Cities*.

The Auto Alley Precinct to the north of the subject site has been targeted for future population and employment growth in State and Local planning strategies. The surrounding area to the north along Auto Alley and to the east along Parramatta Road is characterised by large potential redevelopment sites that have been targeted for an increase in residential and commercial densities, and to accommodate the expected influx in population to the sub region.

In a regional context the site is centrally located to existing and planned infrastructure and growth, and is located within the Parramatta Road Urban Renewal Corridor.

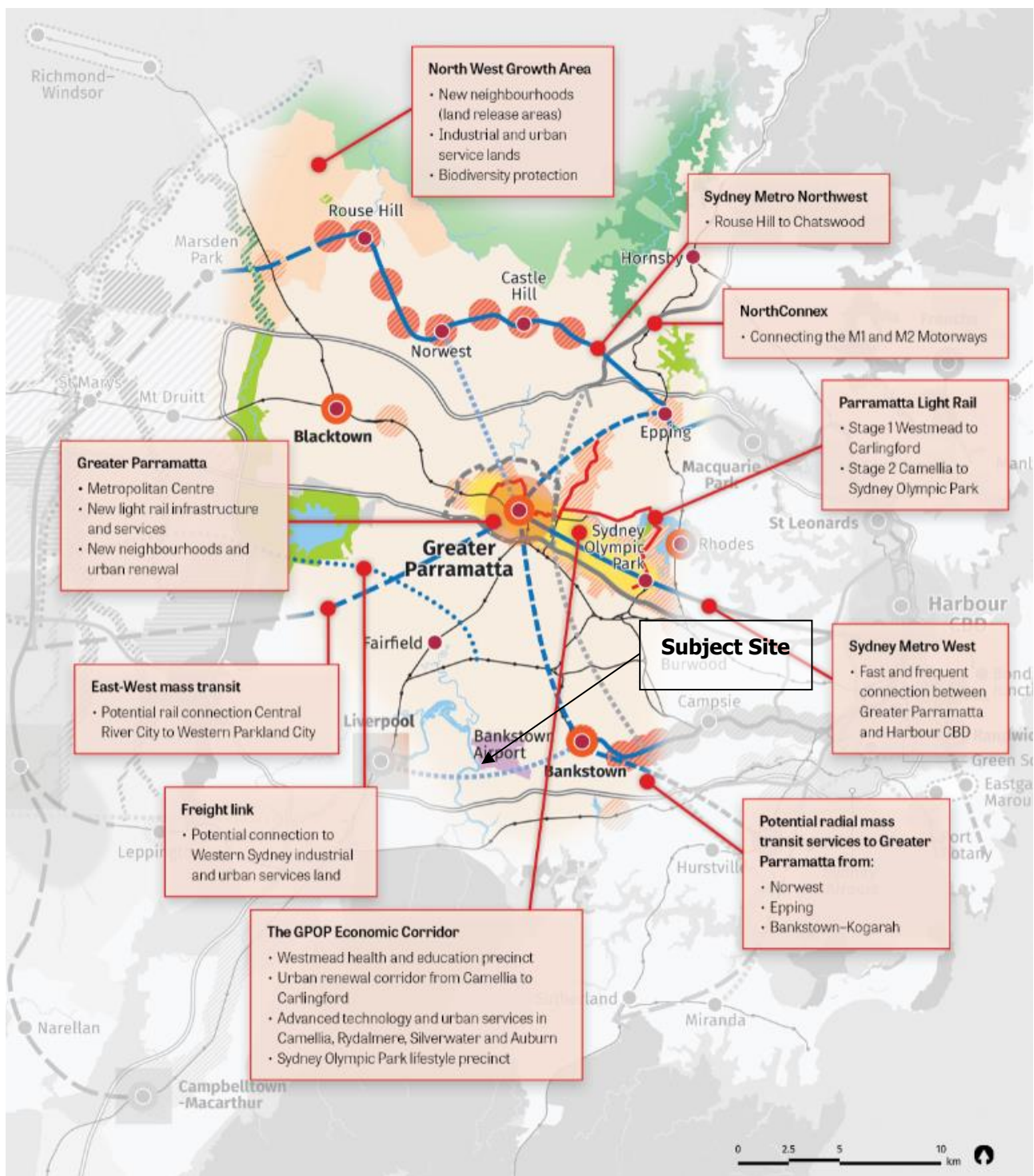
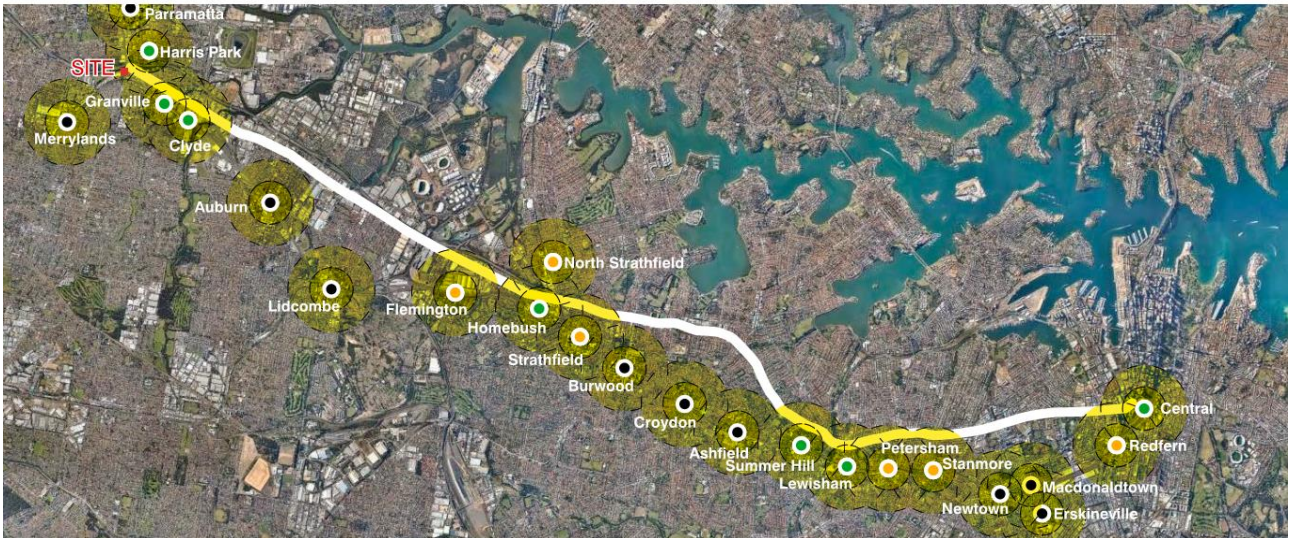


Figure 14. The Central River City and its surrounds (A Metropolis of Three Cities)

The site is situated on the western end of the Parramatta Road Corridor, and is located in one of a few areas where Parramatta Road is close to railway stations (the others being around Homebush, Lewisham and Central) as identified in **Figure 15** below. The other greatest transport asset for the site at present is the proximity to the M4 motorway network which allows surrounding regional centres to be reached by car or bus.



**Figure 15. Site Proximity to Railway Stations - Parramatta Road Corridor (Source: Architectus)**

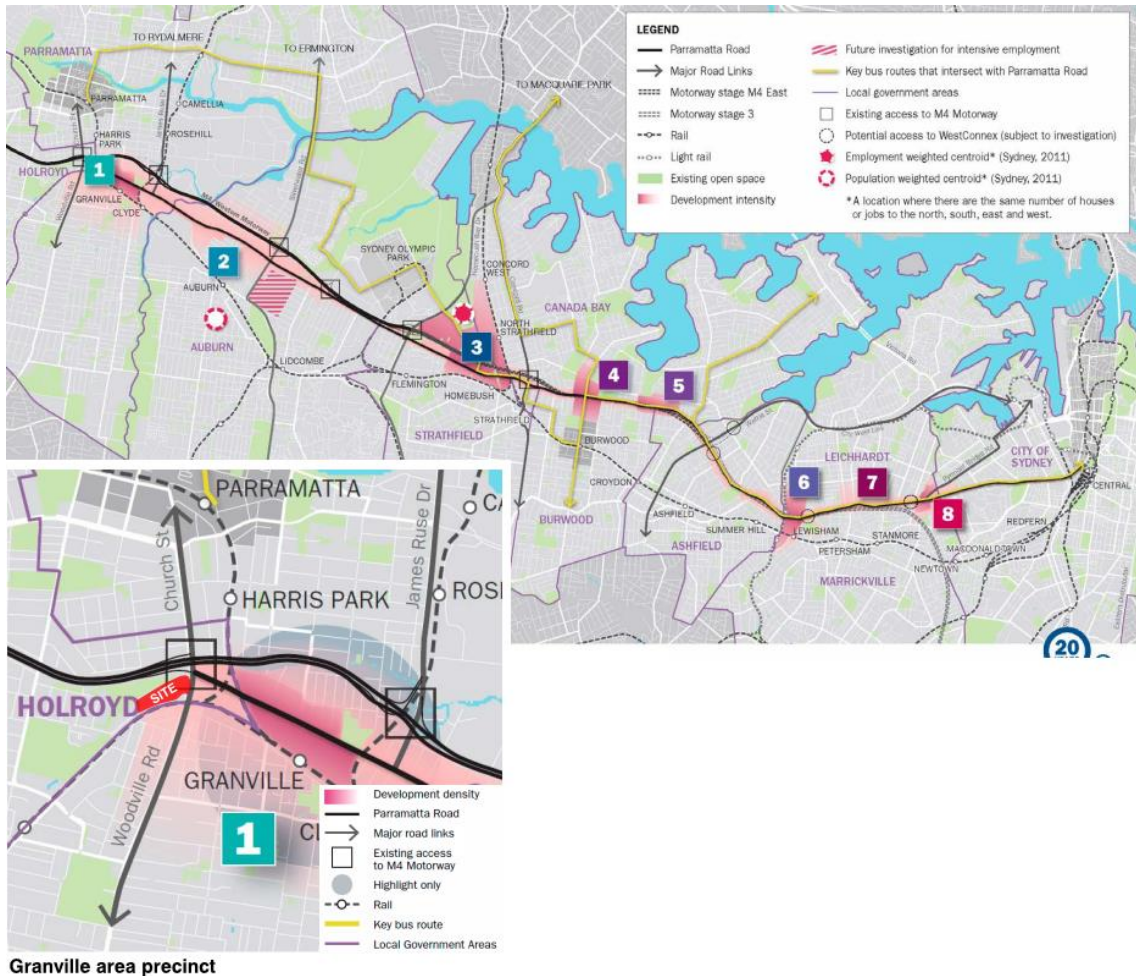
The site's proximity at the western end of the Parramatta Road Corridor places it within the context of Stage 1 of the WestConnex renewal of the Parramatta Road corridor. The WestConnex urban revitalisation of the Parramatta Road corridor is proposed as part of the WestConnex infrastructure project, being led by the NSW State Government, and is one of the NSW Government's key infrastructure projects. Furthermore, the site is located within the Parramatta Road Urban Transformation Strategy.



**Figure 16. Westconnex Plan (approx. location of site marked in red)**

The site is also strategically located within a regional context at the western end of the Parramatta Road Corridor, the subject of the '*Parramatta Road Urban Transformation Strategy*' as identified in **Figure 17** below. The site is also located specifically within the study area of the strategy as a Frame Area.

The Frame Areas are important connections between Precincts and will contribute towards the transformation of the Corridor. *While not the focus of growth in the Strategy, land use change and development may still occur over the longer term through 'spot rezonings' or changes to development controls.*



**Figure 17. Parramatta Road Urban Transformation Strategy**

The Parramatta Road Corridor Urban Transformation Strategy seeks to support growth, and make the Parramatta Road Corridor (the Corridor) a better place to live work and visit. The Strategy sets out the vision and land use and transport principles to accommodate 27,000 new homes and 50,000 jobs in a range of industries across the Corridor over the next 30 years.

To realise the Corridor's potential, the Strategy sets out a framework for:

- more efficient and reliable public transport that will connect people and places from east to west and north to south
- housing supply and provision of diverse and affordable housing
- a productive business environment that supports a range of prosperous businesses and a variety of employment opportunities
- a series of well-served and well-connected communities where people will want to live
- a diverse range of spaces, places and links for people to visit, connect with and enjoy
- implementation and successful delivery.



In a regional context the site is centrally located to existing and planned infrastructure and growth, and presents significant merit in being developed to support future population growth for the surrounding region.

Precincts identified for urban renewal include **Granville**, Auburn, Homebush, Burwood, Kings Bay, Taverners Hill, Leichhardt and Camperdown. As defined in the PRUTS, 'precincts' are '*special areas identified for growth and change where planning rules and zonings may change in the future*'.



## MASTER PLAN OVERVIEW

### 2. Overview

A Concept Master Plan is provided with this submission which details the urban design principles that will guide the Planning Proposal. The Concept Master Plan (provided in **Appendix 1**) forms part of the Planning Proposal submission and should be read in conjunction with this document.

The Master Plan will inform the rezoning and statutory planning controls as well as assisting Council and the Department of Planning and Environment, the community and stakeholders in creating a design led solution for the site.

The vision for the site is to rezone the site to deliver a high density mixed use development, comprising approximately 1,109 - 1,255 residential apartments that will be complimented with large areas of passive and active open space, and a retail and commercial area to service the local community.

The draft master plan details the general layout for the site having regard to building bulk and scale as well as uses across the site including neighbourhood retail, community facilities and publicly accessible open space. The key aspects of the master plan can be summarised as follows:

- Major new open space which links to and engages with the Holroyd Sportsground, and provides large areas of publicly accessible open space;
- Excellent pedestrian connections and permeability and cycle accessibility, including provision of new links and improvements to existing networks;
- A commitment to design excellence and visual improvement to a prominent site at the Gateway to Holroyd;
- Maximum building frontage to open space areas and well separated residential built form with proposed building heights from 32-96 metres;
- Building forms that enjoy a predominantly northerly aspect with views across open space and Holroyd Sportsground, and an appropriate interface with adjoining uses on the western boundary;
- Ground level commercial and retail use on eastern part of the site that include new local shops and facilities (may include supermarket, specialty retail, gym, childcare, medical, showroom, cafes, restaurants);
- Good vehicle access and circulation with separate commercial and residential access;
- A development proposal that is consistent with local and State planning strategies of metropolitan Sydney;
- Retention of on-site employment while also providing new housing to cater for a diversity of housing demand that responds to the surrounding residential neighbourhood;
- Provision of affordable housing.

The master plan aims to provide a total yield of approximately 1,109 - 1,255 dwellings in a mix of building forms and typologies, in addition to up to 12,755m<sup>2</sup> (NLA) of retail, community and commercial space and 16,372m<sup>2</sup> of publicly accessible open space (43% of site).

- The master plan proposes building heights between 32m to 96m, and FSR of 3.4 to 4.2:1 (average 2.98:1 across the site or 3.87:1 (R4 and B4 Zones only) and a land use zoning of R4 High Density Residential and B4 Mixed Use, RE1 Public Recreation, and SP2 Infrastructure;


At this stage in the rezoning process, the Planning Proposal simply seeks endorsement from the Responsible Planning Authority and the Department of Planning and Environment to rezone the lands from the current B5 Business Development zone to zones that allow and accommodates the proposed mix of uses at the site. The Planning Proposal also seeks appropriate amendments to HLEP 2013 built form controls for the site to accommodate the proposed density and scale of development.



**Figure 18:** Proposed Concept Master Plan (Architectus)

The master plan has been informed by the following inputs that will shape the final scheme and form part of any final rezoning proposal:

- Traffic and Access Report prepared by GTA Consultants and TTPP;
- Heritage Impact Assessment prepared by Weir Phillips;
- Social Impact Assessment prepared by Macro Plan Dimasi;
- Economic Impact Assessment by Macro Plan Dimasi;
- Flood Study prepared by BMT WBM;
- Infrastructure and Services Assessment prepared by ADW Johnson;

- 
- Ecological Assessment prepared by Ecological Australia;
  - Arborist Assessment prepared by Tree IQ;
  - Contamination Assessment prepared by Douglas Partners;
  - Geotechnical Assessment prepared by Douglas Partners;
  - Acoustic Assessment prepared by Wood and Grieves;
  - Retail Impact Assessment prepared by Deep End Services.



## PLANNING CONTEXT

### 3. Overview

This Part of the Planning Proposal identifies the relevant legislation and strategies the Planning Proposal must consider.

#### 3.1 Environmental Planning and Assessment Act 1979

A rezoning application must have consideration of the objectives of the Environmental Planning and Assessment Act (the Act). The objectives are as follows:

- (a) *to encourage:*
  - (i) *the proper management, development and conservation of natural and artificial resources, including agricultural land, natural areas, forests, minerals, water, cities, towns and villages for the purpose of promoting the social and economic welfare of the community and a better environment,*
  - (ii) *the promotion and co-ordination of the orderly and economic use and development of land,*
  - (iii) *the protection, provision and co-ordination of communication and utility services,*
  - (iv) *the provision of land for public purposes,*
  - (v) *the provision and co-ordination of community services and facilities, and*
  - (vi) *the protection of the environment, including the protection and conservation of native animals and plants, including threatened species, populations and ecological communities, and their habitats, and*
  - (vii) *ecologically sustainable development, and*
  - (viii) *the provision and maintenance of affordable housing, and*
- (b) *to promote the sharing of the responsibility for environmental planning between the different levels of government in the State, and*
- (c) *to provide increased opportunity for public involvement and participation in environmental planning and assessment.*

This submission is consistent with, and has considered the objects of the Act which have been addressed in the various sections of this report.

#### 3.2 Holroyd Local Environmental Plan 2013

The relevant provisions of the *Holroyd Local Environmental Plan 2013* (HLEP 2013) apply to the subject site and any future proposed development of the site as discussed below.

