

## 02 SITE ANALYSIS

### WATERFRONT URBAN RENEWAL

*The Site presents a significant opportunity to fill the 'missing tooth' of urban renewal along the Parramatta River*

An analysis of the land uses adjoining the Parramatta River has identified that Melrose Park is one of the last remaining sites along the Parramatta River with the potential for major urban renewal.

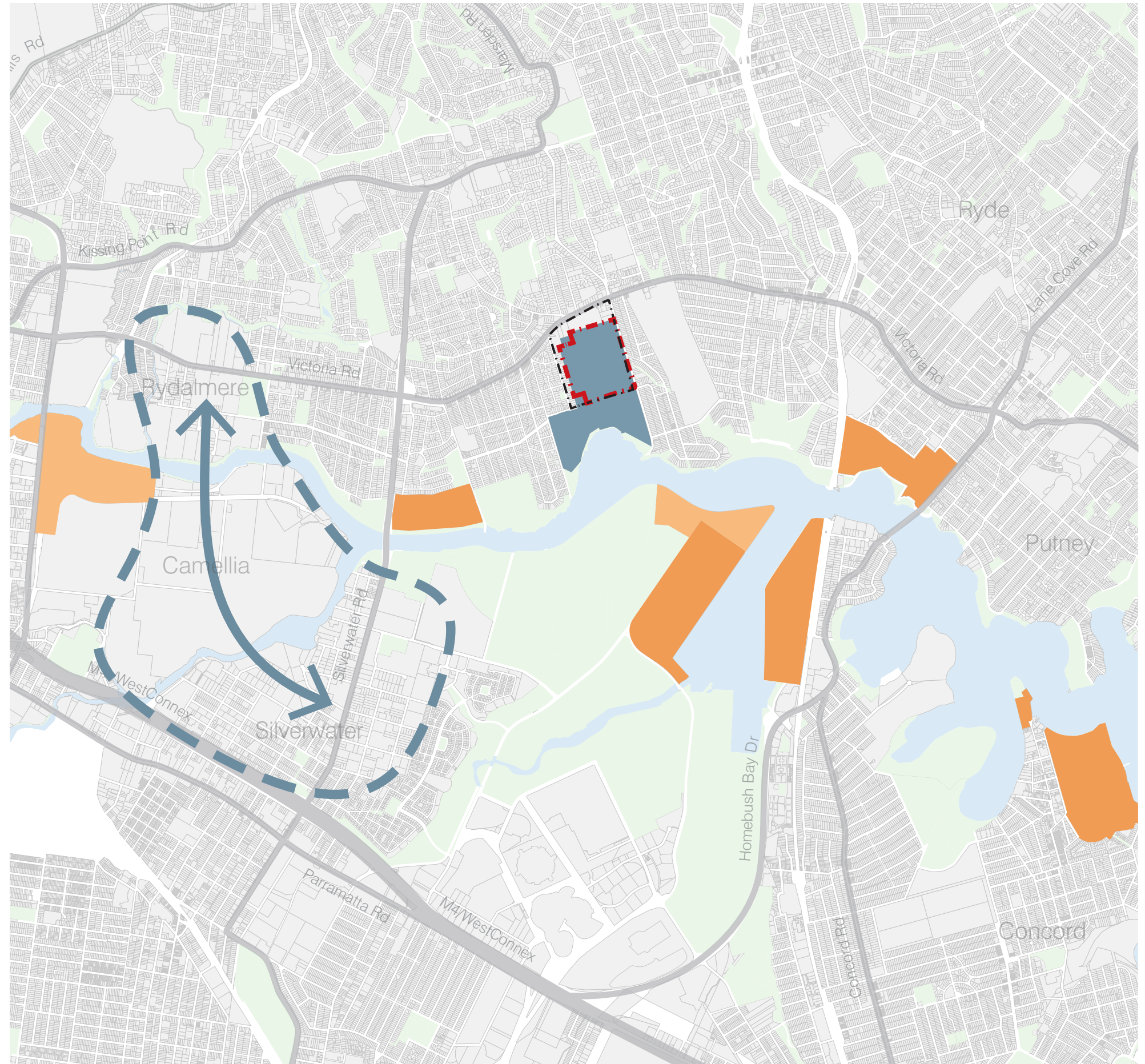
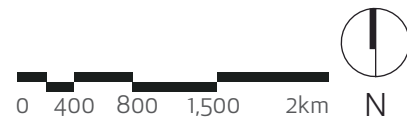
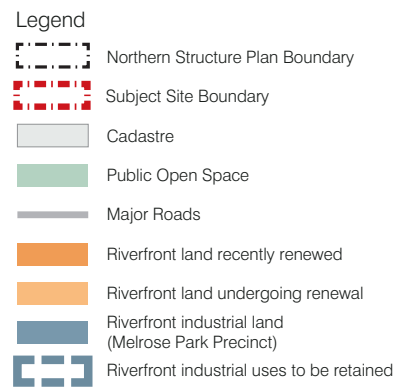
In the last 10-15 years, the following remnant industrial lands have transformed into waterside communities:

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

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

- + Former Industrial Lands at Camellia; and
- + Cumberland Hospital at Parramatta.

The current employment and industrial lands at Camellia, Rydalmere and Silverwater are considered to be strategic important employment precincts. It is unlikely that significant urban renewal will occur in these locations in the short to medium term.



Waterfront Urban Renewal



REGIONAL TRANSPORT CONNECTIONS

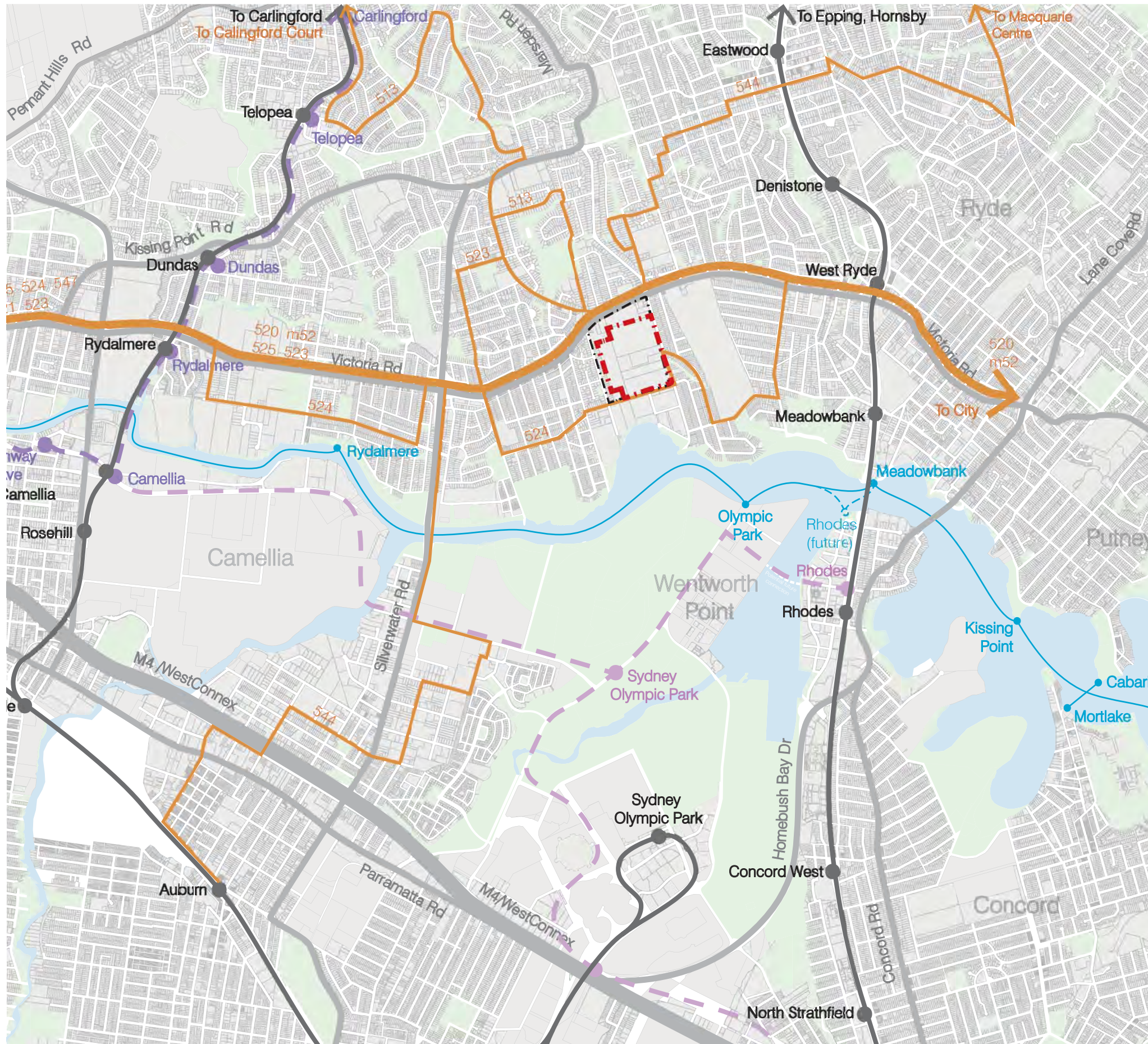
The Site is located near the geographical centre of Sydney and is adjacent to the Major Regional Transport Corridor of Victoria Road, and within 2km of the T1 heavy rail line.

