

Revised Planning Proposal Melrose Park



Amendment to Parramatta Local Environmental Plan 2011
Submitted to The City of Parramatta Council
On behalf of PAYCE MP DM Pty Ltd

February 2016 (amended March 2017, May 2019)

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Executive Summary

This report has been prepared by *Keylan Consulting Pty Ltd* in collaboration with *Perica and Associates Urban Planning Pty Ltd* on behalf of PAYCE MP DM Pty Ltd (PAYCE) in support of a Planning Proposal to The City of Parramatta Council (Council) to rezone a 25 hectare (ha) Site at Wharf Road, Melrose Park to facilitate its urban renewal and future mixed use development.

Background

Council's consideration of PAYCE's land within the Melrose Park Precinct has resulted in a number of significant Council resolutions and Department of Planning and Environment (DP&E) determinations to guide the urban renewal transformation of the Precinct as follows:

- On 11 July 2016, Council adopted the **Employment Lands Strategy** subject to conditions including a Structure Plan Principles Document for Melrose Park
- On 22 August 2016, Council resolved that Melrose Park be subject to 2 Structure Plans – Northern and Southern Structure Plans subject to minor amendments
- On 5 September 2016 – 7 October 2016, the **Draft Northern Structure Plan** and supporting Planning Proposal was placed on public exhibition
- On 12 December 2016, Council adopted the Northern Structure Plan subject to minor amendments
- On 20 June 2017, Council's Independent Hearing and Assessment Panel (IHAP) recommended endorsement, following Council officer's recommendation to support the Planning Proposal
- On 10 July 2017, Council endorsed the Planning Proposal to proceed to a **Gateway Determination**
- On 27 September 2017, DP&E issued a Gateway Determination for the revised Planning Proposal for Melrose Park, subject to conditions
- On 27 March 2019, DP&E issued an Alteration of Gateway Determination for the extension of time for the completion of the Planning Proposal

In addition, it is relevant to note the following development approvals for the adjoining site at the northern part of the Northern Precinct, known as the Victoria Road Site (VRS):

- In 2017 and 2018, Sydney West Central Planning Panel issued Development Consents for a Concept Plan and detailed DAs for Stages 1, 2 and 3 for over 1,100 dwellings at the northern 4.7 ha B4 Mixed Use Site on Victoria Road with an FGR of 2:1
- In 2018, Council and the Parramatta IHAP issued Development Consents for a new road, demolition of buildings within Melrose Park North Precinct and future subdivision for the new Town Centre to facilitate the Revised Melrose Park North Masterplan

Construction is currently underway at VRS, which has been designed to fully integrate with the land subject to the Planning Proposal in terms of street layout, built form and provision of related infrastructure.

Since lodging the Structure Plan and Planning Proposal in February 2016, PAYCE have been in regular consultation with Council, DP&E, Transport for NSW (TNSW), Roads and Maritime Services (RMS), Parramatta Light Rail (PLR), NSW Department of Education and other stakeholders. This work supports the evidence based approach to amend the Proposal to address a range of issues, Council resolutions and Gateway Determination conditions relating to the urban renewal of Melrose Park.

This report also undertakes an analysis of the Proposal against the provisions of the *Greater Sydney Region Plan and Central City District Plan* prepared by the Greater Sydney Commission (GSC).

A response to the above key factors results in a **Revised Planning Proposal** for Melrose Park, which forms the basis of this report.

Gateway Determination (Issued 2017, updated 2019)

On 27 September 2017, DP&E issued a Gateway Determination for the Planning Proposal for Melrose Park. The Gateway Determination is a significant milestone in the planning pathway for the urban renewal of Melrose Park. Fundamentally, it provides certainty that DP&E has determined the Proposal has both strategic and site specific merit to allow it to proceed to public exhibition.

DP&E issued the Gateway Determination (under delegation) subject to conditions following its detailed assessment in the Gateway Determination Report dated 19 September 2017. The Report undertakes a comprehensive assessment of the Proposal in terms of its strategic merit as well as site specific considerations.