The particular aims of this Plan are as follows:

- (a) *to provide a clear framework for sustainable land use and development in Holroyd,*

*(b) to provide for a range of land uses and development in appropriate locations to meet community needs, including housing, education, employment, recreation, infrastructure and services,*

*(c) to promote ecologically sustainable development by facilitating economic prosperity, fostering social well-being and ensuring the conservation of the natural environment,*

*(d) to concentrate intensive land uses, increased housing density and trip-generating activities in close proximity to centres and major public transport nodes in order to retain the low-density character of other areas,*

*(e) to promote the efficient and equitable provision of public services, infrastructure and amenities,*

*(f) to protect the environmental and cultural heritage of Holroyd including:*

*(i) identifying, conserving and promoting cultural heritage as a significant feature of Holroyd's landscape and built form as a key element of its identity, and*

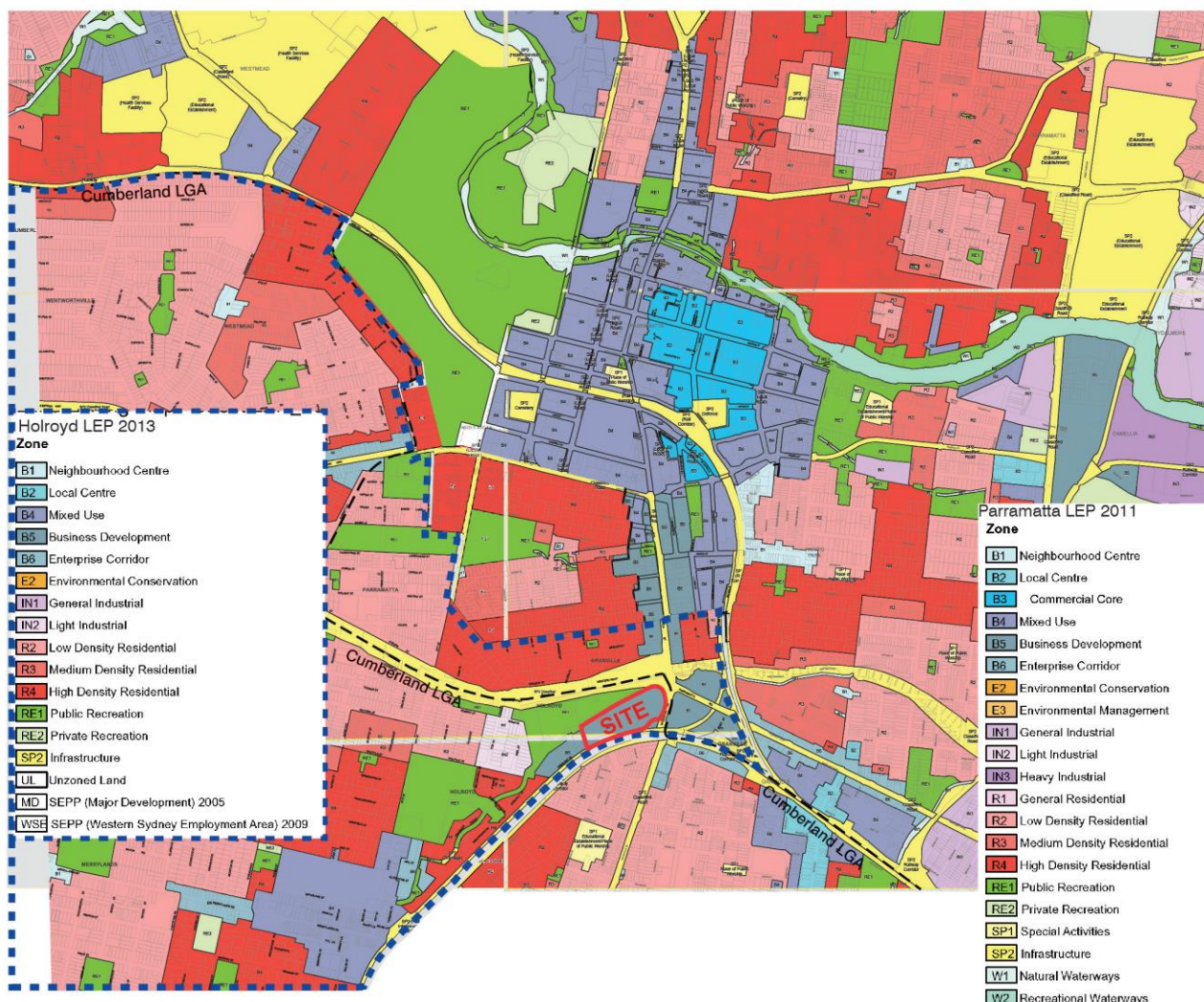
*(ii) effectively managing the natural environment (including remnant bushland and natural watercourses) to ensure its long-term conservation.*

The proposed rezoning of the 1 Crescent Street provides a number of benefits in alignment with the aims of Council's HLEP listed above, specifically through:

- The provision of housing diversity in accessible and in-demand locations, as well as increased supply of housing in a highly amenable environment to aid the housing affordability and rental accommodation in the LGA;
- A concept master plan that considers an appropriate mix of dwelling types, densities and appropriate building heights mindful of the site's proximity to three train stations and bus routes, Council's dwelling targets and the broader Greater Sydney Commission Dwelling Targets to deliver 725,000 new homes by 2036.
- The proposal also provides for commercial land uses which will increase the range and accessibility of retail and other services;
- The proposed future development of the site will implement the objectives of ecologically sustainable development by facilitating economic prosperity, fostering social well-being and ensuring the conservation and improvement of the natural environment;
- The proposed concept master plan incorporates a mix of uses, open spaces and provides public vehicle and pedestrian/cyclist access;
- Protecting surrounding items of local heritage significance;
- The proposal gives provision of affordable housing.

### **Existing Site Zoning**

The site is zoned B5 Business Development under the provisions of the HLEP 2013 (Figure 19).



**Figure 19.** Land Zoning Map Holroyd LEP 2013

The objectives of the current B5 Business Development zone of the HLEP 2013 are:

- To enable a mix of business and warehouse uses, and bulky goods premises that require a large floor area, in locations that are close to, and that support the viability of, centres.
- To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.

Under the current zoning provisions for the site 'residential accommodation' and 'commercial premises', including retail are prohibited on the site. Therefore, to enable the permissibility of the land uses this Planning Proposal seeks to amend the Holroyd LEP 2013 to rezone the land of the subject site to:

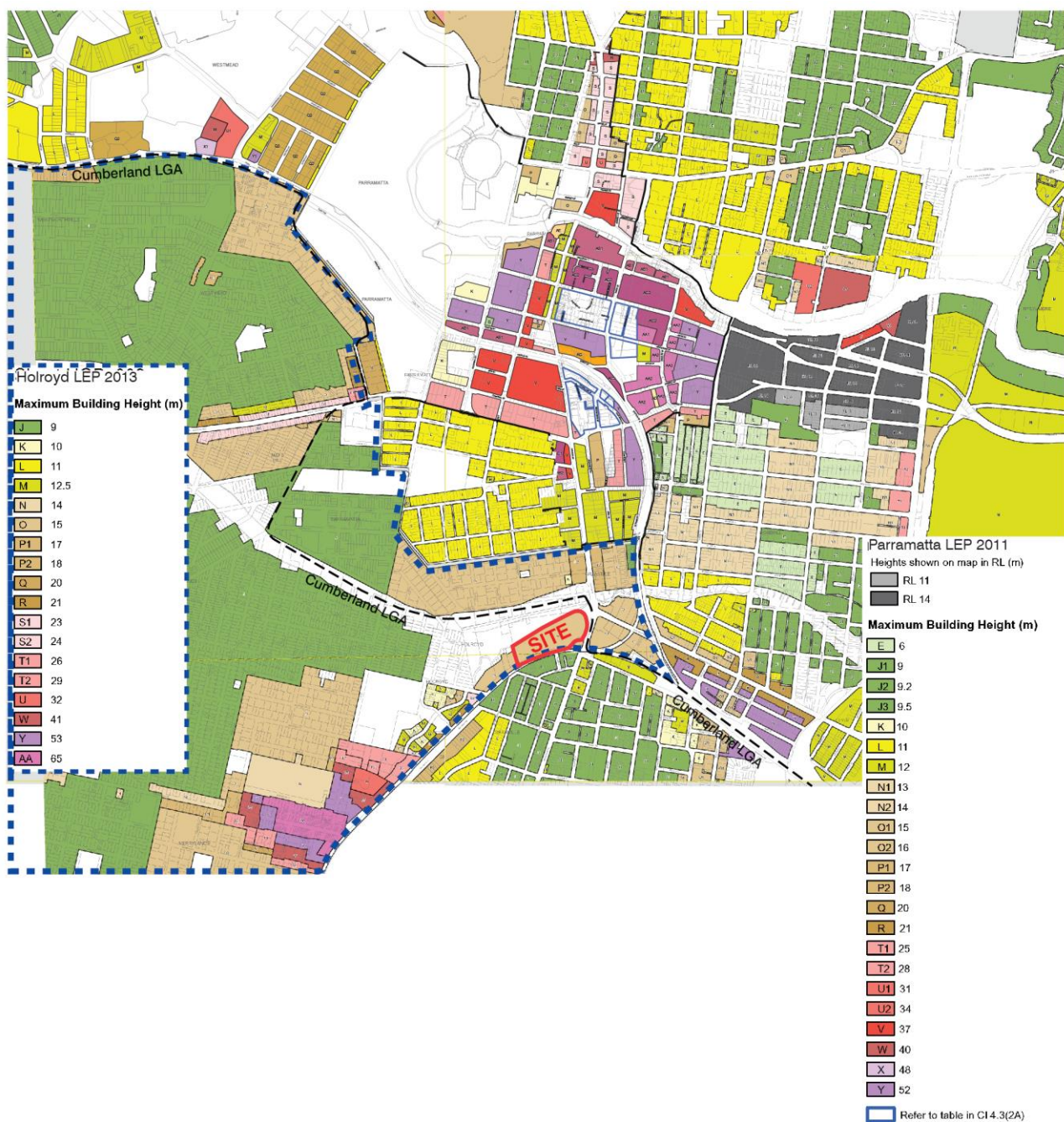
- R4 High Density Residential;
- B4 Mixed Use;
- RE1 Public Recreation;

- 
- SP2 Infrastructure;

The proposed new zoning map is included at **Appendix 1** of this Planning Proposal.

### **Existing Building Height Provisions**

The HLEP 2013 Clause 4.3 gives provision of a maximum building height on the site of **15m**.



**Figure 20.** Holroyd Local Environmental Plan 2013 Maximum Building Height Map (Source: NSW Legislation, 2015)



The planning proposal seeks to amend the Holroyd LEP 2013 to include provision for building heights of:

- 32m to 96m

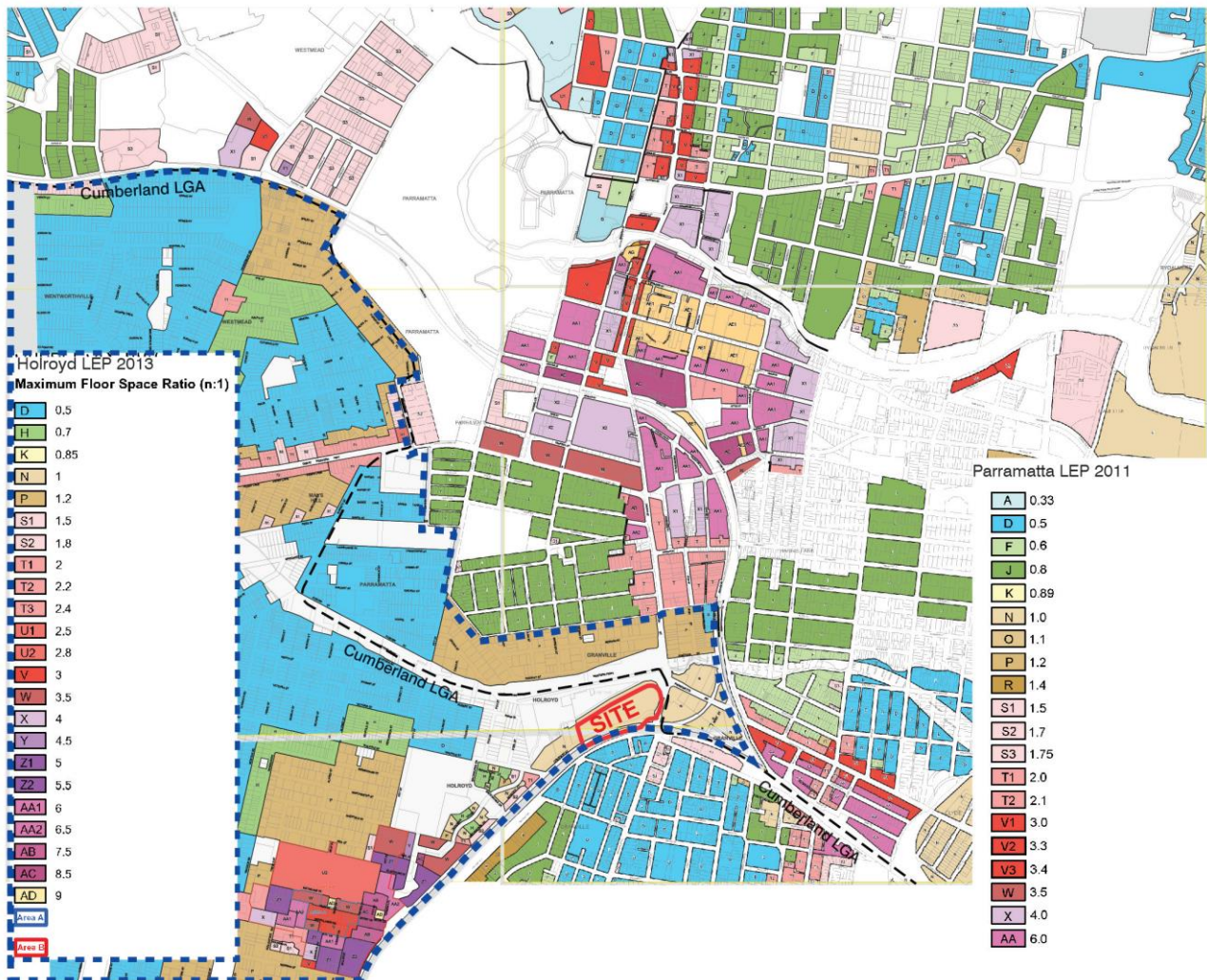
### **Heritage Provisions**

The subject site does not contain any item of local or State heritage significance. The HLEP 2013 does however identify a local heritage item known as the Railway Memorial (I23) at the corner of Woodville Road and Crescent Road. Also located on Woodville Road opposite the site is the Vauxhall Inn, circa 1938–9 (I11), also listed as a local heritage item;

A Heritage Impact Statement Prepared by Weir Phillips is included at **Appendix 4**.

### **Floor Space Ratio**

The maximum floor space ratio (FSR) permitted for the site under the provisions of Clause 4.4 of the Holroyd LEP 2013 is 1:1.



**Figure 21.** Holroyd Local Environmental Plan 2013 Floor Space Ratio Map (Source: NSW Legislation, 2015)

The planning proposal seeks to amend the Holroyd LEP 2013 to include provision for FSR of:

- 3.4:1 to 4.2:1
- An average FSR of 2.98:1 across the site.
- 3.87:1 (R4 and B4 Zones only)



## OBJECTIVES OR INTENDED OUTCOMES

### 4. Objectives

The key objective of this Planning Proposal is to obtain rezoning and amendments to the built form controls of the site, by amending the provisions of the Holroyd Local Environmental Plan 2013 (HLEP 2013) to facilitate mixed use development comprising residential uses with supporting neighbourhood commercial, retail and community land uses.

This Planning Proposal seeks to include the following zoning classifications across the subject site as part of the amendment of the HLEP 2013:

- B4 Mixed Use;
- R4 High Density Residential;
- RE1 Public Recreation;
- SP2 Infrastructure

In addition, the Planning Proposal seeks to include the following built form provisions across the subject site as part of the proposed HLEP 2013 amendment:

- Provision of building heights ranging from 32m to 96m;
- Provision of an FSR for the site of 3.4:1 to 4.2:1 with an average FSR of 2.98:1 across the site or 3.87:1 (R4 and B4 Zones only);

In addition to the abovementioned built form provisions the proposed HLEP 2013 amendment seeks the inclusion of an additional Clause within Part 6 of the HLEP 2013 in relation to:

- The requirement to prepare a development control plan to ensure that development on the subject site occurs in accordance with a site-specific development control plan.
- The maximum amount of floor space for 'retail premises' permitted on the site being limited to no greater than 7,500sqm GFA.
- The use of the ground and first floor levels of buildings located in the B4 Zone with frontage to Woodville Road to be limited to non residential uses.
- The provision of affordable housing as part of any future development of the land for residential use.
- In addition, it is proposed to limit commercial premises on the subject within the B4 Mixed Use zone with a maximum floorspace limit of 7,500sqm GFA.

A conceptual design for future development of the site for a major mixed use development has been prepared and accompanies this Planning Proposal in **Appendix 1**. It should be noted that the proposed concept plan will be refined as part of the future development application process once the Planning Proposal has been endorsed by the Sydney Central Planning Panel and the NSW Department of Planning and Environment (DPE) that supports the preparation of an LEP amendment.

#### 4.1 Development Objectives and Intended Outcomes

The primary objective of the proposed rezoning is to enable the amendment of the provisions of the HLEP 2013 to facilitate the sites development to include a mix of residential, commercial, retail, open space and community land uses at 1 Crescent Street, Holroyd.

The development objectives of the proposed HLEP 2013 Amendment are:

- Make a positive contribution to the locality by providing a quality integrated urban design solution that respects the existing built form and natural features of the site and surrounding neighbourhood.
- To seek the Gateway support of NSW DPE to undertake the Planning Proposal for the rezoning of the site to “High Density Residential and B4 Mixed Use, SP2 Infrastructure and RE1 Public Recreation”, with an uplift to built form controls;
- Maintain employment generating floor space on the site (12,755m<sup>2</sup> (NLA);
- Accommodate a mix of dwellings with approximately 1,109 - 1,255 residential apartments;
- Deliver a concept master plan for the site that integrates community, transport, environmental and economic outcomes;
- Develop and provide publicly accessible open space including active playing areas, connectivity to surrounding area, and passive recreational spaces that capture riparian and amenity outcomes;
- Take full advantage of a large site through an integrated design solution;
- Maintain the amenity of surrounding businesses and residents through the provision of high quality design, capable of achieving SEPP 65 compliance;
- Provide affordable housing.

The site is well placed to support and promote higher density housing within a walking catchment of three railway stations and local bus stops, and the Parramatta CBD.

The indicative development concept plan prepared by Architectus (**Appendix 1**) has been prepared based on a comprehensive assessment of the site and its context, a site constraints analysis as well as the outcomes of a number of specialist consultant inputs.



## EXPLANATION OF PROVISIONS

### 5. Overview

It is proposed to amend the zoning and built form provisions on the subject site by way of an amendment to Holroyd Local Environmental Plan 2013. An explanation of the proposed provisions is provided within the following sub-sections, including:

- Rezoning of all land on the subject site from B5 Business Development Zone to:
  - B4 Mixed Use;
  - R4 High Density Residential;
  - SP2 Infrastructure
  - RE1 Public Recreation;
- Amend the HLEP 2013 building height provisions as they relate to the subject site from the existing 15 metres to:
  - Building heights ranging from 32m to 96m.
- Amend the HLEP 2013 floor space ratio provisions as they relate to the subject site from the existing 1:1 to:
  - Maximum FSR across the site of 3.4:1 to 4.2:1 with an average FSR of 2.98:1 across the site or 3.87:1 (R4 and B4 Zones only).

Draft proposed Holroyd LEP 2013 Maps for zoning, building heights and density are provided at **Appendix 1** of this Planning Proposal.

It should be noted that the final detail on all mapping will occur following public exhibition, and review by key stakeholders, Government Agencies and the community.

In addition to the abovementioned built form provisions the proposed HELP 2013 amendment seeks the inclusion of an additional Clause within Part 6 of the HELP 2013 in relation to:

- The requirement to prepare a development control plan to ensure that development on the subject site occurs in accordance with a site-specific development control plan.
- The maximum amount of floor space for 'retail premises' permitted on the site being limited to no greater than 7,500sqm GFA.
- The maximum amount of 'commercial premises' permitted on the site being limited to no greater than 7,500sqm GFA.
- The use of the ground and first floor levels of buildings located in the B4 Zone with frontage to Woodville Road to be limited to non residential uses.
- The provision of affordable housing as part of any future development of the land for residential use.

The current master planning for the site should provide much of the basis for the DCP, however future planning stages of the development may require either a Staged Development Application or a DCP to guide the development envisaged for the site.

Additionally, the Planning Proposal gives provision of a financial contribution (to be determined) to State Public Infrastructure, and dedicate the use of the floor space use at or below podium level within the B4 Mixed Use Zone for commercial and retail uses, and their ancillary functions. Both of these commitments will be delivered as part of a Voluntary Planning Agreement as outlined at Section 7 of this report.