Melrose Park is due north of the area defined as 'Greater Parramatta and Olympic Peninsula Urban Renewal Area' (GPOP) in the State Government's, 'A Plan for Growing Sydney'. It is expected that infrastructure improvements planned for the GPOP area may include the first stage of the Western Sydney Light Rail network. The Light Rail network will connect Parramatta CBD to Homebush and/or Wentworth Point.

An analysis of the existing regional transport connections has highlighted that Melrose Park is currently accessible to the following transport hubs and strategic centres:

- + West Ryde Station - 10mins (bus) / 20mins (walk);
- + Meadowbank Station - 10mins (bus) / 20mins (walk);
- + West Ryde Station - Sydney CBD - 30mins (train from West Ryde);
- + West Ryde Station - Hornsby - 25mins (train from West Ryde);
- + Parramatta City Centre - 25mins (express Metro Bus from Victoria Rd);
- + Sydney CBD - 50mins (express Metro Bus from Victoria Rd).

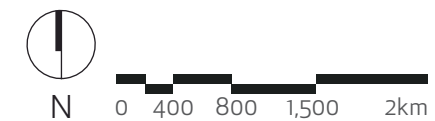
Roads and Maritime Services (RMS) are planning upgrades to the Victoria Road Transport Corridor which will further increase the availability and frequency of bus access to the Site (Bus Rapid Transit or BRT).



**Legend**

- Subject Site Boundary
- Northern Structure Plan Boundary
- Cadastre
- Public Open Space
- Major Roads
- Heavy Rail Line and Stations
- Future Light Rail - Stage 1\*
- Future Light Rail - Stage 2\*\*
- Bus Routes Adjacent to Site
- Ferry Route and Stations
- Future Ferry Route and Station

\* Source: Transport for NSW  
 \*\* Source: City of Parramatta Council / Westline Partnership