Further, we note that as part of its assessment of the strategic merit, DP&E referred the Proposal to the Greater Sydney Commission for comment. The Commission raised **no objection** to the Proposal.

An amended Transport Management and Accessibility Plan (TMAP) has been agreed through the Melrose Park Project Control Group (PCG) and will be forwarded to the DP&E for endorsement in accordance with the Gateway conditions.

The DP&E Assessment Report concludes that the Proposal has significant strategic and site specific merit to warrant the issue of a Gateway Determination, subject to conditions. The conditions required a revised Planning Proposal be submitted to DP&E for endorsement prior to public exhibition that addresses a range of issues, namely traffic and transport impacts, infrastructure implications and further urban design testing on a suitable density for the Site.

This Report supports the Revised Planning Proposal in response to the conditions set out in the Gateway Determination. This stage of the Gateway process does not require the re-assessment of the strategic or site specific merit of the Planning Proposal. Rather, it requires amendments to the proposed planning controls in response to the Gateway conditions.

The Revised Planning Proposal has been prepared to address the Gateway conditions, namely the findings of the TMAP and urban design testing of the proposed Masterplan. In addition (although not strictly required) this report also confirms the Revised Planning Proposal is consistent with contemporary strategic planning documents including the *Greater Sydney Region Plan* and *Central City District Plan*, which were finalised in March 2018 following the Gateway Determination.

The Revised Planning Proposal

The Revised Planning Proposal seeks an amendment to the *Parramatta Local Environmental Plan 2011* (PLEP 2011) for land at 38-42, 44 and 44A Wharf Road, Melrose Park (the Site).

The Proposal generally aligns with the ***Melrose Park Northern Structure Plan*** as adopted by Council on 12 December 2016 and the Structure Plan Principles, subject to the agreed re-location of the proposed Town Centre.

The primary purpose of the Planning Proposal is to rezone the Site from the *IN1 General Industrial* zone to a range of business, mixed use, residential and recreation zones to facilitate the urban renewal of the Site.

A comparison of the Original and Revised Planning Proposal is provided below:

Key Component	Original Planning Proposal (February 2016)	Revised Planning Proposal (March 2017)	Revised Planning Proposal (May 2019)
Total Gross Floor Area (GFA)	486,220m ²	462,470m ²	462,735m ²
Total Residential GFA	459,120m ²	432,470m ²	432,735m ²
Total Dwellings	5,050 dwellings	4,900 dwellings	5,000 dwellings
Affordable Rental Housing	150 dwellings	150 dwellings	145 dwellings
Total Non-residential GFA	Total Floorspace (27,100m ²) <ul style="list-style-type: none"> • Retail - 8,100m² • Employment - 15,000m² • Community - 2,500m² • Childcare - 1,500m² 	Total Floorspace (30,000m ²) <ul style="list-style-type: none"> • Retail - 10,500m² • Employment - 15,000m² • Community - 3,000m² • Childcare - 1,500m² Within the Town Centre (27,500m ²): <ul style="list-style-type: none"> • Retail - 10,000m² • Employment - 15,000m² • Community - 2,000m² • Childcare - 500m² Outside the Town Centre (2,500m ²)	Total Floorspace (30,000m ²) within the Town Centre <ul style="list-style-type: none"> • Retail - 15,000m² • Employment - 15,000m² Note: The Revised PP is providing for a total of 4.65 ha of public open space and 1 ha for a new school Maintain 3 childcare centres in Northern Precinct

Key Component	Original Planning Proposal (February 2016)	Revised Planning Proposal (March 2017)	Revised Planning Proposal (May 2019)
		<ul style="list-style-type: none"> • Retail - 500m² • Community - 1,000m² • Childcare - 2 x 500m² 	
FSR	1.95:1	1.85:1	1.85:1
Building Height	Maximum 65 metres (equivalent to 18 storeys)	Maximum 72 metres (equivalent to 18 storeys) – due to required fill in areas on the Site	Maximum 70 metres (equivalent to 18 storeys)

Table 1: Comparison of original and revised Planning Proposal

The Revised Planning Proposal seeks more appropriate built form controls, seeking varying height controls to a new maximum of 70 metres (equivalent to 18 storeys), with an overall floorspace ratio of 1.85:1 (being less than the immediate Site to the north, VRS, also owned by PAYCE and currently subject to a Concept Plan and Stage 1 DA). To reflect commitment in the quality of the outcome, design excellence provisions are proposed to apply to the Site.