## 5.1 Proposed Land Use Zoning Provisions

The objectives of this Planning Proposal can be achieved through the inclusion of the following amendment to the HLEP 2013:


- Amend the site zoning of the subject site as follows:

Existing land use zone and objectives	Proposed land use zone and objectives
<p><b>Zone B5 Business Development</b></p> <p><u>Objectives of zone</u></p> <ul style="list-style-type: none"> <li>▪ To enable a mix of business and warehouse uses, and bulky goods premises that require a large floor area, in locations that are close to, and that support the viability of, centres.</li> <li>▪ To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.</li> </ul>	<p>The proposal includes the provision of 4 land use zones across the site as outlined in the proposed zoning maps at <b>Appendix 1</b>. The proposed zones and their objectives are as follows:</p> <p><b>Zone B4 Mixed Use</b></p> <p><u>Objectives of zone</u></p> <ul style="list-style-type: none"> <li>▪ To provide a mixture of compatible land uses.</li> <li>▪ To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.</li> <li>▪ To facilitate a vibrant, mixed-use centre with active retail, commercial and other non-residential uses at street level.</li> <li>▪ To encourage the development and expansion of business activities that will strengthen the economic and employment role of the Merrylands town centre.</li> </ul>

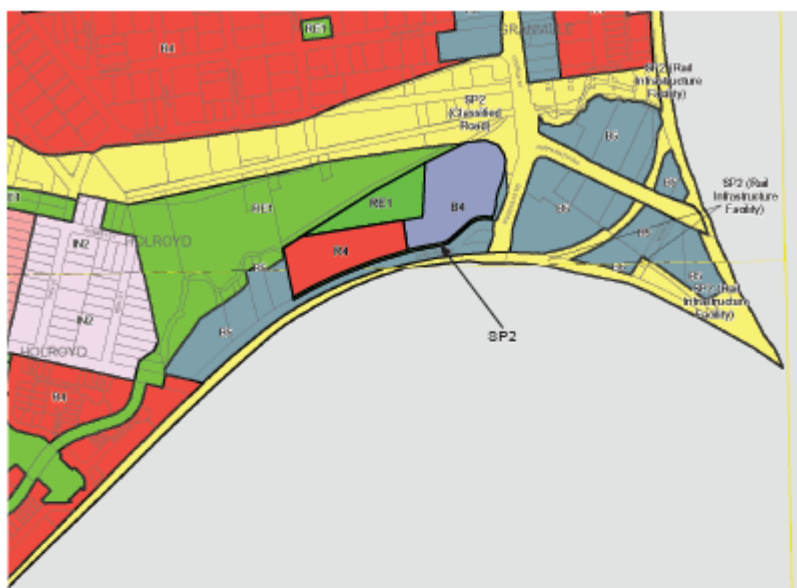
Existing land use zone and objectives	Proposed land use zone and objectives
	<p><b>Zone R4 High Density Residential</b></p> <p><u>Objectives of zone</u></p> <ul style="list-style-type: none"> <li>▪ To provide for the housing needs of the community within a high density residential environment.</li> <li>▪ To provide a variety of housing types within a high density residential environment.</li> <li>▪ To enable other land uses that provide facilities or services to meet the day to day needs of residents.</li> </ul> <p><b>Zone RE1 Public Recreation</b></p> <p><u>Objectives of zone</u></p> <ul style="list-style-type: none"> <li>▪ To enable land to be used for public open space or recreational purposes.</li> <li>▪ To provide a range of recreational settings and activities and compatible land uses.</li> <li>▪ To protect and enhance the natural environment for recreational purposes.</li> </ul>

The proposed amendment to the HLEP 2013 to rezone the site from B5 Business Development to a mix of B4 Mixed Use, R4 High Density Residential, SP2 Infrastructure and RE1 Public Recreation is considered appropriate, having regard to the following matters:

- The proposal will create jobs to support the role of Sydney's Global Economic corridor and wider metropolitan area, enabling people to live and work within their local area.
- The proposed zoning will ensure that provision of employment generating land uses are maintained on the site, through enabling a mix of commercial and retail land uses on the site.
- The future use of the land will improve choice and standard of residential accommodation within the area, which will deliver better economic outcomes to the local community and serve Sydney's growing population and housing need.
- Rezone land to contribute to accommodating Greater Sydney Commission Housing Targets across Sydney from 2016-2036 for 725,000 new homes and 207,500 new homes within the Central City catchment (which the site is located within).
- The rezoning related to this proposal would allow approximately 1,109 - 1,255 residential dwellings which is consistent with high density development.

- 
- Result in the opportunity to provide a liveable neighbourhood centre on the site that services the proposed population, and the existing surrounding population, without detracting from the role Merrylands plays as Holroyd's key town centre locality.
  - The proposal integrates land use and transport through its location in proximity to four (4) Railway Stations and the local bus networks, and will increase walking and cycling.
  - The proposal gives consideration of potential future transport upgrades through the provision of the SP2 zoning.
  - The proposal will create 16,372m<sup>2</sup> (43%) of publicly accessible open space for the benefit of future residents and workers on the subject site, and the existing population of Holroyd and the surrounding locality.

The proposed zoning amendment to the HLEP 2013 is illustrated below in **Figure 22** and in more detail at **Appendix 1**.



#### Zone

- B1 Neighbourhood Centre
- B2 Local Centre
- B4 Mixed Use
- B5 Business Development
- B6 Enterprise Corridor
- E2 Environmental Conservation
- IN1 General Industrial
- IN2 Light Industrial
- R2 Low Density Residential
- R3 Medium Density Residential
- R4 High Density Residential
- RE1 Public Recreation
- RE2 Private Recreation
- SP2 Infrastructure
- UL Unzoned Land
- MD SEPP (Major Development) 2005
- WSB SEPP (Western Sydney Employment Area) 2009

Figure 22: Proposed Holroyd LEP 2013 – Zoning Map Provisions

## 5.2 Proposed Amendment to Holroyd LEP 2013 Building Height Provisions

The following identifies the existing HLEP 2013 building height provisions relating to the site, and the proposed amendments to HLEP 2013 to permit a range of new building heights on the subject site.

Existing Building Height Provisions and objectives	Proposed Building Height Provisions and objectives
Maximum permitted Building Height provision 15m across the site.	Maximum permitted Building Height provision ranging from 32m to 96m across the site.
<u>Objectives of zone</u>	<u>Objectives of zone</u>
1) The objectives of this clause are as follows:  (a) to minimise the visual impact of development and ensure sufficient solar access and privacy for neighbouring properties,  (b) to ensure development is consistent with the landform,  (c) to provide appropriate scales and intensities of development through height controls.	1) The objectives of this clause are as follows:  (a) to minimise the visual impact of development and ensure sufficient solar access and privacy for neighbouring properties,  (b) to ensure development is consistent with the landform,  (c) to provide appropriate scales and intensities of development through height controls.
(2) The height of a building on any land is not to exceed the maximum height shown for the land on the Height of Buildings Map.	(2) The height of a building on any land is not to exceed the maximum height shown for the land on the Height of Buildings Map

The proposed maximum building height provisions and where they relate to the subject site are identified in **Figures 23** below and in more detail at **Appendix 1**.


Any future changes to built form on the site other than those identified in this Planning Proposal will be subject of future separate development applications.



**Figure 23:** Proposed Holroyd LEP 2013 – Maximum Building Height Map Provisions

The proposed building height controls have been refined from earlier proposals to respond to the Panel's comments including a greater number of height zones and to ensure lower heights particularly relating to the site to the west.

Although suggested by the Panel that the height map should be located directly around the envelope for the eastern towers, the proposed height of building map includes broader zones for heights. We understand the



Panel's intent is to ensure that the Concept shown in this concept is delivered, however we consider that flexibility needs to be provided in controls to allow for:

- Detailed design development including improving SEPP65 outcomes through design refinement.
- Any site constraints that may arise as a result of further investigation of matters such as utilities and infrastructure, and any potential site contamination.
- Any future DCP requirements provided by Council that have not been foreseen (site specific or changes to the general provisions).

The intent is that the proposed built form will largely reflect the proposed Concept masterplan, however at zoning stage it should not be required to lock in a single design, as design there will be need for further refinement at a DA stage. A DCP will also be developed for the site to provide further guidance on these issues.

**Note:**

Assumptions in calculating heights include:

- 3.2m per residential storey
- 3.6m per commercial storey
- 5.4m for lift overrun and plant

The base calculations have then been rounded to the nearest metre or in some cases to a height designation existing in the LEP

### 5.3 Proposed Amendment to Holroyd LEP 2013 Floor Space Ratio Provisions

The following identifies the existing HLEP 2013 floor space ratio provisions relating to the site, and the proposed amendments to HLEP 2013 to permit a range of new densities on the subject site.

Existing Floor Space Ratio Provisions and objectives	Proposed Floor Space Ratio Provisions and objectives
Maximum permitted floor space ratio provision of 1:1 across the site.	Maximum permitted floor space ratio provision of 3.4:1 to 4.2:1 across the site.
<u>Objectives of zone</u>	<u>Objectives of zone</u>
The objectives of this clause are as follows:	The objectives of this clause are as follows:
(a) to support the viability of commercial centres and provide opportunities for economic development within those centres,	(a) to support the viability of commercial centres and provide opportunities for economic development within those centres,
(b) to facilitate the development of a variety of housing types,	(b) to facilitate the development of a variety of housing types,
(c) to ensure that development is compatible with the existing and desired future built form and character of the locality,	(c) to ensure that development is compatible with the existing and desired future built form and character of the locality,
(d) to provide a high level of amenity for residential areas and ensure adequate provision for vehicle and pedestrian access, private open space and landscaping.	(d) to provide a high level of amenity for residential areas and ensure adequate provision for vehicle and pedestrian access, private open space and landscaping.

The proposed maximum floor space ratio provisions and where they relate to the subject site are identified in Figures 24 below and in more detail at **Appendix 1**.

Any future changes to built form on the site other than those identified in this Planning Proposal will be subject of future separate development applications.



**Maximum Floor Space Ratio (n:1)**

<b>D</b> 0.5	<b>V1</b> 3.4
<b>H</b> 0.7	<b>X1</b> 4.2
<b>K</b> 0.85	
<b>N</b> 1	
<b>P</b> 1.2	
<b>S1</b> 1.5	
<b>S2</b> 1.8	
<b>T1</b> 2	
<b>T2</b> 2.2	
<b>T3</b> 2.4	
<b>U1</b> 2.5	
<b>U2</b> 2.8	
<b>V</b> 3	
<b>W</b> 3.5	
<b>X</b> 4	
<b>Y</b> 4.5	
<b>Z1</b> 5	
<b>Z2</b> 5.5	
<b>AA1</b> 6	
<b>AA2</b> 6.5	
<b>AB</b> 7.5	
<b>AC</b> 8.5	
<b>AD</b> 9	

**Figure 24:** Proposed Holroyd LEP 2013 – Maximum Floor Space Ratio Provisions

## 5.4 Proposed New Clause under Part 6 of the Holroyd LEP 2013

The Planning Proposal seeks the inclusion of an additional Clause within Part 6 of the HLEP to apply to the subject land, with the effect of including additional site specific provisions in relation to:

- The requirement to prepare a development control plan to ensure that development on the subject site occurs in accordance with a site-specific development control plan.
- The maximum amount of floor space for 'retail premises' permitted on the site being limited to no greater than 7,500sqm GFA.
- The use of the ground and first floor levels of buildings located in the B4 Zone with frontage to Woodville Road to be limited to non residential uses.
- The provision of affordable housing as part of any future development of the land for residential use.

The proposed wording of site specific clause is as follows:

### **6.XX Development on land at 1 Crescent Street, Holroyd**

- (1) *This clause applies to Lot 700 DP 1241836, being land at 1 Crescent Street Holroyd and applies to development on land identified as “1 Crescent Street, Holroyd” on the Key Sites Map.*
- (2) *Development consent must not be granted to development to which this clause applies on the following land unless a development control plan that provides for the matters in subclause (3) has been prepared for the land*
- (3) *The development control plan must provide for all of the following—*
  - (a) design principles and objectives of development,*
  - (b) building layout and design controls,*
  - (c) encouragement of sustainable transport, including increased use of public transport, walking and cycling, road access and the circulation network and car parking provision, including integrated options to reduce car use,*
  - (d) provision of open space and landscaping, and improvements to, the public domain,*
- (4) *Notwithstanding any other provisions of this plan:*
  - (a) the maximum floor area for retail premises on the land to which this clause applies, must not exceed 7,500sqm of gross floor area.*
  - (b) The use of the ground and first floor levels of buildings located in the B4 Zone with frontage to Woodville Road to be limited to non-residential uses, with the exception of providing required access and services associated with uses occupying levels above.*
  - (c) A minimum of 7% of all residential dwellings provided as part of the development of the land are dedicated as affordable housing in perpetuity.*

## 5.5 Contributions to State Public Infrastructure

The Planning Proposal gives provision of a financial contribution (to be determined in negotiation with NSW Department of Planning, Infrastructure and Environment) to State Public Infrastructure. This commitment will be secured as part of a Voluntary Planning Agreement as outlined at Section 7 of this report.



## **5.6 Dedicate Floor Space for Commercial and Retail Uses**

The Planning Proposal dedicates a range of uses to the floor space at or below podium level within the B4 Mixed Use Zone fronting Woodville Road for commercial and retail uses, and their ancillary functions.



## JUSTIFICATION FOR PROPOSED LEP AMENDMENTS

### 6. Need for Planning Proposal

The Department of Planning and Environment document “A Guide to Preparing Planning Proposals” includes the following questions in describing the need for the Planning Proposal.

#### 6.1 *Is the Planning Proposal a Result of an endorsed Local Strategic Planning Statement, Strategic Study or Report?*

The Planning Proposal is not the direct result of a strategic study or report, however we note that since undertaking the Planning Proposal the site has been included within the Parramatta Road Corridor Urban Transformation Strategy. The proposed amendment to the HLEP 2013 to enable the use of the site for a mix of land uses including a mix of residential, commercial, retail and community land uses at 1 Crescent Street, Holroyd does however align with a number of State and regional strategic studies and reports as follows:

#### 6.2 NSW Governments Premiers Priorities

The NSW Premiers 12 priorities aim to keep the economy strong, create jobs, deliver world class services, protect the vulnerable and ensure that all NSW citizens and communities share in the state’s success. Of the 12 priorities, three are of relevance to the proposal which include:

- **Creating Jobs**

*Comment:*

The proposal gives provision of approximately 12,755m<sup>2</sup> (NLA) of retail/commercial floor space that will contribute to employment on the site, which is forecasted to have the potential to accommodate over 300 new jobs on the site, depending upon the future mix of commercial land uses. This is further supported as outlined by Macro Plan in **Appendix 6** as part of their Economic Impact Assessment of the proposed rezoning.

- **Making housing more affordable**

*Comment:*

The proposed amendment to the HLEP 2013 to permit the use of the site for a mix of uses including residential accommodation will result in the provision of approximately 1,109 - 1,255 new dwellings within the Cumberland LGA, and the western Sydney region. The proposed new dwellings will provide for a mix of dwelling types that will provide a choice of housing typologies to meet the needs of the population.


The proponent is committed to the provision of 7% of housing as Affordable Housing in perpetuity as defined in State Environmental Planning Policy 70 (Affordable Housing).

- **Delivering infrastructure**

*Comment:*

The infrastructure benefits of the proposal include:

- The proposal gives provision of SP2 Infrastructure zoning to allow potential future road upgrades for dedicated bus use or intersection improvements through the provision of an onsite transport corridor;
- The creation and upgrade of major public open space being 16,732m<sup>2</sup> of site which is allocated as publicly accessible open space and includes kids playground and large green contiguous green space



that will be landscaped. 7,714m<sup>2</sup> of this area is set aside as parkland to be dedicated to Cumberland Council, plus a further 8,658m<sup>2</sup> of other publicly accessible open space throughout the site;

- Internal Roads dedicated to Cumberland Council;
- Proposed new bus stop in the SP2 zone;
- Improve pedestrian and cycle accessibility surrounding the site;
- Provision of Section 7.11 Open Space contributions.

### 6.3 NSW 2021

NSW 2021 is a State strategic plan and was delivered in December 2012. It is a 10 year plan to '*rebuild the economy, provide quality services, renovate infrastructure, restore government accountability, and strengthen the local environment and communities*'.

It replaces the previous State Plan as the NSW Government's strategic business plan, setting priorities for action and guiding resource allocation. NSW 2021 is a plan for change with ambitious goals and challenging targets.

The NSW 2021 Plan identifies five key strategies that the Plan is based around including:

- Rebuild the economy;
- Return quality services;
- Renovate infrastructure;
- Strengthen our local environment and communities;
- Restore accountability to government.

Key priority actions related to the development of the subject site for mixed use/residential development outlined in each strategy are outlined below, as well as the NSW 2021 targets under each strategy that the proposed HLEP 2013 amendments will contribute to achieving.

#### Rebuild the Economy


**Target:** Improve Housing Affordability and Availability

##### *Priority Actions:*

- Increase the supply of land for housing to help reduce the costs of home ownership;
- Continue to set dwelling targets for Councils outlined in subregional strategies;
- Partner with local Council's to ensure that targets for housing and growth and the priorities within the subregional plans and regional plans are reflected in relevant planning proposals and in local planning instruments;
- Facilitate the delivery of 25,000 new dwellings in Sydney per year;

##### *Comment:*

The proposed amendment to the HLEP 2013 to permit the use of the site for a mix of uses including residential accommodation will result in the provision of approximately 1,109 - 1,255 new dwellings within the Cumberland LGA, and the western Sydney region. The proposed new dwellings will provide for a mix of



dwelling types that will provide a choice of housing typologies to meet the needs of the population. The proponent is committed to the provision of 7% of housing as affordable housing in perpetuity.

An increase in a diverse residential supply will place downward pressure on the cost of living through providing more housing choice.

**Target:** Grow employment by an average of 1.25% per year to 2020

*Priority Actions:*

- Ensure average employment growth continues at a steady rate and that opportunities are shared by all of the community;
- Target the creation of 100,000 new jobs through the Jobs Action Plan.

*Comment:*

The economic benefits and job creation through the provision of a mix of future employment generating uses on the site in close proximity to housing will reduce the need residents to travel.

The proposal gives provision of approximately 12,755m<sup>2</sup> (NLA) of retail/commercial floor space that will contribute to employment on the site, which is forecasted by economists to have the potential to accommodate over 300 jobs on the site, depending upon the future mix of commercial land uses. This is further supported as outlined by MacroPlan in **Appendix 6** as part of their Economic Impact Assessment of the proposed rezoning.

Other beneficiaries of the proposed future development of the site will be Merrylands Town Centre, Granville Town Centre and Parramatta CBD, as well as the Parramatta Road Corridor through the provision of additional population in the locality that will contribute to trade and investment in the area.

The retention of employment uses on site through introducing new employment generating land uses will allow for the potential creation of both construction jobs, and jobs associated with the operation of the businesses, cleaning and maintenance of the precinct.

### **Return Quality Services**


**Target:** Increase the Share of Commuter Trips Made by Public Transport

**Target:** Increase Walking and Cycling

*Comment:*

The proximity of the subject site to four (4) Railway Stations (within 1 to 1.2km of the site) and local bus networks (within 350m to 1km of the site) will enable both business and residential travellers to optimise the use of public transport through the ability to provide greater connectivity to the Sydney metropolitan area, Merrylands and Parramatta CBD and surrounding suburbs.

The availability of local bus and rail networks within close proximity of the site will promote the reduction of car dependency. The opportunities available to the site to connect with existing bicycle and pedestrian pathways within the immediate vicinity of the site will also reduce car patronage, and promote public transport use. The potential connections options available to the site with the adjoining Holroyd Sportsground



to the north provide significant opportunity to connect future residents with existing cycle and pedestrian infrastructure that links the site directly to the Parramatta CBD.

In addition, the NSW Government has shortlisted four new light rail lines for Parramatta and Western Sydney, with the proposed Parramatta to Bankstown line proposed to pass along Woodville Road adjacent the site. Whilst still in early stages of planning, an opportunity exists in the locality to ensure residents and workers are connected with key centres within Western Sydney.

### **Renovate Infrastructure**

**Target:** Planning Policy to Encourage Job Growth in Centres Close to Where People Live and To Provide Access by Public Transport

*Comment:*

In proximity to Merrylands Town Centre, and Parramatta CBD, as well as a range of public transport the proposal will increase the proportion of the population living within 30 minutes of a Major centre in Metropolitan Sydney.