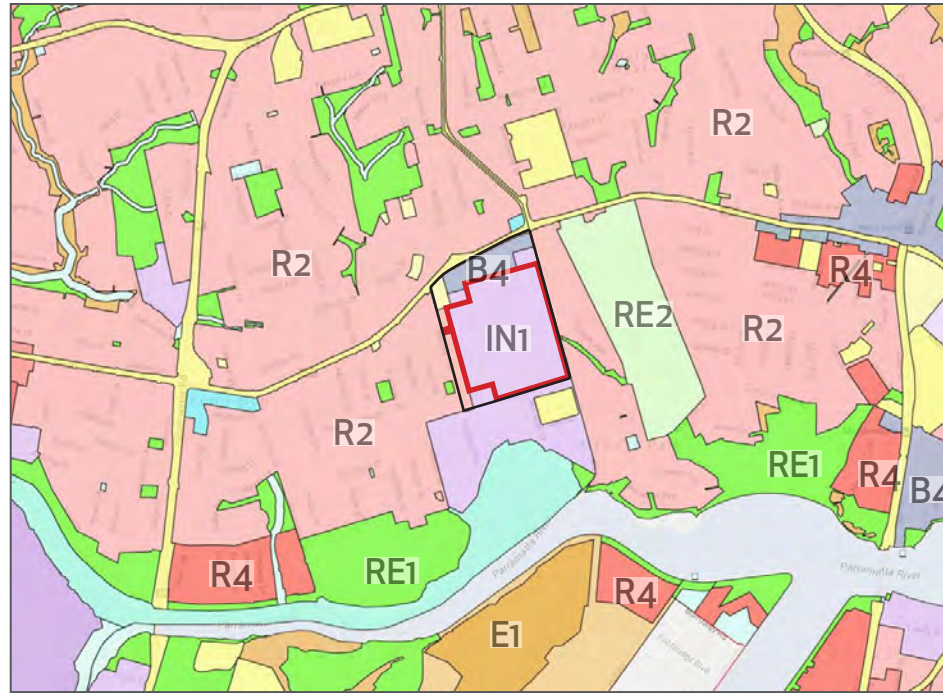


Transport Links

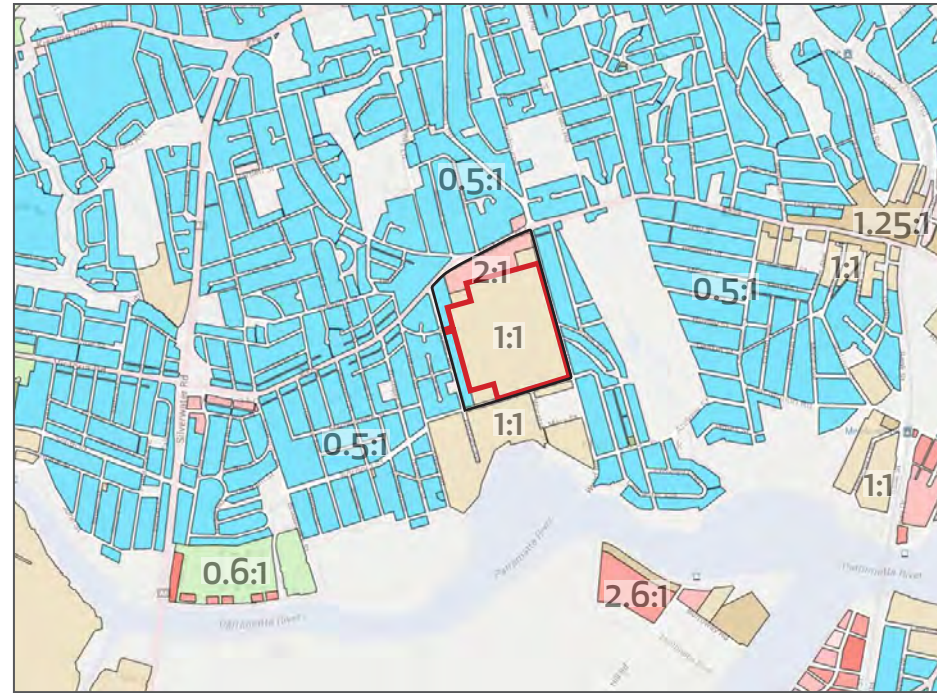


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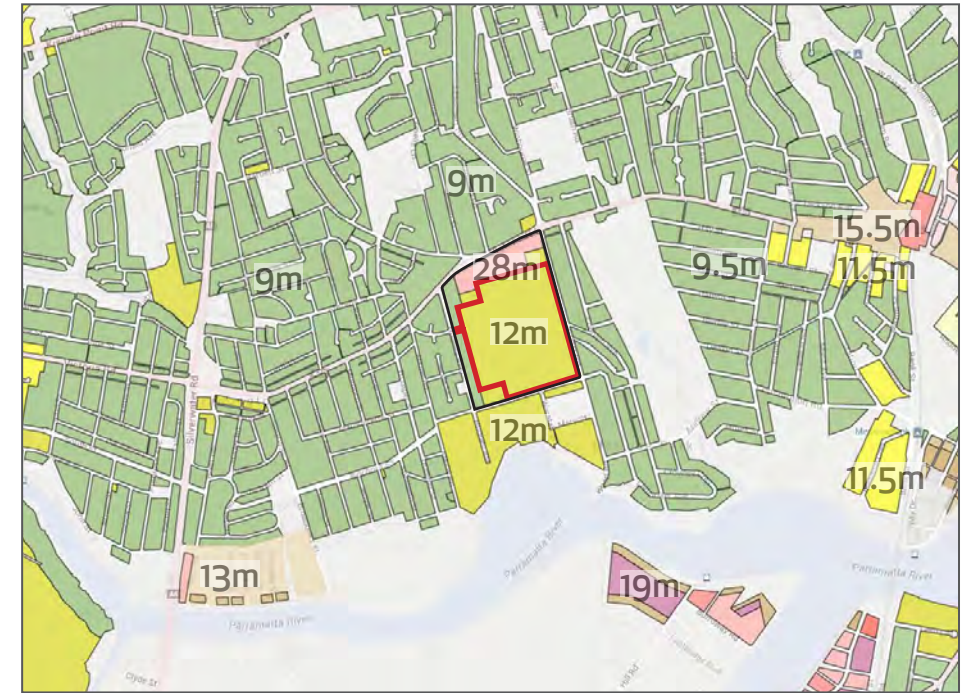
### CURRENT LOCAL ENVIRONMENTAL PLAN CONTROLS (PARRAMATTA LEP 2011)