A TMAP has been prepared by Jacobs in consultation with TNSW, RMS, PLR, Council and other stakeholders following the Gateway Determination and prior to public exhibition of the Planning Proposal. Given this, the report by AECOM on traffic and transport aspects of the Proposal has not been updated.

A Voluntary Planning Agreement (VPA) offer is also intended to be included, to deliver many public benefits and contributes towards local services, consistent with the public benefits outlined in this report and subject to negotiation with the Council.

Public Benefits

The urban renewal and transformation of the Site at Melrose Park will result in significant public benefit for new communities within the Site, existing communities and surrounding neighbourhood.

The provision of approximately 5,000 dwellings, including 145 affordable dwellings (key workers), will provide significant housing stock to the area to meet targets and address housing choice and affordability.

The 2017 Planning Proposal provided for a minimum of 15,000m² of land dedicated to commercial and employment uses and 10,500m² in retail uses, which results in 1,478 - 1,873 jobs on the Site. This represents a net increase of 504 - 899 jobs, noting that existing jobs have and will continue to dramatically decrease on the Site without change. This represents an average of 1,700 new jobs for the Site.

The development (when fully operational) was found to provide between 2,945 – 3,777 jobs (direct and indirect) representing a strong contribution to the Parramatta LGA economy. The Proposal will also provide up to 9,347 construction related jobs.

AEC have undertaken a revised economic impact assessment to support the revised Planning Proposal. This revised economic assessment finds that the number of direct jobs has increased in response to the 30,000m² of non residential uses to 1,538 – 1,932 direct jobs on the Site, which will result in a net increase of jobs on the site.

AEC's assessment of the Revised Planning Proposal concludes the following:

...At assumed high and low occupancy rates, the revised planning proposal accommodates a higher number of workers - 1,538 to 1,932 compared to 1,478 to 1,873 in the March 2017 planning proposal.

The total quantum of non-residential floorspace is unchanged (30,000sqm), however in the revised planning proposal a more intensive use of floorspace is likely (with the removal of community facilities). It is noted that part of the Site is to be dedicated for education purposes (primary or secondary school). Further employment activity could expectedly occur as a result.

The economic impacts assessed in the EIA issued in March 2017 are valid. However given the greater intensity of employment activity facilitated in the revised planning proposal, economic impacts will be more favourable...

The Revised Planning Proposal provides for over 1,200 new trees on the Site (an extra 900 trees) creating 4.65 ha of new public open space.

The Revised Planning Proposal also proposes to dedicate 10,496m² of land for the purposes of a future school site.

PAYCE will deliver essential infrastructure required to service the Site, including the construction and dedication of internal roads in a staged manner in close consultation with Council.

The creation of a new Town Centre, employment opportunities, community uses and high quality residential dwellings with public domain will result in environmental, social and economic benefits for the Site and the surrounding locality.

The public benefits and VPA associated with the proposed urban renewal of PAYCE's land at Melrose Park amount to a contribution of up to **\$222.6 million**¹ for the locality as follows:

- public benefits within the Site valued over **\$136 million** including
 - new parks and open space
 - provision of affordable rental housing
 - internal (autonomous) bus service
 - dedication of land for a new school and new playing field
 - new roads, cycleways, footpaths and street furniture
 - dedication of NSR-2 roadworks
 - smart city initiatives
 - provision and dedication of services

¹ All figures are approximate for the purposes of the Planning Proposal report. An independent and comprehensive cost evaluation will be undertaken for any formal VPA offer if accepted by The City of Parramatta Council in accordance with the relevant legislation and guidelines.