The proposed development will result in the provision of a neighbourhood centre that comprises of retail, commercial, residential and recreational land uses in proximity to public transport. Subsequently the proposed development will be largely self-contained, and capable of accommodating any passing trade and users.

### **Strengthen our Local Environment and Communities**

**Target:** Increase Community Participation

*Comment:*

A total of 16,372m<sup>2</sup> (43% of site) of the proposal comprises of publicly accessible open space. In close proximity to residential dwellings, the proposed development will provide a sense of place for residents to interact, making it easier for people to be involved in their communities and will ultimately foster connections.

The proposal promotes the ability to work, live and relax on site.

The proposal also includes plans to connect and enhance existing bike and pedestrian networks with the subject site, reiterating the importance of 'connections'.

Through the provision of significant open space, the development will support sporting and recreational opportunities, contributing to an increased participation rate.

#### **6.4 Will the planning proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?**

#### **6.5 A Metropolis of Three Cities**

The Greater Sydney Region Plan, *A Metropolis of Three Cities* has been prepared by the Greater Sydney Commission to help facilitate the ten directions in Directions for a Greater Sydney over the next 40 years in order to boost Greater Sydney's liveability, productivity and sustainability. This Planning Proposal delivers a number of Directions set out under the Plan.

- **Working together to grow a Greater Sydney**

This Planning Proposal seeks to increase the use of public resources such as green space and community facilities through the creation of distinct places including a public park, and central plaza, and expanded open spaces integrating with Holroyd Sportsground and through site connections to other public infrastructure.

The co-location of the community facilities and open space will create a civic precinct within the site, providing a heart and focal point to the neighbourhood centre with opportunities for activated edges to the built form.

- **Celebrating diversity and putting people at the heart of planning**

This Planning Proposal seeks to promote culturally rich communities with diverse neighbourhoods and innovation in its Proposal to create a civic precinct, community facilities, a childcare, open space and improved site connections which will increase walkable access to other local centres.

- **Housing the City**

This Planning Proposal seeks to deliver more housing supply and provide more housing choices to the community by creating up to 1,109 - 1,255 dwellings on the Site with a commitment to the provision of 7% affordable housing in perpetuity.

- **A city of great places**

This Planning Proposal will create great places to bring people together by utilising a prominent site at the western gateway of Parramatta Road by creating mixed use towers containing 1,109 - 1,255 dwellings, 12,755m<sup>2</sup> of retail/commercial space, 7,714m<sup>2</sup> of additional publicly dedicated open space and through site linkages to the adjacent cycle networks, plus a further 8,658m<sup>2</sup> of other publicly accessible open space throughout the site (16,372m<sup>2</sup> total or approx. 43% of the site area).

- **Creating the conditions for a stronger economy**

This Planning Proposal will encourage investment and business activity in centres including increased employment as a result of its development, including over 300 jobs. Furthermore, the proposal provides a significant amount of financial investment in construction that will in turn provide critical construction jobs.

- **Valuing green spaces and landscape**

This Planning Proposal will enhance public open space by creating better access connections to Holroyd Sports Ground, 7,714m<sup>2</sup> of additional publicly dedicated open space on the Site in the form the public park, plus a further 8,658m<sup>2</sup> of other publicly accessible open space throughout the site (16,372m<sup>2</sup> total or approx. 43% of the site area)

## 6.6 Central City District Plan – Keys Actions and Priorities

The Greater Sydney Commission prepared a metropolitan context for the Central City District Plan to help guide future urban development and Government decisions in land use within the Cumberland Local Government Area.

This Planning Proposal is within the Central City District and is consistent with the relevant Directions set out under this Plan by creating a mixed use of delivering housing supply, retail/commercial space, public open space and improving site connections.

The following table outlines the key Planning Priorities of the Central City District Plan.

Planning Priority	Planning Proposal Consistency or Contribution
<b>Planning Priority C1 – Planning for a city supported by infrastructure</b>	
Objective 1 Infrastructure supports the three cities	<p>The site is in walking distance to bus stops along Parramatta Road and Woodville Road as well as multiple train stations including Harris Park and Granville. The site presents significant opportunity for connectivity to existing cycle paths and pedestrian networks that lead to these key transport and employment nodes.</p> <p>The proposal would therefore make better use of existing infrastructure and services and ensures that new housing has appropriate access to infrastructure and services.</p> <p>The Proposal has the opportunity to be a catalytic project for Holroyd and the adjacent precincts through the improvement to pedestrian and cycle accessibility, including provision of new links and improvements of others to key transport infrastructure.</p> <p>The opportunities available to the site to connect with existing bicycle and pedestrian pathways within the immediate vicinity of the site will also reduce car patronage, and promote public transport use.</p> <p>The site gives provision of a public park (7,714m<sup>2</sup>) dedicated to Cumberland Council, to be used for recreation and open space, plus a further 8,658m<sup>2</sup> of other publicly accessible open space throughout the site (16,372m<sup>2</sup> total or approx. 43% of the site area)</p>
Objective 2 Infrastructure aligns with forecast growth – growth infrastructure compact	
Objective 3 Infrastructure adapts to meet future needs	
Objective 4 Infrastructure use is optimised	

Planning Priority	Planning Proposal Consistency or Contribution
	<p>The potential connections options available to the site with the adjoining Holroyd Sportsground to the north provide significant opportunity to connect future residents with existing cycle and pedestrian infrastructure.</p> <p>In addition, the proposal gives provision for a bus lane and queue jump in Crescent Street to support a future bus route linking Merrylands to either Granville or Parramatta, making the area more bus capable.</p> <p>The proposed new express bus along Woodville Road has resulted in the site being identified in the Parramatta Road Urban Transformation Precinct Transport Report (Nov 2016) (Figure 18 , P61) as being in a location within an 800m catchment of public transport.</p> <p>Clearly the catalyst to the revitalisation of the corridor is the WestConnex Motorway. It should reduce traffic volumes on Parramatta Road and, in particular, provide an alternative route for trucks and heavy vehicles. This will free up road capacity space for better public transport, while also encouraging walking and cycling.</p> <p>Consequently, whilst one looks at the current levels of congestion at the Parramatta Road / Woodville Road intersection, it is the aspiration of WestConnex to reduce traffic on Parramatta Road and hence relieve such congestion hotspots.</p> <p>Subject to approval of the Proposal, the proponents have confirmed their intention to enter into a Voluntary Planning Agreement for the investment into infrastructure to improve Councils open space, pedestrian and vehicular access, as well as urban amenity that will contribute to a better precinct and connectivity between the centres in the locality.</p> <p>Consequently, the existing road infrastructure, supplemented by the proposed improvements associated with WestConnex will be likely to adequately accommodate the traffic from the subject development.</p> <p>Finally, it is noted that the Planning Proposal has intentions of delivering key infrastructure at the proponent's expense separate to what is proposed to be delivered in stages as part of the Parramatta Road Urban Transformation Strategy.</p>
<b>Planning Priority C2 Working through collaboration</b>	

Planning Priority	Planning Proposal Consistency or Contribution
Objective 5 Benefits of growth realised by collaboration of governments, community and business.	This Planning Proposal has taken supporting collaboration approaches from the government into consideration. Regular consultation with multiple government agencies has occurred across the duration of the Planning Proposal.
<b>Planning Priority C3 – Providing services and social infrastructure to meet people’s changing needs</b>	
Objective 6 Services and infrastructure meet communities’ changing needs	The Planning Proposal gives provision of the potential for urban services such as convenience retail, medical centres, childcare, gym and other specialist commercial uses to be co-located on site with a supporting residential population. In addition, these urban services can also be utilised by surrounding residential developments residents both existing and planned.
<b>Planning Priority C4 – Fostering healthy, creative, culturally rich and socially connected communities</b>	
<p>Objective 7 Communities are healthy, resilient and socially connected</p> <p>Objective 8 Greater Sydney’s communities are culturally rich with diverse neighbourhoods</p> <p>Objective 9 Greater Sydney celebrates the arts and supports creative industries and innovation</p>	<p>This Planning Proposal will encourage a healthy lifestyle and a diverse neighbourhood in its Proposal to create a culturally rich and socially connected community.</p> <p>The provision of public open space through a park and public plaza will foster integration of different cultures and communities.</p>
<b>Planning Priority C5 – Providing housing supply, choice and affordability, with access to jobs, services and public transport</b>	
<p>Objective 10 Greater housing supply</p> <p>Objective 11 Housing is more diverse and affordable</p>	<p>The Planning Proposal will individually result in the provision of approximately 1,109 - 1,255 new dwellings within the Cumberland LGA, and the Central City District.</p> <p>The proposed new dwellings will provide for a mix of dwelling types that will provide a choice of housing typologies to meet the needs of the population.</p> <p>An increase in a diverse residential supply will place downward pressure on the cost of living through providing more housing choice.</p>

Planning Priority	Planning Proposal Consistency or Contribution
	<p>It should also be noted that this is a long term project that will likely be staged over many years, and consideration dwelling mix must be given against the relevant planning strategies as they evolve, and changes in market demand for different housing typologies.</p> <p>The proponent is committed to provision of 7% affordable housing in perpetuity.</p> <p>The proposed rezoning of the site to B4 Mixed Use and R4 High Density Residential creates sufficient opportunity for housing supply targets to be met through the form of shop top housing and residential flat buildings.</p>
<b>Planning Priority C6 – Creating and renewing great places and local centres, and respecting the District’s heritage</b>	
<p>Objective 12 Great places that bring people together</p> <p>Objective 13 Environmental heritage is identified, conserved and enhanced</p>	<p>The proposal will create a development with a sense of place where people can live, work and relax.</p> <p>Two heritage items, both of local significance, listed by Schedule 5 Part 1 of the Holroyd LEP 2013 are however within the vicinity of the site, being:</p> <ul style="list-style-type: none"> <li>- Railway Memorial, Crescent Street Reserve, Granville.</li> <li>- Vauxhall Inn, No. 284-286 Parramatta Road, Granville.</li> </ul> <p>A Heritage Impact Assessment undertaken by Weir Phillips provided with the originally submitted proposal concludes the proposal will have no impact on the significance of this Memorial. Additionally, the proposed works will have no impact on the ability to understand the historic, aesthetic and social significance of this item and an acceptable impact on its setting and view corridors.</p>
<b>Planning Priority C7 – Growing a stronger and more competitive Greater Parramatta</b>	
<p>Objective 19 Greater Parramatta is stronger and better connected</p> <p>Objective 21 Internationally competitive health, education, research and innovation precincts</p>	<p>The site is located within the Greater Parramatta and Olympic Park Peninsula, as a key support site of the Parramatta CBD as outlined in the District Plan.</p> <p>The proposal seeks a mix land use zones to create a mixed use development.</p> <p>The development will deliver an employment outcome for this precinct by accommodating over 300 full time jobs, as well as indirect employment contributing to the economy of the Greater Parramatta Area.</p> <p>The proposed rezoning will not impact employment land stocks and within its urban context, the site has a number</p>

Planning Priority	Planning Proposal Consistency or Contribution
	<p>of constraints which deem it unsustainable for continued industrial use, or alternate bulky goods retail operations.</p> <p>The proposal gives provision of approximately 1,109 - 1,255 new dwellings within the Cumberland LGA, and the western Sydney region, which provides more housing for people to live and work within close proximity of a key strategic centre.</p>
<b>Planning Priority C9 – Delivering integrated land use and transport planning and a 30 minute city</b>	
Objective 15 The Eastern, GPOP and Western Economic Corridors are better connected and more competitive	The Site is within the GPOP Economic Corridor, and is capable of connecting with Parramatta in well under 30 minutes, through a range of public transport option.
<b>Planning Priority C9 – Delivering integrated land use and transport planning and a 30 minute city</b>	
<p>Objective 14 A Metropolis of Three Cities – integrated land use and transport creates walkable and 30 – minute cities</p> <p>Objective 16 Freight and logistics is competitive and efficient</p>	The proposal integrates transport and land use planning by creating potential connectivity between the site and the Parramatta CBD, and the Granville Precinct. This is achieved through provision of infrastructure including reservation of land for a future bus corridor, including improvements to existing pedestrian routes. Such infrastructure will improve access to jobs and centres within 30 minutes, including Parramatta, Homebush and the Sydney City CBD.
<b>Planning Priorities C10 – Growing investment, business opportunities and jobs in strategic centres</b>	
Objective 22 Investment and business activity in centres	<p>The proposed landuse and zoning for the site also has the potential to harness the live, work and play concept across the site.</p> <p>The site and its future potential employment outcomes will collectively contribute with other sites in the area to achieving potential employment objectives upon completion of the strategy, directly related to jobs and employment floorspace.</p> <p>The development will deliver an employment outcome for this precinct by accommodating over 300 full time jobs, as well as indirect employment contributing to the economy of the Greater Parramatta Area.</p> <p>The proposed rezoning will not impact employment land stocks and within its urban context, the site has a number</p>

Planning Priority	Planning Proposal Consistency or Contribution
	<p>of constraints which deem it unsustainable for continued industrial use, or alternate bulky goods retail operations.</p> <p>In addition, the proposed new commercial floor space also presents opportunity to increase the share of knowledge and professional services jobs and health related jobs, to diversify employment opportunities, particularly for young people entering the workforce.</p>
<b>Planning Priority C11 – Maximising opportunities to attract advanced manufacturing and innovation in industrial and urban services land</b>	
Objective 23 Industrial and urban services land is planned, retained and managed	<p>The subject site was formerly WesTrac's NSW Operational Headquarters, however over the last three years, the employment capacity and operational role of the facility has seen a decline owing to WesTrac building a new state of the art facility in Tomago, NSW (Port Stephens LGA). Subsequently the site is no longer operating, with a number of operations and jobs being relocated to the Tomago Facility.</p> <p>The site is now vacant, with Westrac having ceased operations at the site in early 2018, after having built a new Sydney regional facility at Casula.</p> <p>The owners of the site have offered the site for lease since Westrac's relocation, and have very limited opportunities to lease the site owing to the availability of more attractive and better connected industrial land in the western region of Sydney. Furthermore, the site does not have b-double access, and is inefficient with an old design and large office component which has proven unattractive to prospective tenants.</p>
<b>Planning Priority C12 – Supporting growth of targeted industry sectors</b>	
Objective 24 Economic sectors are targeted for success	<p>The Site is not identified to be within an economic sector that is targeted to improve productivity and employment. The proposed new commercial floor space also presents opportunity to increase the share of knowledge and professional services jobs and health related jobs, to diversify employment opportunities, particularly for young people entering the workforce.</p>
<b>Planning Priority C13 – Protecting and improving the health and enjoyment of the District's waterways</b>	
Objective 25 The coast and waterways are protected and healthier	<p>The Ecological Assessment at <b>Appendix 3</b> confirms that the land mapped as "Riparian Land" under the HLEP 2013 that occurs along A'Becketts Creek to the north and south of the site is unlikely to be affected by the proposal.</p>

Planning Priority	Planning Proposal Consistency or Contribution
	<p>Furthermore a key population of <i>Litoria aurea</i> (Green and Golden Bell Frog) is located upstream of the site at Holroyd Gardens, which is also not likely to be affected by the proposal.</p> <p>The Ecological Assessment proposes a number of amelioration measures that would protect and maintain the biodiversity values on the site and the adjacent creek as well as the riparian values that occur off-site in adjacent areas. These measures include:</p> <ul style="list-style-type: none"> <li>• Sediment and erosion control during construction and best-practice stormwater management;</li> <li>• Improvement measures and options are proposed for on-site and off-site areas to protect and maintain biodiversity and riparian values along A'Becketts Creek, that includes landscaping, planting, stormwater controls and provision of potential shelter/movement habitat for <i>Litoria aurea</i>.</li> </ul> <p>The proposed RE1 Zone also enable upgrades to the natural environment, including A'Becketts Creek, where opportunity exists to create a more natural interface with the Creek.</p>
<b>Planning Priority C14 – Creating a Parkland City urban structure and identity, with South Creek as a defining spatial elements</b>	
Objective 26 A cool and green parkland city in the South Creek corridor	The Site is not within the South Creek corridor.
<b>Planning Priority C15 – Protecting and enhancing bushland, biodiversity and scenic and cultural landscapes</b>	
<p>Objective 27 Biodiversity is protected, urban bushland and remnant vegetation is enhanced</p> <p>Objective 28 Scenic and cultural landscapes and protected</p>	<p>An Ecological Assessment for the proposal has been undertaken by Ecological Australia and is included at <b>Appendix 3</b>. The report concludes the following:</p> <p>The proposal is not likely to place at risk of extinction any of the remnant native vegetation types upstream or downstream of the site because only planted and landscaped vegetation would be affected.</p> <p>The proposal is unlikely to impact on vegetation mapped as Shale/Sandstone Transition Forest downstream of the site. An increase in water quality may benefit this community, however it is heavily infested by exotic</p>

Planning Priority	Planning Proposal Consistency or Contribution
	<p>species and any small increase in water quality is unlikely to have an effect on it.</p> <p>One threatened flora species, <i>Eucalyptus nicholii</i>, occurs on the site. However, this species does not occur naturally in the Sydney Basin Bioregion and has been planted. Therefore, there is no requirement to assess impacts to this species under the TSC Act.</p> <p>No other threatened flora or fauna species occur on the site and no threatened flora species would be affected by the proposal. This is because the site has been cleared and developed in the past and consists of planted trees, landscaped areas and gardens. No soil or canopy stored seed bank of threatened flora are likely to remain on the site given the manipulation of the soil profile and previous clearing.</p> <p>Therefore, the proposal is unlikely to impact on any threatened ecological communities or species listed under the New South Wales Threatened Species Conservation Act 1995 (TSC Act) or the federal Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act).</p>
<b>Planning Priority C16 – Increasing urban tree canopy cover and delivering Green Grid connections</b>	
<p>Objective 30 Urban tree canopy cover is increased</p> <p>Objective 32 The Green Grid links parks, open spaces, bushland, and walking and cycling paths</p>	<p>The proposal gives provision of extensive landscaping that will give provision of trees and shrubs on site.</p>
<b>Planning Priority C17 – Delivering high quality open space</b>	
<p>Objective 31 Public open space is accessible, protected and enhanced</p>	<p>The proposal gives provision through an agreed VPA at the relevant stage of the Gateway Process for the provision of 7,714 m<sup>2</sup> of public recreation land to be dedicated to Council plus a further 8,658m<sup>2</sup> (not dedicated) of other publicly accessible open space throughout the (16,372m<sup>2</sup> total or approx. 43% of the site area)</p> <p>The proposed Public Recreation land presents a significant opportunity for connectivity of the site, with the adjoining RE1 land within the Holroyd Sportsground.</p>

Planning Priority	Planning Proposal Consistency or Contribution
	The provision of the RE1 Zone enables land to be used for public open space or recreational purposes, and can provide a range of recreational settings and activities that are both compatible with the proposed land uses for the site, and that enhance the mixed use environment.
<b>Planning Priority C18 – Better managing rural areas</b>	
Objective 29 Environmental, social and economic values in rural areas are protected and enhanced	Not applicable to the Planning Proposal.
<b>Planning Priority C19 – Reducing carbon emissions and managing energy, water and waste efficiently</b>	
<p>Objective 33 A low – carbon city contributes to net – zero emissions by 2050 and mitigates climate change</p> <p>Objective 34 Energy and water flows are captured, used and re-used</p> <p>Objective 35 More waste is reused and recycled to support the development of a circular economy</p>	<p>The need for people to walk easily to public transport has been clearly identified. The proposed development, by virtue of its location, will provide access to Granville Railway Station and the dedication of a public transport corridor along Crescent Street will all contribute to the ability of new, and existing residents, to reach good quality public transport facilities, contributing to reducing emissions.</p> <p>The sites proximity to Parramatta CBD, also lends itself to the opportunity to walk, ride or take a scooter to the Parramatta CBD.</p> <p>These factors will all contribute to a low carbon future, reducing the dependency on car travel. Future design of apartments is capable of achieving good cross ventilation and solar access, which all contribute to reduced carbon emissions.</p> <p>A Water Sensitive Urban Design Strategy (WSUDS) for the proposed Concept Master Plan is submitted with the Planning Proposal.</p> <p>Further details of the Stormwater Management system, including Erosion and Sedimentation Control will be documented at the Development Application stage, including the stormwater provisions to suit staging of the development, in accordance with Council's requirements.</p> <p>The proponent as part of the Planning Proposal Concept Masterplan has also demonstrated its intention to improve upon the existing concrete drainage culvert, through a redesign for a more natural finish, and therefore improving the interface between the site and the Holroyd Sportsground.</p>

Planning Priority	Planning Proposal Consistency or Contribution
	<p>Servicing investigations were completed as part of the Planning Proposal submission for advice on capacity to service the proposed development. These investigations were completed for power with Endeavour Energy and water and sewer with Sydney Water. Based on advice from Endeavour Energy, lead in power connection can be made to service the proposed development from Granville Zone Substation.</p> <p>Based on advice from Sydney Water, water and sewer infrastructure is readily available to the site with capacity for the proposed development. Application in regard to requirements and details for connection will be made accordingly with these authorities for actual requirements with future Development Application for the proposed development.</p> <p>The Planning Proposal was accompanied by an Air Quality Assessment that demonstrated that the proposal complies with the Governments guideline for 'Development Near Rail Corridors and Busy Roads.</p> <p>The Planning Proposal was also supported by a Noise and Vibration Assessment, that did not identify any potential impacts on future occupiers of the site.</p>
<b>Planning Priority C20 – Adapting to the impacts of urban and natural hazards and climate change</b>	
<p>Objective 36 People and places adapt to climate change and future shocks and stresses</p> <p>Objective 37 Exposure to natural and urban hazards is reduced</p> <p>Objective 36 Heatwaves and extreme heat are managed</p>	<p>Flood modelling and investigations included in <b>Appendix 8</b> have established that the site has flood immunity from the 1:100 year flood in A'Becketts Creek. The site is therefore not affected by potential flooding.</p>

#### **6.7 Is the Planning Proposal the Best Means of Achieving the Objectives or Intended Outcomes or is there a Better Way?**

It is considered that the Planning Proposal is the best means of achieving the objectives stipulated in **Section 4** of this report. This is outlined as follows.