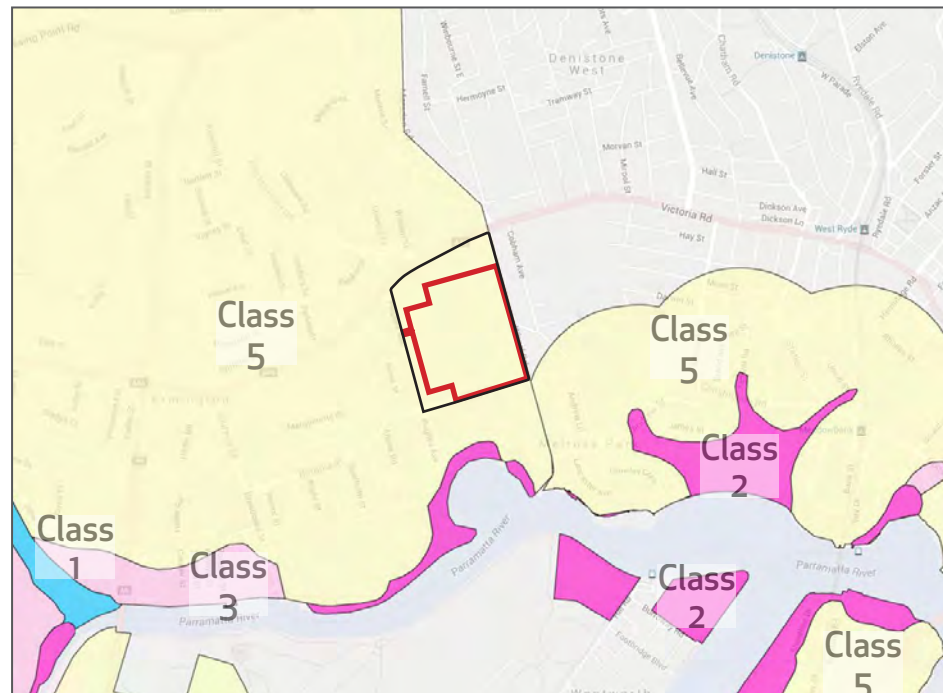
Planning Controls - Site Zoning



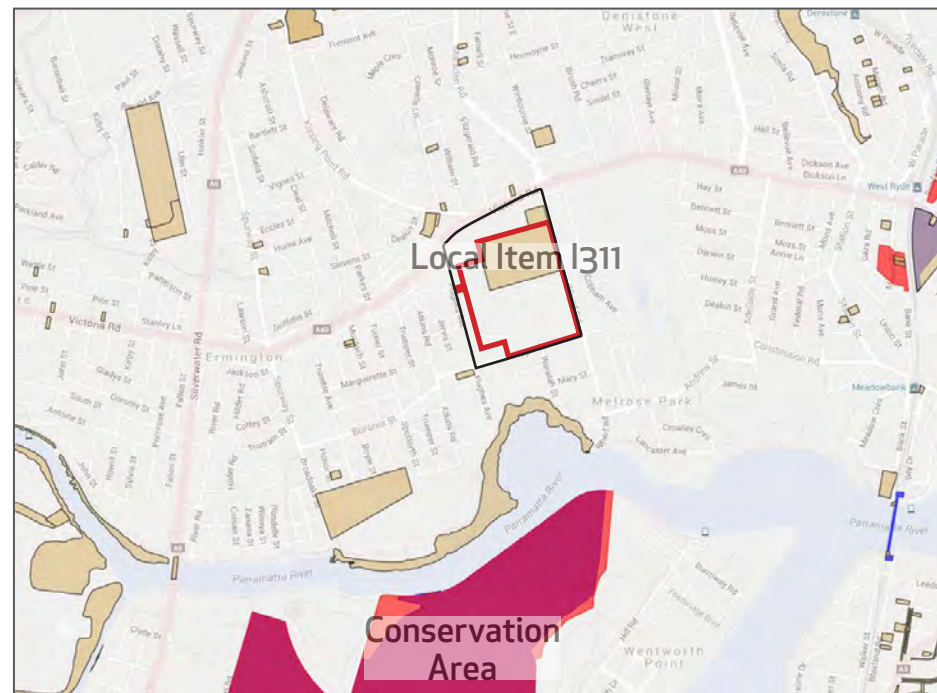
Planning Controls - Floor Space Ratio



Planning Controls - Height Of Buildings



Planning Controls - Acid Sulphate Soils