- public benefits located outside of the Site valued over **\$86.6 million** including
 - contribution to Melrose Park Public School
 - new private shuttle bus service to Meadowbank Railway Station & Meadowbank Wharf contribution
 - contribution to the Ermington Community Hub
 - contribution to Victoria Road upgrades
 - additional masterplanning for the Ryde LGA
 - contribution to future bridge to Wentworth Point
 - contribution of TMAP report for the Melrose Park suburb

The Proposal includes the provision of 145 apartments, which will be rented at (75%) of market rental, provided as affordable rental housing. As part of this affordable housing initiative, PAYCE proposes to dedicate 20 apartments to Council in perpetuity and 125 apartments to be managed by a Community Housing Provider (up to 15 years).

PAYCE proposes to ensure the delivery of these benefits through a formal offer to enter into a VPA with The City of Parramatta Council subject to the provisions of the *Environmental Planning and Assessment Act 1979*.

These proposed public benefits are provided to address Council's *Infrastructure Needs List* for the Melrose Park Precinct. This component of the Revised Planning Proposal is critical to ensuring that enabling infrastructure is identified and delivered in a timely manner to support both the existing and new community of Melrose Park.

The Case for Change – Transformation of Melrose Park

The profile of Parramatta's employment is changing. Since 2006, health care and social assistance, public administration, professional and retail services have increased their share of total employment while more traditional industrial uses like manufacturing and wholesale trade are in decline.

The AEC Group have undertaken extensive economic research prior to the preparation of an Economic Impact Assessment (EIA) to support the Planning Proposal.

AEC advise that while jobs in industrial precincts are projected to grow, most of this will be absorbed by Rosehill/Camellia and Rydalmere. Other employment precincts such as Parramatta CBD, Westmead and UWS are projected to experience significant population growth (around 26,000 jobs to 2031) that will impact on the number and type of jobs required to meet demand.

Given the previous dominance of pharmaceutical uses in Melrose Park, structural changes and economic trends affecting this industry have had significant implications for the Precinct's ability to be sustainable as an employment precinct.

The Structure Plan and Masterplan facilitate the development of employment floorspace that responds to the changing requirements of the pharmaceutical industry by providing contemporary floorspace for existing tenants that would otherwise move out but also enables response to Parramatta's key growth industries.

The Proposal will facilitate an intensification of employment uses in Melrose Park, ensuring that Melrose Park can contribute meaningfully to the Parramatta economy. This is consistent with Council's *Parramatta Employment Lands Strategy 2016 (ELS)* which recommends that a Structure Plan (to be completed in 2 parts – North and South) be prepared for Melrose Park, which responds to the Precinct's size and significance, and the changing nature of the pharmaceutical industry.

The Structure Plan and Revised Planning Proposal is consistent with this change in strategic direction.

Melrose Park Northern Structure Plan (as adopted by Council)

A Structure Plan, Masterplan and Urban Design Report prepared by *Allen Jack + Cottier (AJC)* have been prepared to support the Planning Proposal.

On 12 December 2016, Council adopted the ***Melrose Park Northern Structure Plan*** for land north of Hope Street (bounded by Victoria Road, Wharf Road, Hope Street and Hughes Avenue) in accordance with the ELS 2016 subject to amendment.

The Proposal generally aligns with the Melrose Park Northern Structure Plan and Principles, subject to the agreed re-location of the proposed Town Centre.

Further, the Structure Plan is fully consistent with Council's adopted Structure Plan Principles document as it:

- is consistent with the relevant actions of the ELS by proposing future zones to permit higher employment densities and increases range of services & support the digital economy
- will not result in the decrease in the number of existing jobs as identified in the ELS
- considers the local context to determine appropriate land uses and residential densities
- addresses issues raised by TNSW and RMS
- retains the proposed linear Park along Wharf Road

The Structure Plan demonstrates the immediate and broader public benefits associated with the transformation of this former industrial land to a contemporary urban village with residential, open space and employment areas with capacity to create up to 1,478 - 1,873 jobs on the Site.

The revised economic assessment prepared by AEC finds that the Revised Planning Proposal accommodates a higher number of workers - 1,538 to 1,932 compared to 1,478 to 1,873 in the March 2017 Planning Proposal.