- *To seek the pre Gateway support of Holroyd Council to undertake the Planning Proposal for the rezoning of the site to “High Density Residential and Mixed Use”, with an uplift to built form controls.*

Due to the site currently being zoned B5 Business Development the proposed mix of land uses are not permissible on any part of the site. Therefore, an amendment to the HLEP 2013 is required to permit the proposed mixed use development concept for the site. Additionally, the existing built form controls will not allow for the provision of land uses at the scale and density proposed, and subsequently the HLEP 2013 built form controls for the site will be required to be amended.

- *Deliver a concept master plan for the site that integrates community, transport, environmental and economic outcomes;*

Overall, it is considered that the proposed rezoning will provide compatible land use zones that will create additional residential accommodation and employment land uses in proximity to public transport and provides opportunities to meet the existing and likely future needs of the growing population of the surrounding neighbourhood and Sydney. The Planning Proposal is strongly aligned with State and Regional Planning Strategies, and contributes to achieving a multiple objectives and actions outlined in each strategy.

- *Maintain employment generating floor space on the site;*

The proposal will also contribute to utilising the established physical and social infrastructure which currently services the site and adjacent urban areas, whilst maintaining a level of employment on the site (12,755m<sup>2</sup> NLA) and contributing to additional employment of over 300 fulltime jobs during construction and post construction.

- *Make a positive contribution to the locality by providing a quality integrated urban design solution that respects the existing built form and natural features of the site and surrounding neighbourhood.*

The rezoning will be subject to ongoing discussions with the Central Sydney Planning Panel and the DPE and will be considered in conjunction with other development controls, specifically FSR, land use and height of buildings.

The current concept master plan does however give consideration to the surrounding built form and land uses, and environmental features of the site and its surrounds. Any future development applications will also be required to give consideration to respecting existing surrounding built form and lands uses. The proposal will also contribute to revitalising the Cumberland LGA.

- *Take full advantage of a large site through an integrated design solution;*

The subject site provides a unique opportunity as the site has a significant interface with an existing public open space (Holroyd Sportsground) that is currently in heavy demand, especially at weekends. The proposal will also contribute to reducing the shortfall in open space in the LGA and surrounding precincts. The proposed concept plan and amendment to the HLEP 2013 will provide a significant opportunity to ensure connectivity through built form and open space, and provide a mix of compatible land uses on the subject site for the benefit of the community.

- *Accommodate a mix of dwellings with a potential net yield of 1,300 residential apartments;*

The proposed amendment to the HLEP 2013 to permit the use of the site for a mix of uses including residential accommodation will result in the provision of approximately 1,109 - 1,255 new dwellings within the Cumberland LGA, and the western Sydney region. The proposed new dwellings will provide for a mix of dwelling types that will provide a choice of housing typologies to meet the needs of the population.

- *Develop and provide publicly accessible open space including active playing areas, connectivity to surrounding area, and passive recreational spaces that capture riparian and amenity outcomes.*

The proposal will create 16,372m<sup>2</sup> (43% of site) of open space for the benefit of future residents and workers on the subject site, and the existing population of Holroyd and the surrounding locality. The Planning Proposal provides for a mixed use development in single ownership that is capable of providing a generous and significant recreation space for the wider locality.

#### **6.8 Will the planning proposal give effect to a Council's endorsed local strategic planning statement, or another endorsed local strategy or strategic plan?**

##### **Cumberland Community Strategic Plan 2017-27**

In 2017, Cumberland City Council adopted the Cumberland Community Strategic Plan 2017-27. This Plan sets the 10 year strategic vision and planning framework for balancing its commitment to social cohesion, the local economy, the nature and built environment and the wider community. The strategic direction for Cumberland Council is underpinned by six strategic goals, each reflecting a theme or aspect of the area and the life and wellbeing of the community.

The key strategic goals relevant to the planning proposal are:

- Strategic Goal 1 – A great place to live.
- Strategic Goal 2 – A Safe accessible community.
- Strategic Goal 3 – A clean and green community.
- Strategic Goal 4 – A strong local economy.
- Strategic Goal 5 – A resilient built environment.

Consistency with the relevant aspects of this Strategic Plan are explored below:

##### **Strategic Goal 1 - A great place to live**


Holroyd is diverse and has a strong community and cultural identity. This goal focuses on encouraging the provision of facilities in line with community expectations, population growth and intended use. It seeks to achieve a harmonious, respecting and tolerant community through the provision of services that bring the community together as one.

The redevelopment of the site for residential, and provision of active retail and commercial uses that integrate with the new park and improved pedestrian linkages to the surrounding area, creates an inclusive and cohesive environment.

##### **Strategic Goal 2 – A safe accessible community**

This goal places an emphasis on the importance of safety and the need for improved equality in access to services and facilities in the Local Government Area. A key activity to achieve this goal is by ensuring safety is maintained in public areas through infrastructure and programs. Attainment of this goal is also achieved by addressing access issues and improving facilities and services.

The proposed concept design has incorporated the principals of Crime Prevention Through Environmental Design (CPTED), which will create a safe and secure urban environment. The new pedestrian linkages and public domain will increase passive surveillance and street level activity. The proposed works to create the park will increase accessibility and usability of the site.



The communal open space areas, active retail frontages and increased residential densities provide opportunities for casual surveillance over the park and surrounding streetscape, thereby providing for a safer urban environment.

### ***Strategic Goal 3 – A clean and green community***

Cumberland Council are striving to achieve high quality and abundant green spaces and clean urban and open areas. Notably, key outcomes for this goal including creating public places that are clean and attractive and the provision of great natural and green spaces that suit a variety of uses.

The development seeks to provide a significant amount of public recreational space, which will provide a place for the community to meet, ultimately contributing to the concept of social inclusion;

The proposal provides the following landscaped space:

- 16,372m<sup>2</sup> (43%) of publicly accessible open space;
- 3,800m<sup>2</sup> (10% of site) of private open space for future residents and businesses

The proposed new park will encourage a cleaner, greener environment.

### ***Strategic Goal 4 - A strong local economy***

The key outcome for this goal is having a strong and diverse local economy supported by a network of small business.

This planning proposal provides the opportunity for the establishment of a number of small business with maximum retail exposure as a result of the site's expansive street frontages and proposed commercial floorspace. The concept plan includes a range of retail typologies that respond to the surrounding area, include opportunities for café / food and drink premise to service the park and large retail tenancies.

This planning proposal therefore supports this strategic goal through the provision of retail spaces that provide opportunities for local employment.

### ***Strategic Goal 5 – A resilient built environment,***

The key outcomes for this goal is that planning decisions and controls ensure the community benefits from development.

The site is suitably positioned to enable a unique opportunity of significant public benefit. As outlined within the Planning Proposal and illustrated within the proposed concept scheme, the proposed height, FSR and associated LEP amendments will enable a built form that has been designed to define this key gateway site into the town Holroyd.

As a result, the community will benefit from a substantially sized new park , the proposed embellishment works and accessible pathways that providing linkages from the site to the surrounding area.

### **Holroyd Residential Development Strategy (April 2012)**

The Residential Development Strategy (RDS) was finalised April 2012 and has been used to formulate Council's strategic planning framework. The RDS was one of the key documents supporting the preparation of Council's LEP 2013 and Development Control Plan (DCP).



The strategy provided a key mechanism for Council's policy response to the State Government's former and now repealed Sydney Metropolitan Strategy and draft West-Central Subregional Strategy, defining how future residential development will be accommodated within the City.

The objectives of the Residential Development Strategy were:

- To provide a strategic framework to guide residential development within the City of Holroyd over the next 25 years that will deliver on the objectives and initiatives identified in the Sydney Metropolitan Strategy and West-Central Sub-regional Strategy;
- To provide recommendations that will inform the preparation of Council's new LEP and DCP;
- To align housing supply with demand insofar as possible, with a view to meeting the State Government's dwelling targets;
- To ensure that future residential development occurs in a way that promotes environmental, social and economic imperatives;
- To ensure that future residential development responds to community needs and expectations.

#### Strategy Recommendations

Key Recommendations of the RDS include:

- Planning controls must create a pattern of development that is concentrated around key centres and transit nodes by enabling higher densities of development around these localities according to their size and the level of service offered by each;
- Development density should be determined according to the size of a centre or transit node, or the level of service offered;
- It is important that Council's planning controls ensure adequate protection of low density areas as well as enabling an increase in building heights and development densities in appropriate locations;
- Planning controls should ensure the protection of significant urban character attributes as well as enabling the creation of desired future character through careful definition of the built form and design of future residential development;
- Council's previous planning controls at the time of preparation of the Strategy enabled only a limited diversity of housing types. The previous 3-storey height limit for residential flat buildings meant that installation of lifts was not required, which restricted the supply of housing suitable for certain demographic groups (i.e. aged and disabled);
- In planning future residential development, particularly where higher densities are accommodated, it is important to give consideration to the safety and amenity of residents;
- Accommodating high density residential development within centres will require a component of mixed-use development, where residential dwellings are located above ground floor commercial development (i.e. shop-top housing);
- Provision of open space was a key issue raised in the community consultation process. A key concern regarding this issue is the uneven distribution of open space within the City of Holroyd. A significant proportion of the existing population (17%) is not within a reasonable walking distance (350m) of local open space;
- Land in close proximity to transit nodes of high-order services (rail and transitway), which provide frequent and efficient services to regional destinations, has the capacity to accommodate higher

densities of development on the basis of the high level of accessibility provided. A widely accepted standard for the area around railway stations that should accommodate higher densities of development is considered to be 1km. The area around transitway stations that is considered to warrant higher densities is up to 800m.

#### Comment

The proposed development will contribute to meeting the objectives of the RDS through aligning the potential provision of housing on site with a view to meeting the identified State Governments dwelling targets. The proposal can also be adapted to ensure that future residential development responds to community needs and expectations.

The RDS recommends that land in proximity to transit nodes which provide frequent and efficient services to regional destinations, has the capacity to accommodate higher densities.

Whilst identified by NSW Urban Growth, the site is not directly located adjacent a high order transit node, the site is well connected by bus, bicycle and pedestrian access to surrounding centres and transit nodes, which would allow the potential development of the site as a high density mixed use development.

The RDS does not specifically identify the subject site as a site of potential residential development as it was not included within the remit of the strategy.

Whilst excluded, there is significant merit in justifying the site as a potential residential development site owing to its proximity to two town centres (Granville and Merrylands), a specialised precinct of Sydney Olympic Park and the regional centre of Parramatta, and its prominent location at the western end of the Parramatta Road Corridor.

The redevelopment seeks to provide diversity in housing stock (apartment style dwellings) in proximity to local businesses, public amenity (i.e. green space and cycling networks) as well as public transport. Moreover, the development through an increase in household expenditure will support the Merrylands Town Centre. Cumulatively, this will promote environmental, social and economic imperatives and will respond to community needs and expectations.

#### **6.9 Is the Planning Proposal Consistent with Applicable State Environmental Planning Policies?**

The proposal is consistent with the relevant State Environmental Planning Policies (SEPPs). The relevant SEPPs are identified below.

POLICY	DETAILS
SEPP 1 – Development Standards	The Planning Proposal will not contain provisions that will contradict or hinder the application of the SEPP.
SEPP Exempt and Complying Development Codes	The Planning Proposal will not contain provisions that will contradict or hinder the application of the SEPP.
SEPP 19 Bushland in Urban Areas	The site is not located in a bushfire zone. The application of this SEPP is therefore not applicable to the Planning Proposal.

POLICY	DETAILS
SEPP 55 Remediation of Land	<p>The site is not listed on the Contaminated Lands Register.</p> <p>An Assessment of Potential Contamination Risk has been prepared by Douglas Partners (<b>Appendix 10</b>) as part of the Planning Proposal documentation and has identified <b>there is nothing to suggest that rezoning of the site for high-density residential, commercial/retail and open space land uses cannot be undertaken from a contamination perspective.</b></p> <p>Potential contamination risks include:</p> <ul style="list-style-type: none"> <li>- Soil contamination as a result of the former gasworks in the eastern portion of the site, landfilling activities that are known to have occurred in the northern area of the site, and other industrial uses of the land.</li> <li>- Groundwater contamination as a result of contaminants leaching from the filling and soils underlying the site.</li> <li>- Landfill gases (i.e. methane and others) which have been detected in areas of the site in the past and may still be present on the site.</li> <li>- Potential hazardous building materials within the filling as a result of previous demolition activities on the site and as a result of landfilling.</li> </ul> <p>Although further investigations and consideration of various issues in relation to contamination will be required when planning future development works, the site is likely to require some remediation and/or engineering solutions to make it suitable for redevelopment.</p>
SEPP 64—Advertising and Signage	No signage is proposed as part of this planning proposal. Future development applications for signage will be submitted post Gateway Determination as part of any built form development applications.
SEPP 65—Design Quality of Residential Apartment Development	A preliminary assessment of the scheme against the principles of SEPP 65 has been prepared as part of the Urban Design Report documentation at <b>Appendix 1</b> .
SEPP 70 – Affordable Housing (Revised Schemes)	Tiberius offer of 7% of dwellings in perpetuity, to be developed on terms to be agreed having regard to the development specific issues. This Affordable Housing offer is based on the proposed FSR noted in the current plans.

POLICY	DETAILS
SEPP (Housing for Seniors or People with a Disability)	The Planning Proposal will not contain provisions that will contradict or hinder the application of the SEPP.
SEPP (Affordable Rental Housing) 2009	The Planning Proposal will not contain provisions that will contradict or hinder the application of the SEPP.
SEPP (Building Sustainability Index: BASIX) 2004	The future residential components of the development will be subject to the requirements of this SEPP at a DA stage.
SEPP (Infrastructure) 2007	The Planning Proposal has considered the relevant part of the SEPP (Infrastructure 2007), namely traffic developments and is considered consistent.

#### 6.10 Is the Planning Proposal Consistent with the Applicable Ministerial Directions (S9.1 Directions)?

The Planning Proposal has been assessed against the Section 9.1 Ministerial Directions and is consistent with each of the relevant matters, as outlined below.

Direction	Comment
<b>1. Employment and Resources</b>	
1.1 Business and Industrial Zones	<p>The objectives of Direction 1.1 – Business and Industrial Zones are to:</p> <ul style="list-style-type: none"> <li>(a) encourage employment growth in suitable locations,</li> <li>(b) protect employment land in business and industrial zones, and</li> <li>(c) support the viability of identified strategic centres.</li> </ul> <p>The previous tenant of the subject site, WesTrac, accommodated 125 workers within a light industrial setting.</p> <p>Given superior industrial locations within Greater Sydney (due to connectivity and value) as well as the uniqueness of the built form (rendering the site difficult to re-tenant for industrial uses since WesTrac vacated), the employment outcome of the subject site has already diminished with no employment in any form occurring on site at present.</p> <p>The relocation of the existing WesTrac facility on the site, to Casula in Greater Western Sydney will contribute to providing a light</p>

Direction	Comment
	<p>industrial land use within a more suited, and less urbanised designated employment area.</p> <p>The subject site was formerly WesTrac's NSW Operational Headquarters, however over the last three to five years, the employment capacity and operational role of the facility has seen a decline owing to WesTrac moving its NSW operations to a new state of the art facility in Tomago, NSW (Port Stephens LGA). Subsequently the site was no longer operating, with a number of operations and jobs being relocated to the Tomago Facility.</p> <p>The owners of the site have offered the site for lease since Westrac's relocation, and have very limited opportunities to lease the site owing to the availability of more attractive and better connected industrial land in the western region of Sydney. Furthermore, the site does not have b-double access, and is inefficient with an old design and large office component which has proven unattractive to prospective tenants.</p> <p>Redevelopment of the site to a B4 and R4 zoning setting, could accommodate over 300 operational jobs. Not only will the proposed development result in a superior employment outcome, it will also support industry diversification and improve the immunity of Cumberland LGA's workforce to external market shocks. Furthermore, employment at the site will be provided through a long construction phase.</p> <p>A Metropolis of Three Cities emphasises the importance of Mixed Use precincts, i.e. the co-location of employment, residential and amenity in proximity to public transport. The subject sites close proximity to the Parramatta CBD will also support the government's vision for Parramatta as a key employment centre in Sydney. The proximity of the site to both Granville and Merrylands town centres will also contribute to co-locating employment and housing with both of these centres.</p> <p>The proposal would provide new employment generating uses on the site that exceed previous outcomes, however the primary land use on the site would be residential. With that in mind however, the potential future land uses on the site could provide far more superior employment outcomes.</p> <p>Increasing residential densities will support existing infrastructure and will contribute to the objectives of the A Metropolis of Three Cities; to support mixed use precincts, and essentially provide</p>

Direction	Comment
	<p>residential, amenity and employment in proximity to public transport.</p> <p>The site is relatively easy walking distance of Parramatta, Granville and Merrylands town centres, and is also connected by cycle pathways and pedestrian pathways. Therefore, future connectivity to these centres will support the growth of these core local centres.</p> <p>A comprehensive assessment of the proposal's consistency with this Section 9.1 Direction is provided by MacroPlan at <b>Appendix 6</b>.</p>
1.2 Rural Zones	Not Applicable
1.3 Mining, Petroleum Production and Extractive Industries	Not Applicable
1.4 Oyster Aquaculture	Not Applicable
1.5 Rural Lands	Not Applicable
<b>2. Environment and Heritage</b>	
2.1 Environment Protection Zones	Not Applicable
2.2 Coastal Protection	Not Applicable
2.3 Heritage Conservation	<p>The objective of this direction is to conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance, and the following demonstrates how the proposed modification to the proposal meets the objective of the Direction.</p> <p>The site is not listed on the Commonwealth or National Heritage List under the auspices of the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act 1999)., and has been determined to have no impact on the surrounding two (2) locally listed Heritage Items.</p> <p>The site is not listed on the State Heritage Register under the auspices of the NSW Heritage Act 1977.</p> <p>The site is also not listed as a heritage item, is not located within a conservation area, is not listed as an archaeological site and is not listed as a place of Aboriginal significance by Schedule 5 Parts 1, 2, 3 or 4 of the Holroyd LEP 2013.</p>