Planning Controls - Heritage





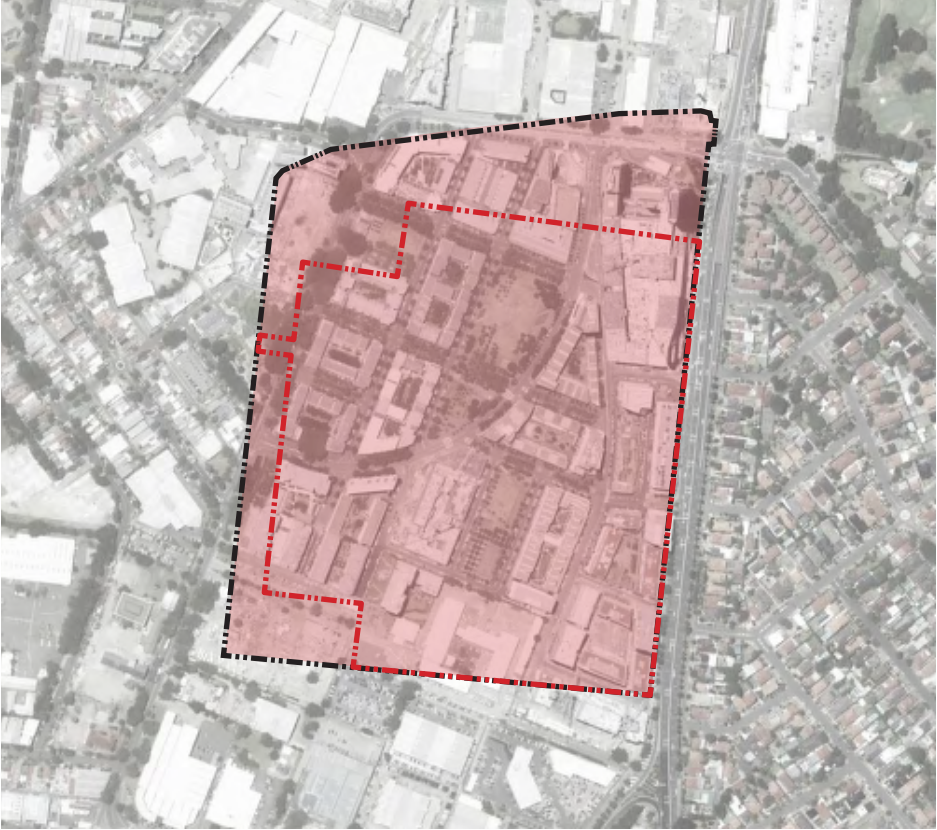
The below images demonstrate the scale at the Northern Structure Plan Area (approximately 35 ha) compared to the significant renewal areas in Sydney.