The Structure Plan is based on the following 6 guiding principles:

- Strategic context
- Urban renewal in the right location
- Creating new employment opportunities
- Creating new communities
- Connected urban renewal
- Well-mannered and environmentally conscious

The Structure Plan is the guiding landuse document for the Masterplan to ensure the Proposal fits in with the existing transport network and urban fabric of the surrounding neighbourhood and communities.



Figure 1: Adopted Melrose Park Structure Plan Principles Document (Source: COP 2016)

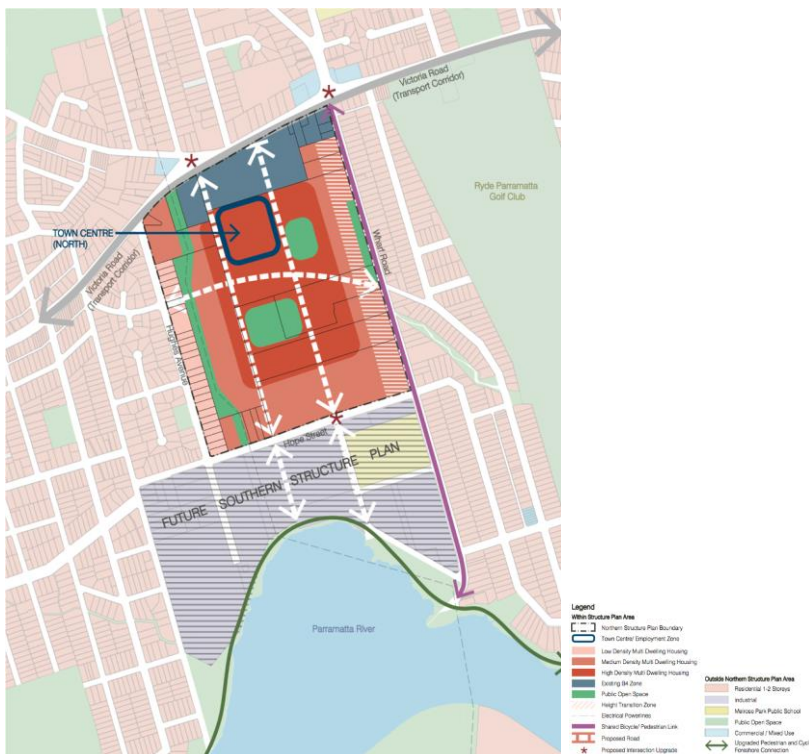


Figure 2: Adopted Melrose Park Structure Plan (Source: COP 2016)