Direction	Comment
	<p>Two heritage items, both of local significance, listed by Schedule 5 Part 1 of the Holroyd LEP 2013 are however within the vicinity of the site, being:</p> <ul style="list-style-type: none"> <li>- Railway Memorial, Crescent Street Reserve, Granville.</li> <li>- Vauxhall Inn, No. 284-286 Parramatta Road, Granville.</li> </ul> <p>A Heritage Impact Assessment undertaken by Weir Phillips located at <b>Appendix 4</b> of the originally submitted proposal concludes the following in relation to heritage impacts with regard to the two heritage items in the immediate vicinity of the site:</p> <p><i>The Railway Memorial at the corner of Crescent Street and Woodville Road.</i></p> <p>The proposal will have no impact on the significance of this Memorial. The Memorial has significance arising out of the event it commemorates. It does not have landmark qualities. The character of the setting to the north of the Memorial (i.e. the subject site) makes no contribution- positive or otherwise- to the ability to understand the significance of this item.</p> <p><i>The Vauxhall Inn, on the corner of Parramatta and Woodville Road.</i></p> <p>The proposed works will have no impact on the ability to understand the historic, aesthetic and social significance of this item and an acceptable impact on its setting and view corridors. The setting of this item has changed significantly over time. With the construction of new buildings and, more significantly, road and rail infrastructure, it has lost some of the landmark qualities it originally possessed. No significant view corridors to or from the Vauxhall Inn will be blocked. The Inn will still be able to be appreciated as a good example of the Interwar Functionalist Style and as a local meeting place. Woodville Road will continue to provide a strong visual barrier between the item and this site. The inherent impact of buildings of a greater massing and scale on a smaller heritage item can be managed through the careful articulation of the proposed new buildings and landscaping.</p>
2.4 Recreation Vehicle Areas	Not Applicable
<b>3. Housing, Infrastructure and Urban Development</b>	
3.1 Residential Zones	The objectives of Direction 3.1 – Residential Zones are:

Direction	Comment
	<p>(a) encourage a variety and choice of housing types to provide for existing and future housing needs;</p> <p>(b) make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and;</p> <p>(c) minimise the impact of residential development on the environment and resource lands.</p> <p>The planning proposal seeks to provide a significant provision of high density residential within proximity to public transport and necessary services. Through this diversity, it is expected that some of the existing and future housing needs of the Cumberland LGA can be accommodated at the subject site.</p> <p>The Proposal is consistent with this Direction as it broadens the choice of building types and locations available, makes more efficient use of existing infrastructure and services and will reduce the consumption of land for housing and associated urban development on the urban fringe.</p> <p>The site is within proximity of public transport and is within 800m of Harris Park station, 1.1km of Granville station, has existing rapid bus service within 300m and the Strategy has proposed rapid express bus at the Parramatta Road boundary. The site presents significant opportunity for connectivity to existing cycle paths and pedestrian networks that lead to these key transport nodes including Parramatta CBD. The proposal would therefore make better use of existing infrastructure and services and the provision of new infrastructure as proposed ensures that new housing has appropriate access to infrastructure and services.</p> <p>This proposal provides housing variety and choice for both existing and future housing needs. The provision of additional stock that is suited to the changing needs of the demographic is a key outcome of this proposal, particularly in light of the rare nature of the site, being a large urban renewal opportunity in a single ownership. As the site is within an existing urban area it minimises the impact of residential development on the environment and resource lands.</p> <p>The proponent has made a commitment to 7% affordable housing provision in perpetuity, subject to relevant planning control outcomes for the site.</p>

Direction	Comment
3.2 Caravan Parks and Manufactured Homes	Not applicable
3.3 Home Occupations	Not applicable
3.4 Integrating Land Use and Transport	<p>The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:</p> <ul style="list-style-type: none"> <li>(a) improving access to housing, jobs and services by walking, cycling and public transport, and</li> <li>(b) increasing the choice of available transport and reducing dependence on cars, and</li> <li>(c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and</li> <li>(d) supporting the efficient and viable operation of public transport services, and</li> <li>(e) providing for the efficient movement of freight.</li> </ul> <p>The proposal is consistent with this direction as it ensures that the urban structure, built form and land use allocation improves access to housing, jobs and services by both active and public transport.</p> <p>The proposed landuses on site will reduce the need for residents to leave the site as most of their convenience and recreational needs can be satisfied onsite without the need to travel.</p> <p>The Proposal has the opportunity to be a catalytic project for Cumberland Council and the adjacent precincts through the improvement to pedestrian and cycle accessibility, including provision of new links and improvements of others to key transport infrastructure</p> <p>The opportunities available to the site to connect with existing bicycle and pedestrian pathways within the immediate vicinity of the site will also reduce car patronage, and promote public transport use. The potential connections options available to the site with the adjoining Holroyd Sportsground to the north provide significant opportunity to connect future residents with existing cycle and pedestrian infrastructure.</p>

Direction	Comment
	<p>The site is located within 800 metres to 1.2 kilometres (linear distance) of four existing heavy rail train stations, with the walking/cycling distances as follows:</p> <ul style="list-style-type: none"> <li>▪ Harris Park (within 800m or under 10 minute walk) – North Shore Line, Western Line, Inner West &amp; South Line, Blue Mountains Line, 5-7 minute bicycle ride</li> <li>▪ Granville (within 1km or within 13 minute walk) – North Shore Line, Western Line, Airport, Inner West and South Line</li> <li>▪ Parramatta – within 1.4km or 19 minute walk, and under 10 minute bicycle ride</li> <li>▪ Merrylands (within 1.5km or approximately 20 minutes' walk) – Inner West &amp; South Line, Parramatta.</li> </ul> <p>These walking times will be reduced and improved through the provision of improvements to the public domain, and new laneways created by the development of the Granville Precinct and Church Street.</p> <p>An on-site transport corridor (SP2 zone) provision to support future bus routes between Merrylands, Parramatta and Granville which Transport for NSW have in principle support is proposed</p> <p>A proposed new bus stops in the SP2 zone will be provided to integrate the use of the site.</p> <p>Improved pedestrian and cycle accessibility including provision of new links to the regional cycle way and improvements of others is also proposed.</p> <p>Widening of Crescent Street to provide a right turn movement into the site will improve local traffic conditions is also proposed.</p> <p>The proponent will provide a reasonable contribution to the upgrade of Woodville Road/Parramatta Road intersection if works above those committed in the Strategy are required – noting RMS has confirmed in writing the way forward and the required traffic studies to be undertaken in the Post Gateway stage.</p> <p>Subject to approval of the Proposal, the proponents have confirmed their intention to enter into a Voluntary Planning Agreement for the investment into infrastructure to improve Councils open space,</p>

Direction	Comment
	pedestrian and vehicular access, as well as urban amenity that will contribute to a better precinct and connectivity between the centres.
3.5 Development Near Regulated Airports and Defence Airfields	Not applicable
3.6 Shooting Ranges	Not applicable
3.7 Reduction in non-hosted short term rental accommodation period	Not applicable
<b>4. Hazard and Risk</b>	Not applicable
4.1 Acid Sulphate Soils	Not Applicable  This Proposal does not rezone any land identified on the Acid Sulphate Soils Planning Maps as having a probability of acid sulphate soils being present.
4.2 Mine Subsidence and Unstable Land	Not applicable
4.3 Flood Prone Land	Not applicable  Flood modelling and investigations prepared by BMT WBM Pty Ltd included in <b>Appendix 8</b> of the Planning Proposal establishes that the site has flood immunity from the 1:100 year flood in A'Becketts Creek. The site is therefore not affected by potential flooding.
4.4 Planning for Bushfire Protection	Not applicable
<b>5. Regional Planning</b>	
5.1 Implementation of Regional Strategies.	Section 6 of this planning proposal identifies the proposals consistency with the relevant Regional Strategies.
5.2 Sydney Drinking Water Catchment	Not Applicable
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	Not Applicable

Direction	Comment
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	Not Applicable
5.9 Northwest Rail Link Corridor Strategy	Not Applicable
5.10 Implementation of Regional Plans	The objective of this direction is to give legal effect to the vision, land use strategy, goals, directions and actions contained in Regional Plans. Section 6 of this planning proposal identifies the proposals consistency with the relevant Regional Plans.
5.11 Development of Aboriginal Land Council Land	Not Applicable
<b>6. Local Plan Making</b>	
6.1 Approval and Referral Requirements	Not Applicable
6.2 Reserving Land for Public Purposes	Not Applicable
6.3 Site Specific Provisions	No other restrictive site specific planning controls are proposed.
<b>7. Metropolitan Planning</b>	
7.1 Implementation of the Metropolitan Plan	<p>Section 6.4 and 6.5 of this planning proposal identifies the proposals consistency with the relevant Regional Strategy ‘ A Metropolis of Three Cities and the Central City District Plan. The proposal is consistent for the following reason:</p> <ul style="list-style-type: none"> <li>• The proposed rezoning will not impact employment land stocks. Within its urban context, the site has a number of constraints which deem it unsustainable for continued industrial use, or alternate feasible bulky good retail operations.</li> <li>• The proposal and development would deliver an employment outcome accommodating over 300 jobs on the site as well as indirect employment through construction.</li> <li>• A detailed analysis of the Proposal and its potential impact on the retail hierarchy of both existing and proposed centres was</li> </ul>

Direction	Comment
	<p>undertaken by an industry leading Retail Economic firm (Deep End Services) who concluded that “Overall, the proposed development would have no detrimental impact effect on the role and viability of other centres in the region”.</p> <ul style="list-style-type: none"> <li>• Furthermore, Deep End Services concluded “the subject site provides an opportunity to improve the level of retail service on offer for local residents through the establishment of a new mixed use centre. The centre is expected to trade successfully by serving the shopping need of people living in the local community, which is growing rapidly as a result of new infill and brownfield housing developments”.</li> <li>• The proposed mix of uses including residential accommodation will result in the provision of approximately 1,109 - 1,255 new dwellings within the Cumberland LGA and the west central Sydney region.</li> <li>• The proposed new dwellings will provide for a mix of dwelling types that will provide a choice of housing typologies to meet the needs of the population. We note that the proponent has also made a commitment to provision of 7% affordable housing in perpetuity on site, subject to the proposed FSR.</li> <li>• An increase in a diverse residential supply will place downward pressure on the cost of living through providing more housing choice.</li> <li>• It is important to recognise that a site of this scale under single ownership can deliver an integrated community with demonstrated employment retention, significant new open space and amenity, and is unique and holds a strategic importance in realising major urban revitalisation projects like Parramatta Road Urban Transformation Strategy (PRUTS).</li> <li>• Furthermore, as demonstrated with the initiatives being put forward, the Proposal can be a catalyst for public infrastructure improvements and better connectivity between the Merrylands, Granville and the Parramatta centres.</li> <li>• One of the major benefits of the site as originally proposed, and as delivered through the proposed modified concept is its ability to contribute a new major public open space with the potential to augment and improve the existing area of Holroyd Sportsground (4.8 hectares) north of the site.</li> <li>• The site has the potential to provide a new open space of a significant scale which can transform the local context, which is</li> </ul>


Direction	Comment
	<p>particularly important to the delivery of the vision of the DPRUTS.</p> <ul style="list-style-type: none"> <li>Tiberius have confirmed their intention to enter into a Voluntary Planning Agreement for the investment into infrastructure to improve Councils open space, pedestrian and vehicular access, as well as urban amenity that will contribute to a better precinct and connectivity between the centres.</li> </ul>
7.2 Implementation of Greater Macarthur Land Release Investigation	Not Applicable
7.3 Parramatta Road Corridor Urban Transformation Strategy	<p>The proposal is consistent with the Strategy and provides a superior balance of housing and employment uses.</p> <p>The Proposal puts forward more appropriate planning controls that will deliver a superior planning and urban design outcome, consistent with the strategic intent of the Strategy.</p> <p>The proponent has put in place a clear pathway for the funding and delivery of infrastructure to support the Proposal and deliver material public benefit to the surrounding centres;</p> <p>It is clear in the Strategy that the future intent is to facilitate a residential and employment land use change for the site. This is strengthened given the defined role of Frame Areas which is quoted as follows: <i>'Frame areas are important because they form the connections between Precincts, and in many cases, they will shape the transformation of the rod corridor itself. The urban transformation of the Corridor should not be seen as a redevelopment of the Precincts alone, but rather the combined renewal of Precincts and Frame Areas, delivering a transformational effect on the Corridor as a whole'</i>.</p> <p>The Strategy is more specific with respect to Planning controls and puts forward a greater employment focus by virtue of the 'B5 Business Zone'. Evidence presented by MacroPlan Dimasi, Deep End Services and Colliers International, clearly demonstrates market and economic constraints in accommodating the B5 Business Zone on the site short and long term. Furthermore, the site does not have b-double access, and is inefficient with an old design and large office component which has proven unattractive to prospective tenants.</p>

Direction	Comment
	<p>The Proposal has demonstrated adherence to the key statutory and merit tests to allow it to progress to Gateway and rezoning.</p> <p>The Proponent has provided the DPE with a response that demonstrates consistency with the Out of Sequence Checklist dated 6 December 2016. This is provided at <b>Appendix 16</b> of this Planning Proposal.</p>
7.4 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	Not Applicable
7.5 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not Applicable
7.6 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not Applicable
7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor	Not Applicable
7.8 Implementation of Western Sydney Aerotropolis Interim Land Use and Infrastructure Implementation Plan	Not Applicable
7.9 Implementation of Bayside West Precincts 2036 Plan	Not Applicable
7.10 Implementation of Planning Principles for the Cooks Cove Precinct	

**6.11 Is there any Likelihood that Critical Habitat of Threatened Species, Populations or Ecological Communities, or Their Habitats, will be Adversely Affected as a Result of the Proposal?**

The Planning Proposal will not affect any critical habitats, populations or ecological communities. The subject site is located in a developed urban area where no such populations or communities are known to exist.

An Ecological Assessment for the proposal has been undertaken by Ecological Australia and is included at **Appendix 3**. The report concludes the following:



*The proposal is not likely to place at risk of extinction any of the remnant native vegetation types upstream or downstream of the site because only planted and landscaped vegetation would be affected.*

*The proposal is unlikely to impact on vegetation mapped as Shale/Sandstone Transition Forest downstream of the site. An increase in water quality may benefit this community, however it is heavily infested by exotic species and any small increase in water quality is unlikely to have an effect on it.*

*One threatened flora species, Eucalyptus nicholii, occurs on the site. However, this species does not occur naturally in the Sydney Basin Bioregion and has been planted. Therefore, there is no requirement to assess impacts to this species under the TSC Act.*

*No other threatened flora or fauna species occur on the site and no threatened flora species would be affected by the proposal. This is because the site has been cleared and developed in the past and consists of planted trees, landscaped areas and gardens. No soil or canopy stored seed bank of threatened flora are likely to remain on the site given the manipulation of the soil profile and previous clearing.*

*Therefore, the proposal is unlikely to impact on any threatened ecological communities or species listed under the New South Wales Threatened Species Conservation Act 1995 (TSC Act) or the federal Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act).*

The Ecological Assessment also confirms that the land mapped as “Riparian Land” under the HLEP 2013 that occurs along A’Becketts Creek to the north and south of the site is unlikely to be affected by the proposal. Furthermore a key population of Litoria aurea (Green and Golden Bell Frog) is located upstream of the site at Holroyd Gardens, which is also not likely to be affected by the proposal.

Finally, the Ecological Assessment proposes a number of amelioration measures that would protect and maintain the biodiversity values on the site as well as the riparian values that occur off-site in adjacent areas. These measures include:

- Sediment and erosion control during construction and best-practice stormwater management;
- Improvement measures and options are proposed for on-site and off-site areas to protect and maintain biodiversity and riparian values along A’Becketts Creek, that includes landscaping, planting, stormwater controls and provision of potential shelter/movement habitat for Litoria aurea.


The above mentioned measures are detailed in the Ecological Assessment in **Appendix 3** of this report.

#### ***6.12 Are There any Other Likely Environmental Effects as a Result of the Planning Proposal and How are they Proposed to be Managed?***

##### **Urban Design Analysis**

As part of a comprehensive master planning process for the site, Tiberius initially undertook a comprehensive preliminary site master planning design competition where the following leading design firms were invited to participate:

- Architectus;
- Design Inc;
- Woods Bagot.



Each participant presented multiple concept master plan options to Tiberius, with Architectus being selected as the winning participant. Subsequently a comprehensive Urban Design Analysis has been undertaken by Architectus and Arcadia that is included at **Appendix 1** of the Planning Proposal.

As part of the preparation of this Planning Proposal the Concept Master Plan designs have evolved to:

- Maximise public open space, including connections to Holroyd Sportsground;
- Improve cross-site linkages;
- Encourage employment uses;
- Improve the amenity of residents and adjoining businesses.


The proposed Concept Master Plan includes the following key features and justifications:

- Significant new open space links to Holroyd Sportsground and provides amenity for residents and the wider local community;
- Well separated slender tower forms provide additional floorspace which may compensate for significant provision of open space;
- The zoning overlays and density proposed reflects the large site area, access to existing transport, proposed transport improvements, the 450 metres of road frontage, provision of major new open space, and future connectivity and a retail/commercial element that is sustainable and self-sufficient reducing the reliance on cars;
- The proposed density is consistent with surrounding centres that have mixed use densities from 6:1 (Merrylands CBD and Granville Precinct under the DPRUTS) increasing to 10:1 in Church Street and Parramatta by comparison. The proposed 3.4:1 -4.2:1 within a supporting local centre is considered appropriate for the precinct;
- Provides skyline variety – it is important that there is a significant step change in heights between the tower buildings to provide visual variety in built up urban areas. This variety will be further expressed in Building F by future architectural designs – but it is the primary massing of the buildings that is crucial to establishing built form variety.;
- The location of Building F is nearest the intersection of Woodville Rd, Parramatta Rd and the M4 and the increased height distinguishes this building as a visual marker in the built form ensemble for this large site;
- In urban design terms – the key principles are to give visual definition to the nodes, precincts, edges and landmarks of urban areas. The subject site is a precinct in its own right supporting the Parramatta City centre, provides a node in the form of the group of towers at its eastern part with a shopping precinct, has strong definition of the precinct edges through the rail line and parkland giving it a distinctive neighbourhood quality and, lastly, has a recognisable landmark in the form of both the group of tower buildings culminating in the tallest tower in the most visually prominent location;
- The motorway urban context of the site is a special condition. It is a large scale urban environment and marks one of the major access points to the Parramatta City Centre – Sydney’s alternative metropolitan CBD. Such a large scale urban environment can house large scale projects at such a key junction. The development will be seen from afar – particularly from along Parramatta Highway moving westwards, along the M4 Motorway moving eastwards and Woodville Rd moving northwards. A visually interesting skyline silhouette adds to the visual experience of motorists and passengers. Such a skyline is improved with building height variety and culminating in a single tallest tower within a group;

- The proposed building height controls have been refined from earlier proposals to respond to the Panel's comments including a greater number of height zones and to ensure lower heights particularly relating to the site to the west.
- Although suggested by the Panel that the height map should be located directly around the envelope for the eastern towers, the proposed height of building map includes broader zones for heights. We understand the Panel's intent is to ensure that the Concept shown in this concept is delivered, however we consider that flexibility needs to be provided in controls to allow for:
  - Detailed design development including improving SEPP65 outcomes through design refinement.
  - Any site constraints that may arise as a result of further investigation of matters such as utilities and infrastructure, and any potential site contamination.
  - Any future DCP requirements provided by Council that have not been foreseen (site specific or changes to the general provisions).
- The intent is that the proposed built form will largely reflect the proposed Concept masterplan, however at zoning stage it should not be required to lock in a single design, as design there will be need for further refinement at a DA stage. A DCP will also be developed for the site to provide further guidance on these issues.
- Engages and improves the underutilised sportsground areas;
- Responds to the gateway location of the site and optimises potential views to and from the site;
- Building forms enjoy northerly aspect with views across open space and Sportsground;
- Commercial uses provided on-site facing Woodville Road / Parramatta Road;
- On and off site overshadowing impacts minimised through superior design and slender building forms;
- Potential for publicly accessible open space and recreation on-site;
- Excellent pedestrian/cycle connectivity across site;
- Building heights range from 8 storeys to 28 storeys maximum, with a transition to lower heights to the west to account for adjoining developments and interface and potential impacts in terms of character, scale and bulk;
- Good vehicle access and circulation;
- Potential for a variety of housing types and mix.