Parramatta CBD



Parramatta North



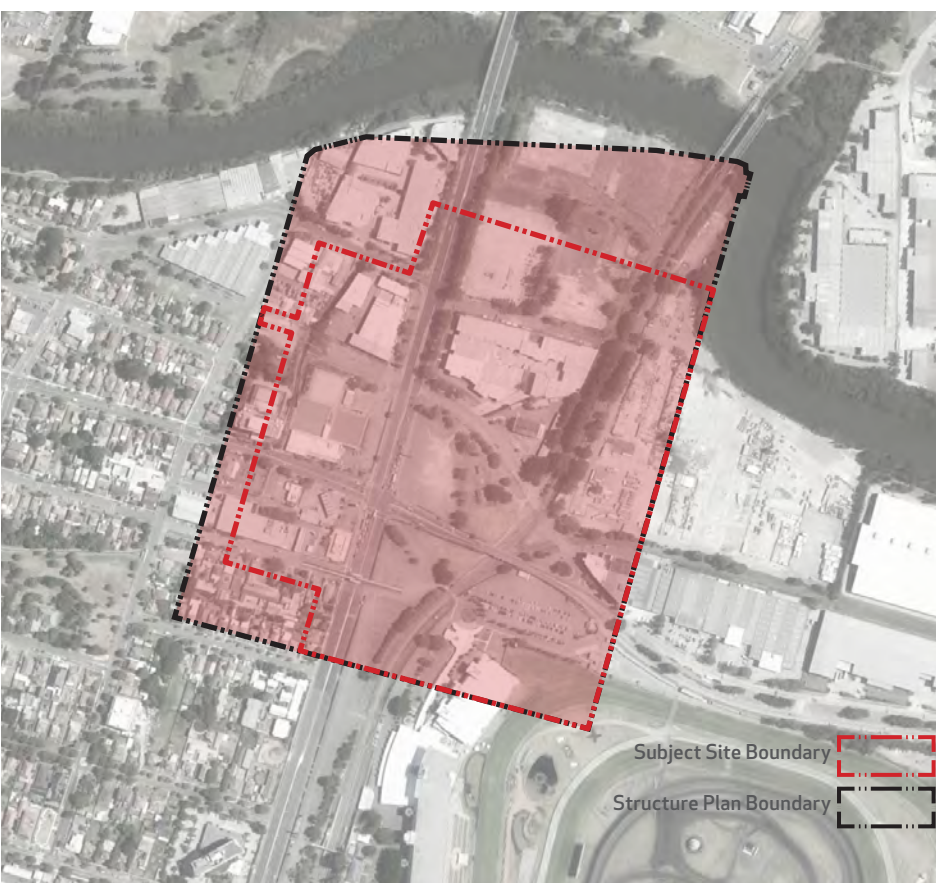
Victoria Park



Rhodes



Wentworth Point



Camellia Town Centre