Key public benefits of the proposal include the following:

- An on-site transport corridor (SP2 zone) provision to support future bus routes between Merrylands, Parramatta and Granville which Transport for NSW have in principle supported;
- Proposed new bus stops in the SP2 zone;
- Improved pedestrian and cycle accessibility including provision of new links to the regional cycle way and improvements of others;
- Widening of Crescent Street to provide a right turn movement into the site;
- Provide a reasonable contribution to the upgrade of Woodville Road/Parramatta Road intersection if works above those committed in the Strategy are required – noting RMS has confirmed in writing the way forward and the required traffic studies to be undertaken in the Post Gateway stage;
- The creation and upgrade of major public open space, being approximately 16,372m<sup>2</sup> (43% of the site) of site is allocated as publicly accessible open space and includes a plaza element with proposed kids



playground, water play area and large contiguous green space that will be landscaped. 7,714m<sup>2</sup> of this area is set aside as parkland to be dedicated to Cumberland Council, plus a further 8,658m<sup>2</sup> of other publicly accessible open space throughout the site;

- The Proponent has proposed to upgrade the adjacent underutilised Holroyd sportsground to create a potential 6-hectare parkland, including the potential for tennis and/or basketball courts which is an objective and deliverable of PRUTS “Urban Amenity Improvement Plan”.
- Rehabilitate and beautify A’Becketts Creek that runs along the northern boundary of the site.
- The proposal has provision for 100 childcare places.
- A commitment to achieving 7% affordable housing in perpetuity across the site subject to an appropriate FSR, with a preference of the proponent to make this available to returned servicemen and women as part of charities the proponent currently supports.
- New local shops and facilities (may include supermarket, speciality retail, gym, childcare, medical, showroom, cafes, restaurants);
- Visual improvement to prominent site at the Gateway to Holroyd;
- A commitment to design excellence;

As identified in **Appendix 1**, a preliminary assessment of proposed Concept Master Plan has been assessed against the ten key design principles of the SEPP 65. As demonstrated in the assessment the proposal can demonstrate preliminary compliance with each design principle. Also included at **Appendix 18** is a document that outlines the concepts evolution.

### Open Space Provision and Public Domain

The proposal gives the provision of a total of 16,372m<sup>2</sup> open space and public domain across the site as part of the proposed Landscape Concept Plan prepared by Arcadia at **Appendix 1**.

This provision of open space can be broken down into the following:


- 16,372m<sup>2</sup> (43%) of publicly accessible open space;
- 3,800m<sup>2</sup> (10% of site) of private open space for future residents and businesses;
- Roads – 3,500m<sup>2</sup> (9% of site)

The proposed open space and public domain elements have been designed in an integrated manner to enable the recreational use which is a defining element of the visual character of the development.

Key design principles of the proposed open space and recreation areas include:

- Orientate the open space to maximise solar access;
- Build on existing strategic pedestrian and cycle connections.
- Provide opportunity for new links from the development to Holroyd Gardens and Holroyd Sportsground;
- Maximise permeability through the site from Crescent Street;
- Maximise opportunities to engage the local community with creek line and local hydrology systems;
- Implement a strong visual link between the developments open space and Holroyd Sportsground;

**Appendix 1** of the Planning Proposal also provides a Concept Landscape Plan that identifies the potential for future improvements to Holroyd Sportsground, and the potential benefits of connecting the proposed



development site and the Sports Ground. This is ultimately subject to future discussion with Council through the negotiation of a Voluntary Planning Agreement.

### **Solar Access and Shadowing**

The Urban Design Report prepared by Architectus included at **Appendix 1** provides a preliminary assessment of the proposal in respect of solar access and shadowing of the proposed concept master plan and building envelopes.

The shadow diagrams included at **Appendix 1** demonstrate the potential solar access impacts of the proposal in midwinter (21 June).

The proposal is capable of achieving good solar access outcomes to the proposed residential flat buildings and will be able to achieve SEPP65 solar access compliance. Future development applications will further demonstrate compliance with the requirements of SEPP 65 in relation to solar access, however for the purpose of this Planning Proposal the proposed orientation of the proposed building envelopes ensure that future development is capable of achieving up to 70% of all apartments receiving appropriate solar access.

The proposal will create overshadowing to some existing buildings to the south and south east of the site. The most affected sites for overshadowing are those to the south between the railway line and Wallace Street. The design of the proposal has been arranged where possible to minimise overshadowing impacts on these neighbours through encouraging slender towers which are oriented to reduce the footprint of their shadow.

The design is capable of ensuring that all properties receive a minimum of 2 hours sun in midwinter, and future development applications will further demonstrate compliance in relation to overshadowing at mid-winter (21 June).

### **Acoustic Impacts**

Wood & Grieve Engineers has prepared an Acoustic Assessment for the proposed mixed use development that is included in **Appendix 11**. The assessment considers the likely noise impact of the potential future development of the site on the potentially nearest most-affected receivers surrounding the site but and the impact of the existing environment surrounding the site in terms of noise and vibration.

The main potential acoustic generators relating to the development are as follows:

- Vehicle movements on M4 Western Motorway and Woodville Rd;
- Noise and vibration intrusion from trains passing-by on the Southern Railway corridor;
- Noise intrusion from surrounding industrial noise from existing industrial sites.

The nearest noise sensitive residential receivers are the residential dwellings located at 1 Blane Street, and 25 Union Street, Holroyd. The surrounding industrial receivers to the west are also considered as receivers.

The noise assessment is based on noise data collected by a combination of attended noise and vibration measurements and unattended noise loggers at representative locations around the site over 7 days as identified in **Appendix 11**.

The Acoustic Assessment concludes the following in relation to the proposed mixed use development:

- Taking in account the minimum distance between the site and the railway corridor and how the track is built (elevated through a retention wall) no negative vibration impact is expected on the proposed development should the existing railway conditions being unchanged. Existing noise and vibrations impact from the railway corridor are complying with the minimum acceptable levels;
- The surrounding railway and traffic noise from M4 Western Motorway and Woodville Rd will provide most of the external noise sources driving the design of the building façades and its acoustic performance. Subsequently the glazing façade for all buildings fitted with standard glazing thickness will achieve internal noise levels criteria;
- Future mechanical noise generated by the development will achieve noise criteria using typical noise mitigations measures;
- No negative traffic noise impact or sleep disturbance on the surrounding sensitive receivers is expected from the development.

### **Traffic and Parking Impacts**

A Traffic Impact Assessment (TIA) for the Proposal has been prepared by GTA and TTPP Consultants and is included at **Appendix 7**. The TIA has assessed the traffic and transport impacts in relation to the Planning Proposal and the Concept Master Plan.

The TIA included existing traffic movement counts on key roads surrounding the site during peak hours (7am – 9am, and 4pm to 6pm). The TIA also included existing conditions in relation to key intersection operation using SIDRA INTERSECTION to calculate intersection performance.

The TIA also considered key traffic and urban planning strategies and policy relating to the site and the surrounding region, to understand planned and future upgrades likely to occur within the vicinity of the subject site. The proposed Concept Master Plan has also been assessed against Holroyd DCP 2013 Car Parking Requirements.

In summary the key findings of the TIA include:

- Using the current DCP parking rates, the proposal would need to provide a minimum of 1,613 to 1,800 car parking spaces and a maximum of 2,763 to 3,007 car parking spaces;
- The TIA does however recommend that in order to minimise car travel to and from the site that a number of measures can be incorporated into the sites future development that include:
  - Limited parking rations;
  - Cycle parking/facilities;
  - Car sharing/car clubs;
  - Green travel plans.
- On the basis of all such measures being fully incorporated into the development, it is anticipated that the subject site would generate significantly less traffic than other residential sites in the vicinity. This will have the positive effect of reducing traffic impact;
- Using the conventional RMS trip generation rates, the resultant increase in traffic generated by the proposal would be in the order of 701 to 955 vehicles per hour during the weekday AM and PM peak periods;

- The existing intersections of Parramatta Road/Woodville Road and Crescent Street/Woodville Road intersections are currently operating at capacity during peak periods and require State level planning and coordination with RMS for infrastructure improvements;
- It is proposed to provide additional capacity along Crescent Street by extending the existing 30m dual left turn bay to 140m in length. A right turn bay on Crescent Street approaching the commercial site access is also proposed;
- The post development intersection assessment indicated that the external intersections such as Parramatta Road/Woodville Road and Crescent Street/Woodville Road intersections would require infrastructure improvements to provide additional capacity to cater for the proposed development as well as the existing traffic demand. If these measures are taken The Parramatta Road/Woodville Road intersection can expect to improve from LoS F to LoS C in the PM, and remain the same in the AM, while the Woodville Road/The Crescent intersection can expect to improve from a LoS F to LoS A in the AM, and remain the same in the PM;
- All other local intersections such as Walpole Street/Pitt Street and Crescent Street/Site access intersections would continue to operate satisfactorily with LoS C or better for both AM and PM peak periods;
- Discussions with RMS suggest that there are no significant planned road improvements in the immediate vicinity of the subject site. Consequently, the developer is in ongoing discussions with RMS and TfNSW about the extent of potential improvements which would be appropriate to allow the rezoning to go ahead.

In addition to the TIA included at **Appendix 7**, TTPP Consultants has used the Aimsun model to look at the proposed new development on the wider road network.

The results of the modelling of both the Intersection upgrade scenario and the project case shows that:

- *In the morning peak period, the intersection of Woodville Road / Crescent Street would operate at Level of Service B. The intersection of Parramatta Road / Church Street / Woodville Road would improve from Level of Service F to E and the intersection of Church Street and the M4 exit ramp would remain at Level of Service F but with a reduction in delay for the exit ramp.*
- *In the evening peak the intersection of Crescent Street / Woodville Road will operate at Level of Service A. The intersection of Parramatta Road / Church Street will improve from Level of Service F to D and the intersection of Church Street and the M4 exit ramp will improve from Level of Service F to Level of Service C.*

*The travel times in the morning peak indicate that:*

- *There will be a modest increase in travel times southbound on Church Street by 1 minute. This is caused by more traffic from the M4 Motorway exit ramp able to enter Church Street increasing the delay. The level of service analysis indicates a significant reduction in delay on the Church Street exit ramp.*
- *Likewise, there is a 6-minute increase in travel time eastbound on Parramatta Road which is congested due to the capacity constraint west of James Ruse Drive.*
- *Westbound traffic on Parramatta will improve significantly due to the additional capacity for the right turn at Church Street.*

*The travel times in the evening peak indicate that:*

- *A reduction in travel time southbound on Church Street of 1 minute.*

- An increase in travel time on Parramatta Road eastbound by 1 minute.
- And decrease in travel time on Parramatta Road westbound by 25 minutes.

The detailed modelling is included **Appendix 19**.

## Heritage

Two heritage items, both of local significance, listed by Schedule 5 Part 1 of the Holroyd LEP 2013 are located within close proximity of the site, being:

- Railway Memorial, Crescent Street Reserve, Granville
- Vauxhall Inn, No. 284-286 Parramatta Road, Granville

The accompanying Heritage Impact Statement prepared by Weir Phillips at **Appendix 4** identifies the following in relation to the potential impacts of the proposed mixed use development on both locally listed heritage items.

### The Railway Memorial

*The proposal will have no impact on the significance of this Memorial. The Memorial has significance arising out of the event it commemorates. It does not have landmark qualities. The character of the setting to the north of the Memorial (i.e. the subject site) makes no contribution- positive or otherwise- to the ability to understand the significance of this item.*

### The Vauxhall Inn

*The proposed works will have no impact on the ability to understand the historic, aesthetic and social significance of this item and an acceptable impact on its setting and view corridors. The setting of this item has changed significantly over time. With the construction of new buildings and, more significantly, road and rail infrastructure, it has lost some of the landmark qualities it originally possessed. No significant view corridors to or from the Vauxhall Inn will be blocked. The Inn will still be able to be appreciated as a good example of the Interwar Functionalist Style and as a local meeting place. Woodville Road will continue to provide a strong visual barrier between the item and this site. The inherent impact of buildings of a greater massing and scale on a smaller heritage item can be managed through the careful articulation of the proposed new buildings and landscaping.*

## Contamination and Geotechnical Assessment

### Geotechnical

Douglas Partners prepared a Report on the Assessment of Geotechnical Conditions in relation to the site and is included in **Appendix 12** of the Planning Proposal.

The report's findings can be summarised as follows:

- It is known that landfilling has previously been undertaken on the site, and adjacent to the site. The north eastern corner of the site is underlain with Quaternary-aged alluvial sediments and the remainder of the site is underlain by Ashfield Shale of the Wianamatta Group;
- The northern portion of the site is 'Disturbed Terrain' which may or may not be affected by acid sulphate soils;
- It appears that some level of landfill refuse has been encapsulated along the southern boundary of the site adjacent to Crescent Street to a depth of between 3.5m to 7.0m;
- Natural soils underlaying the northern portion of the site appear to be soft alluvial clays, and elsewhere on the site appear to be hard residual clays. Weathered bedrock is in the order of 4m to 8m in the northern portion of the site;
- Groundwater has previously been observed between RL 4.4m and RL 11.2m AHD with an average ground water in the order of RL 7m AHD;
- Excavations in the overlying filling and soils should be readily achievable using conventional earthmoving equipment such as hydraulic excavators with bucket attachments;
- Excavation in low, medium and high strength shale/siltstone and laminite (if required) will generally require the use of heavy ripping equipment, rock hammers and/or rock saws;
- The type of shoring support required may vary on the site depending on the location of the excavation and the depth. Soldier piles with infill shotcrete panels or contiguous piles may be suitable for excavations in clayey soils above the groundwater table and away from refuse materials. Water-tight and vapour-tight walls (e.g. secant piles, diaphragm walls etc.) may be required below the groundwater table in the event landfill gases are detected;
- Landfill gas drainage and barrier systems may need to be incorporated into the new structures if areas are detected to have remnant landfill gas;
- New structures will probably have to be supported by piles founded in the bedrock underlying the site. The existing filling materials may not be suitable for supporting structural loads, and may well require an engineered solution.

#### Contamination

Douglas Partners prepared a Report on the Contamination Risks in relation to the site and is included in **Appendix 10** of the Planning Proposal.

Based on the historic information relating to the site there are various forms of contamination risks on the site, however there is nothing to suggest that rezoning of the site for high-density residential, commercial/retail and open space land uses cannot be undertaken from a contamination perspective.

The report's findings can be summarised as follows:

- A Section 149 (2) & (5) Planning Certificate issued under the Environmental Planning & Assessment Act 1979 states that "no matters apply to the land" under Section 59(2) of the Contaminated Land Management Act 1997;
- The site and adjacent sites are not identified as being significantly contaminated under the Contaminated Lands Management Act 1997 as at 5 May 2015;
- The site is known to have previously been used as a gasworks and for landfilling of building refuse;

- Some remediation is believed to have been undertaken with refuse encapsulated along the southern boundary of the site adjacent to Crescent Street during construction of the Gough & Gilmour facility (previous occupants of the site).
- The depth of the encapsulated refuse is likely to be between 3.5 m and 7.0 m. Previous investigations indicate that the refuse included varying proportions of shale, sandstone, brick, glass, concrete, copper wire, steel, bitumen, tar, timber, plastic and ash.
- The natural soils underlying the refuse in the northern portion of the site appear to be soft alluvial clays.
- The natural soils elsewhere on the site appear to be stiff to hard residual clays. Weathered bedrock is in the order of 4 m to 8 m in the northern portion of the site. The depth to rock may be shallower in the southern portion of the site although excavation for the encapsulation cells may have altered the natural landform.

Key potential contamination risks include:

- Soil contamination as a result of the former gasworks in the eastern portion of the site, landfilling activities that are known to have occurred in the northern area of the site, and other industrial uses of the land.
- Groundwater contamination as a result of contaminants leaching from the filling and soils underlying the site.
- Remnant landfill gases (i.e. methane and others) which have been detected in areas of the site in the past and may still be present on the site.
- Potential hazardous building materials (e.g. asbestos, lead-based paints etc.) within the filling as a result of previous demolition activities on the site and as a result of landfilling. This can be determined with the detailed contamination investigations.


The site is likely to require remediation and/or engineering solutions to make it suitable for redevelopment, and proposed remediation strategies will form part of any future development applications for the sites development.

## **Flooding**

BMT WBM Pty Ltd prepared a Flooding Assessment Report in relation to the site and is included in **Appendix 8** of the Planning Proposal. The report considers the impact of local catchment flooding of A'Becketts Creek on the potential development of the site.

The Flood Assessment details the nature of the proposed development site, the analysis undertaken to quantify existing flood conditions, consideration of the constraints of existing flooding conditions on development potential and requirement for flood mitigation options to manage potential flood impact. As part of the Flood Assessment BMT WBM developed a separate TUFLOW 2-dimensional hydraulic model of the A'Becketts Creek catchment.

The assessment identified that the proposed development site is not subject to mainstream flood inundation from the adjacent A'Becketts Creek. Accordingly, the proposed development would have no significant constraints in relation to this mainstream flooding and also have no impact on existing mainstream flooding conditions.



The flood assessment identifies that the proposed Concept Master Plan development is confined to the existing lot with all development located on above the design 1% AEP flood levels in A'Becketts Creek, including a 0.5m freeboard provision.

Therefore the proposed development will not be affected by mainstream flooding, nor have any impact on existing flooding conditions.

## **Infrastructure and Servicing**

### Water Sensitive Urban Design

ADW Johnson have prepared a Water Sensitive Urban Design Strategy (WSUDS) for the proposed Concept Master Plan as included at **Appendix 13**.

The key points in relation to the proposed WSUDS can be summarised as follows:

- *Council requirements of detention, water quality and water reuse have been considered in the concept stormwater management system;*
- *There is adequate open space available in the proposed development layout and elevation above existing drainage inverts of A'Becketts Creek of the existing subject site to meet these Council requirements;*
- *A WSUD treatment train/concept stormwater system consisting of rainwater tanks, GPT's and landscaped detention basins has been designed for the proposed development;*
- *A conventional pit and piped drainage system will also be integrated into the stormwater management system for the proposed development as appropriate runoff control through the development;*
- *The landscaped detention basins lie adjacent to A'Becketts Creek. There is sufficient space within the proposed development layout to meet the stormwater site storage requirements of Council and be above the 100 year flood level of A'Becketts Creek. Water quality modeling of the treatment train also indicates Council's targets have been met prior to discharge to A'Becketts Creek;*
- *Total water management has been considered during the design and modelling of the proposed development so as to incorporate water reuse measures to reduce the demand on potable water;*
- *Erosion and Sedimentation Control can be adequately treated within the space available on site to minimise sediment migration from the site during construction;*
- *Further details of the Stormwater Management system, including Erosion and Sedimentation Control will be documented at the Development Application stage, including the stormwater provisions to suit staging of the development, in accordance with Council's requirements.*

### Servicing Requirements

ADW Johnson have prepared a Servicing Requirements Review for the proposed Concept Master Plan as included at **Appendix 13**.

The key points in relation to the proposed Servicing Requirements Review can be summarised as follows:

- No State servicing requirements or upgrades are required to support the proposed rezoning and development.
- Servicing investigations were completed for advice on capacity to service the proposed development. These investigations were completed for power with Endeavour Energy and water and sewer with Sydney Water. Based on advice from Endeavour Energy, lead in power connection can be made to service the proposed development from Granville Zone Substation.
- Based on advice from Sydney Water, water and sewer infrastructure is readily available to the site with capacity for the proposed development. Application in regard to requirements and details for connection will be made accordingly with these authorities for actual requirements with future Development Application for the proposed development.
- Existing Gas and telecommunications are also located at the street frontage for extension into the site to service the proposed development.

### **Construction and Operational Waste**

A comprehensive Construction Management Plan will be prepared as part of the development application process. This plan will aim to minimise construction impacts and will detail measures to address demolition, and the potential construction staging of the development. A separate Management Plan will be submitted for as part of any future development application in relation on-going operation of the future commercial tenancies.

### **Waste Management**

A comprehensive Waste Management Plan will be prepared as part of the development application process. This plan will aim to minimise waste and will detail measures to address waste disposal through the demolition, construction and on-going operation of the site.

### **Affordable Housing**

This Planning Proposal seeks to deliver more housing supply and provide more housing choices to the community by creating up to 1,109 - 1,255 dwellings on the Site with a commitment to the provision of 7% affordable housing in perpetuity.

The proponents Affordable Housing offer is subject to receiving an appropriate FSR uplift for the site. The mechanism proposed to ensure the provision of Affordable Housing is to be negotiated with Cumberland Council as part of a Voluntary Planning Agreement.

### **6.13 Has the Planning Proposal Adequately Addressed any Social and Economic Effects?**

MacroPlan Dimasi has undertaken a Social Impact Assessment (**Appendix 14**) and Economic Impact Assessment (**Appendix 6**) in relation to the proposed development of the site for mixed use.

In summary the proposed development is considered to generate the following positive social and economic effects:

- Creating additional jobs (approximately 227 to 308 full time) within Sydney's, and enabling people to live and work within their local area.

- Contribute to the protection of existing employment at the subject site.
- Support revitalisation of the Merrylands Town Centre and Granville Town Centre, through an increase in the residential population and subsequently, household expenditure.
- Improving the opportunities for a range of accommodation types within and on the fringes of Merrylands CBD.
- Provision of approximately 1,109 - 1,255 residential dwellings to contribute to meeting the local government housing targets, and the wider Sydney metropolitan housing targets.
- The proposal will satisfy many 'day-to-day' needs of the new residents. Particularly, employment opportunities, convenience retailing needs and other services such as childcare and medical services combined with the generous existing and proposed recreational open space opportunities.
- The capacity of some existing community facilities will be affected by the proposal. Existing schools are likely to experience an increase in demand due to the expected growth in school-age population.
- Other facilities such as childcare centres, community centres, libraries, and existing open space provisions would experience increased demand. Increased demand on such facilities will not be unreasonable, and existing plans elsewhere in the precinct allow for upgrades or the provision of new facilities on site will add to reducing the demands of the proposed new development.

A Retail Impact Assessment was undertaken by Deep End Services and is included at **Appendix 9**.

In summary the proposed development is considered to generate the following effects in relation to the proposed retail component of the development:

- The site provides an opportunity to improve the level of retail services on offer for local residents through the establishment of a new mixed use centre;
- The proposed neighbourhood centre is expected to trade successfully by serving the shopping needs of people living in the local community, which is growing rapidly as a result of new infill and brownfields housing development;
- Potential future development of the site for a supermarket would redirect spending that would otherwise be captured by other centres in the region, however analysis shows that competitive effects are relatively minor and would have little or no effect on the trading of nearby centres.

#### **6.14 Is there Adequate Public Infrastructure for the Planning Proposal?**

It is understood that the existing infrastructure has the capacity to accommodate development on the site.

Accordingly, it is not anticipated that it will place unnecessary or additional demands on public infrastructure. Any upgrades to infrastructure to support a future development on the site would be investigated and potentially form a condition of consent for the development.


The proposal does provide for new or upgraded public infrastructure as identified in the following table. This should be read in conjunction with the proponent's public benefit offer assessment in section 7 of this report.

Public Infrastructure	Likely Dedication/Management
Provision of a financial contribution (to be determined) to State Public Infrastructure	NSW Department of Planning, Industry and Environment

Public Infrastructure	Likely Dedication/Management
Improved pedestrian connectivity across Woodville Road to improve connectivity and safe access to Granville station.	Proponent and RMS
An on-site transport corridor (SP2 zone) provision to support future bus routes.	Transport for NSW.
Internal Roads.	Cumberland Council.
Proposed new bus stops in the SP2 zone.	Transport for NSW dedication.
Improve pedestrian and cycle accessibility.	Cumberland Council.
The creation and upgrade of major public open space being 16,372m <sup>2</sup> of site which is allocated as publicly accessible open space and includes kids playground and large green contiguous green space that will be landscaped. 7,714m <sup>2</sup> of this area is set aside as parkland to be dedicated to Cumberland Council.	Cumberland Council.
The proponent has proposed to Upgrade the adjacent underutilized Holroyd sportsground including potential for tennis and/or basketball courts.	Ownership remains with Cumberland Council.
Rehabilitate and beautify A'Becketts Creek that runs along the northern boundary of the site.	Sydney Water will continue ongoing maintenance and management.
A commitment to achieve up to 7% affordable housing, in perpetuity.	Retained by Tiberius and managed by a dedicated affordable housing authority.
Childcare for 100 children.	Private operator will be sought at DA Stage.

A full audit will be undertaken as part of the future development application reporting with any augmentation and mitigation outlined.

#### 6.15 What are the Views of State and Commonwealth Public Authorities Consulted in Accordance with Gateway Determination?



To date the following preliminary consultation with State or Commonwealth authorities has been carried out between 2014-2019 on the Planning Proposal and remains ongoing. In addition the Responsible Planning Authority is the Sydney Central Planning Panel.

- Meeting with NSW Urban Growth
- Meeting with Roads and Maritime Services
- Meeting with NSW Department of Planning and Environment
- Meetings with Holroyd and now the newly formed Cumberland Council
- Meetings with Parramatta Council
- Meetings with Central Sydney Planning Panel as the Responsible Planning Authority.

Ongoing consultation with relevant Government agencies is occurring and is proposed to continue as part of the proposed LEP Amendments. The NSW Department of Planning and Environment are assisting the Proponent to facilitate meetings with relevant agencies.

The proponent will report the views of each agency in accordance with the Gateway Determination at the appropriate time.



## COMMUNITY CONSULTATION

Community consultation to date has been proponent led, despite there being no statutory requirement at this stage of the rezoning process.

Clause 57 of the Environmental Planning and Assessment Act 1979 requires the relevant planning authority to consult with the community in accordance with the Gateway Determination. It is anticipated that the Planning Proposal will be required to be publicly exhibited for 28 days in accordance with the requirements of the Department of Planning and Environment guidelines '*A guide to preparing local environmental plans*'.

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

- A public notice in local newspaper(s).
- A notice on the Cumberland Council website.
- Written correspondence to adjoining and surrounding landowners.

The Gateway determination, Planning Proposal and specialist studies would be publicly exhibited at Council's offices and any other locations considered appropriate to provide interested parties with the opportunity to view the submitted documentation.

The proposed planning proposal has already included extensive consultation with neighbouring landowners and occupiers and community stakeholder groups. The key stakeholders that have been notified about the proposed rezoning have included:

- Former Holroyd City Council and Cumberland Council – Statutory and Strategic Planning Staff;
- Local Elected Members;
- Neighbouring Occupiers and Land Owners through letter box drops, advertising in the Parramatta Holroyd Sun Newspaper and community drop in sessions;
- Parramatta Council - Statutory and Strategic Planning Staff;
- NSW Urban Growth;
- NSW Department of Planning and Environment;
- NSW Roads and Maritime Services (RMS);

The proponent will work with Sydney Central Planning Authority to identify appropriate additional community engagement outside of the formal exhibition process to provide a greater understanding of the likely future development.

The proponent has also engaged Urbis to provide an Engagement and Communications Strategy to be implemented as part of the next phases of the planning process.

Urbis Engagement proposes an engagement and communication strategy with processes that will:

- Deliver clear and factual key messages throughout the planning and approval process
- Articulate the facts of the proposal and the potential impact on key stakeholders
- Communicate the benefits of the proposal
- Highlight community sentiment by providing opportunities for stakeholder to contribute feedback on the proposal.

All feedback will be collated and documented to inform ongoing design and planning of the precinct

## PROJECT TIMELINE

The following steps are anticipated:

Milestone	Anticipated timeframe
Report to Sydney Central City Planning Panel as the appointed determining authority	March 2019
Referral to Minister seeking Gateway determination	June 2019
Issue of Gateway determination	July 2019
Prepare a draft Site Specific Development Control Plan	August 2019
Report to Sydney Central City Planning Panel appointed determining authority for review prior to public exhibition	May 2020
Commencement and completion dates for public exhibition period	July 2020
Commencement and completion dates for government agency notification	July/August 2020
Consideration of submissions and refinement of Planning Proposal	September 2020
Consideration of proposal post exhibition and reporting to Sydney Central City Planning Panel as the appointed determining authority	November 2020
Submission to the Department to finalise the LEP	December 2020
Notification of instrument	March 2021

## PUBLIC BENEFIT CONTRIBUTIONS – PROPOSED INCLUSIONS

### 7. Overview

The following sets out an outline of the on and off site State and Local public benefits that are proposed to be included in the Voluntary Planning Agreement (**VPA**) or as part of a financial contribution to the State or Cumberland Council, which will be resolved during the post Gateway Determination.

These considerations are subject to the amendments to the *Holroyd Local Environmental Plan 2013 (HLEP)* to, *inter alia*, rezone the site in accordance with this document and to apply new height and floor space ratio controls to that land to facilitate the carrying out of the Proposal.

The contributions and public benefits proposed by Tiberius under the VPA or by financial contributions are set out below in summary with a more detailed explanation of potential provisions provided at **Appendix 18**.

#### 7.1 State Contributions

Contribution	Public Benefit	Potential Provisions
Improvements to underpass connection towards Parramatta / Harris Park	<ul style="list-style-type: none"> <li>- Improves quality and safety of pedestrian connections between Holroyd and Parramatta.</li> </ul>	<ul style="list-style-type: none"> <li>- Widened path for pedestrians and re-landscaped creek edge</li> <li>- Improvements to lighting</li> </ul>
Potential for direct connection to Church St West from underpass	<ul style="list-style-type: none"> <li>- Improved connectivity - Parramatta to Holroyd</li> <li>- Further links to Church St Parramatta Cycleway noted in Parramatta Bike Plan as an existing cycle link in need of improvement</li> </ul>	<ul style="list-style-type: none"> <li>- New connection from Cycleway to existing Church Street South</li> </ul> <p>Public Art to improve environment.</p>
Church Street pedestrian/ cycleway improvements	<ul style="list-style-type: none"> <li>- Church Street south of Parramatta identified as 'requires improvement' in Parramatta Bike Plan (Draft)</li> </ul>	<ul style="list-style-type: none"> <li>- Footpath upgrades</li> </ul>
Improvements to existing trunk cycleway	<ul style="list-style-type: none"> <li>- Qualitative improvement to existing major regional cycle infrastructure</li> </ul>	<p>Within the local context of the site:</p> <ul style="list-style-type: none"> <li>- Widening</li> <li>- Lighting</li> <li>- Resurfacing</li> <li>- Line marking</li> </ul>
At grade connection across Woodville Rd	<ul style="list-style-type: none"> <li>- Improved connectivity between Granville and Merrylands/Holroyd</li> </ul>	<ul style="list-style-type: none"> <li>- At grade pedestrian connection including line marking and signals</li> </ul>

## 7.2 Local Contributions

Contribution	Public Benefit	Potential Provisions
New public open space	<ul style="list-style-type: none"> <li>- Need for additional open space in the area to support growth including of Parramatta and Granville North*</li> <li>- Facilities designed to complement existing provision within Holroyd Sportsground, which is primarily formal sport, through informal play areas, children's play areas and the connection to neighbourhood centre facilities.</li> </ul>	<ul style="list-style-type: none"> <li>- 7714sqm shown as RE1 zoned land (dedicated to Council)</li> <li>- 1.1Ha of total public accessible open space shown in masterplan with balance with balance including new square and other spaces</li> </ul>
Connections across A'Becketts Creek	<ul style="list-style-type: none"> <li>- Direct link between Holroyd Sportsground and new open space including link from formal recreation areas to local centre</li> <li>- Wider connectivity benefits with other connectivity options shown (see adjacent). Allows pedestrian and cycle connection to the south.</li> <li>- Benefit riparian corridor upstream.</li> </ul>	<ul style="list-style-type: none"> <li>- Bridged connections</li> <li>- Potential land bridge through capping of culvert.</li> </ul>
New lane on Crescent St and new through-site links	<ul style="list-style-type: none"> <li>- Local connectivity improvements, including for residents south of railway who will not have to walk around the present industrial site to do so.</li> </ul>	<ul style="list-style-type: none"> <li>- Through site links as shown on the master plan to be locked in through proposed DCP</li> <li>- Additional lane proposed to south (through contribution of land on site) to improve capacity.</li> <li>- Possible bus 'jump' lane.</li> </ul>

Contribution	Public Benefit	Potential Provisions
Upgrades to creek edge	<ul style="list-style-type: none"> <li>- Greening, water quality, flooding, environmental</li> </ul>	<ul style="list-style-type: none"> <li>- Provision of a natural finish rehabilitation of creek edge.</li> <li>- Potential land bridge through capping of culvert.</li> </ul>
Improvements to Woodville Rd underpass	<ul style="list-style-type: none"> <li>- Improving north-south connectivity from site - qualitative</li> </ul>	<ul style="list-style-type: none"> <li>- Improved fencing/separation of pedestrians from carriageway.</li> <li>- Lighting</li> <li>- Artwork treatment</li> </ul>

### 7.3 Section 7.11 Contributions to be Offset

Having regard to the significant material public benefits to be conferred under the proposed VPA (and as an inherent component of the Proposed Development itself), to the extent that any development consent for the Proposed Development requires the provision of contributions under section 7.11 of the *Environmental Planning and Assessment Act 1979*, the value of those contributions is to be offset against the value of the public benefits listed above.

### 7.4 State Infrastructure Contributions

The proposal will give provision of a financial contribution (to be determined in negotiation with the NSW Department of Planning, Industry and Environment) to be dedicated to State Public Infrastructure.

### 7.5 Timing

Tiberius proposes the VPA with Council will be negotiated and entered into prior to the rezoning being finalised. The VPA will not take effect until such time that the LEP Amendment is made and development consent for the Proposed Development is granted.

## CONCLUSION

The master plan and this Planning Proposal propose amendment to the HLEP 2013 to include the following:

- Land use zoning from B5 Business Development to R4 High Density Residential, B4 Mixed Use, SP2 Infrastructure and RE1 Public Recreation.
- Building heights between 32m to 96m
- FSR of 3.4:1 to 4.2:1 across the site with an average FSR of 2.98:1 across the site or 3.87:1 (R4 and B4 Zones only).
- The inclusion of an additional Clause within Part 6 of the HLEP in relation to:
  - The requirement to prepare a development control plan to ensure that development on the subject site occurs in accordance with a site-specific development control plan.
  - The maximum amount of floor space for 'retail premises' permitted on the site being limited to no greater than 7,500sqm GFA.

The key objective of this Planning Proposal is to obtain the rezoning and amendment of built form controls of the subject site, by amending the provisions of the Holroyd Local Environmental Plan 2013 (HLEP 2013) to facilitate mixed use development to include a mix of residential uses with supporting neighbourhood commercial, retail and community land uses.

The Planning Proposal has been prepared in accordance with Section 3.33 of the Environmental Planning and Assessment Act 1979 (the EP&A Act) and the relevant guidelines prepared by the NSW Department of Planning including A Guide to Preparing Local Environmental Plans and A Guide to Preparing Planning Proposals. In summary the proposal demonstrates a net community benefit as summarised below:

- The proposal will eliminate the potential for land use conflict between the existing business development and residential zones;
- The proposed character and scale of the proposed development is consistent with the existing planned densities of development located to the north and east of the site;
- The site is located close to established residential areas and local services such as shops and public transport are located in close proximity;
- The proximity of the subject site to four (4) Railway Stations (within 1 to 1.2km of the site) and local bus networks (within 350m to 1km of the site) will enable both business and residential travellers to optimise the use of public transport through the ability to provide greater connectivity to the Sydney metropolitan area, Merrylands and Parramatta CBD and surrounding suburbs.
- The proposal will contribute to supporting a diverse range of uses in order to create a neighbourhood precinct;
- Increasing residential densities will support existing infrastructure and will contribute to the objectives of the A Metropolis of Three Cities; to support mixed use precincts, and essentially provide residential, amenity and employment in close proximity to public transport.
- On a local scale the proposed redevelopment will support revitalisation of the Merrylands Town Centre and Granville Town Centre, through an increase in the residential population and subsequently, household expenditure.
- The proposal will reduce heavy truck movements associated with light industrial uses;
- Provide diversity in employment, whilst still maintain an employment role for the site;

- Increase the range of housing choices within the Holroyd area as well as increasing housing stock within the Cumberland LGA in line with the dwelling targets set out by the government;
- The proposal will contribute to housing targets for the subregion through the provision of approximately 1,109 - 1,255 new dwellings. The proposed housing will provide an affordable alternative to the dominant dwelling typology - semi-detached, which tends to be more expensive. The redevelopment will also expand the quantity of rental accommodation, providing another affordable alternative;
- The proposal gives a commitment to the provision of 7% affordable housing in perpetuity with ownership remaining with Tiberius;
- Furthermore the proposal gives potential for the provision of over 300 jobs on site, depending on the future mix of land uses;
- The provision of additional open space for use by the public will improve the amenity of surrounding residents, and create connectivity between Crescent Street and Holroyd Sportsground, and to the wider cycle and pedestrian pathway networks;
- The proposal will create 16,372m<sup>2</sup> of publicly accessible open space for the benefit of future residents and workers on the subject site, and the existing population of Holroyd and the surrounding locality.
- Ensures a complimentary relationship between the proposed residential and commercial land uses with the open space and recreations areas;
- The proposed development will generate additional demand for some community and recreational facilities; however the current and future residents living in Holroyd have access to a wide variety of educational, medical, civic and recreational facilities;
- The Ecological Assessment concludes that the proposed development area is not constrained by any endangered ecological community or by any endangered fauna or flora populations;
- There is nothing to suggest that rezoning of the site for high-density residential, commercial/retail and open space land uses cannot be undertaken from a contamination perspective;
- The proposed works will have no impact on the ability to understand the historic, aesthetic and social significance of local surrounding heritage items and an acceptable impact on their setting and view corridors is anticipated;
- The proposed development site is not subject to mainstream flood inundation from the adjacent A'Becketts Creek. Accordingly, the proposed development would have no significant constraints in relation to this mainstream flooding and also have no impact on existing mainstream flooding conditions.

Overall the site is capable of providing a diversity of dwellings and employment uses on the site to meet the demands of the changing population, whilst giving provision of substantial community benefit through the provision of a significant publicly accessible open space.

It is therefore recommended that the Planning Proposal is approved by Sydney Central Planning Panel and the NSW DPE that they take the necessary steps to enable it to proceed to Gateway Determination under Section 3.34 of the EP&A Act.