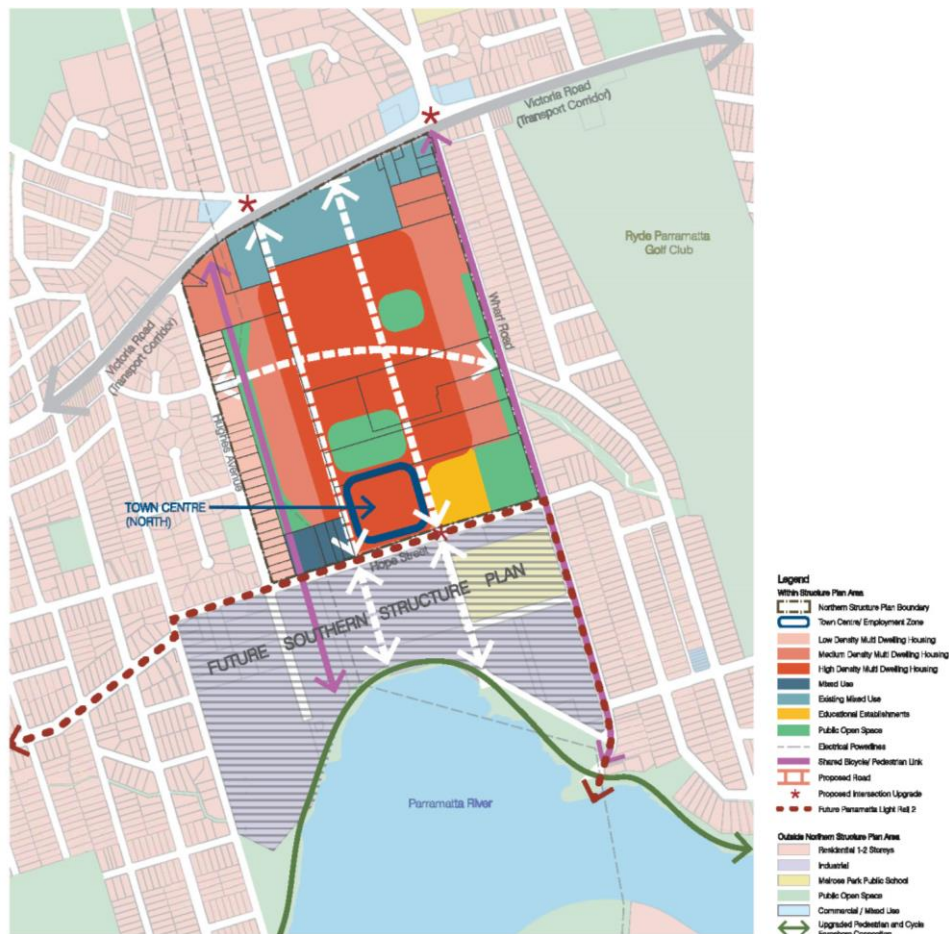


Figure 3: Revised Melrose Park Structure Plan (Source: AJC 2019)

Melrose Park Masterplan

The *Melrose Park Masterplan* outlines the proposed internal street layout, open space, public domain, building platforms, heights and future landuses. The Masterplan should be read in conjunction with the adopted Northern Structure Plan, Urban Design Report and Landscape Masterplan. Key features of the Masterplan include:

- An active and vibrant Melrose Park Town Centre
- Better public transport
- Provision of new parks and open spaces
- A well connected street network
- Density done well

The Masterplan divides the Site into 5 key focus areas or precincts with particular attention to the existing streetscape and neighbourhoods, namely:

- Town Centre – Retail Precinct and Employment Hub
- Central Park
- The Common
- Wharf Road Gardens
- Western Parklands

The Masterplan provides certainty for future landuses and built form (augmented by proposed planning controls) and is proposed to form the basis of a site-specific Development Control Plan (DCP) for the Site in collaboration with Council following the Gateway process.



Figure 4: Melrose Park Revised Masterplan (Source: AJC 2019)

Strategic Planning Context

Melrose Park is strategically positioned close to the Parramatta CBD and the Greater Parramatta and the Olympic Peninsula (GPOP) Economic Corridor– identified for future economic growth.

The Greater Sydney Region Plan sets a housing target for the Central City District of 53,500 additional dwellings by 2021 and 207,500 additional dwellings by 2036. The Central City District Plan sets a housing target of 21,650 additional dwellings in the Parramatta LGA by 2021.

A changing demographic profile will consist of smaller households and more affordable rental housing choice close to jobs and public transport. These locational advantages, combined with the economic case for change, enable the transition of the Site to a more sustainable workforce. The Site will be complemented by a new Town Centre and residential uses including affordable rental housing to meet the increased demand and new recreational and community facilities.

An analysis of the land uses adjoining the Parramatta River identifies that Melrose Park has the potential to meet residential (and employment) targets to facilitate contemporary employment opportunities.

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

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

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

- former Industrial lands at Camellia
- Cumberland Hospital, Parramatta

The current employment and industrial lands at Camellia, Rydalmere and Silverwater are strategically important employment precincts due to their size and location to key transport corridors.

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



Figure 5: Melrose Park supporting urban renewal along the Parramatta River (Source: AJC 2017)

Greater Sydney Region Plan

The *Greater Sydney Region Plan* (Region Plan) was prepared by the Greater Sydney Commission (GSC) in 2018 and outlines how Greater Sydney will manage growth and change in the context of social, economic and environmental matters. It sets the vision and strategy for Greater Sydney, to be implemented at a local level through District Plans. The Region Plan replaces *A Plan for Growing Sydney* as the leading region plan for Greater Sydney.

The overriding vision for Greater Sydney in the Region Plan is to rebalance Sydney into a metropolis of 3 unique but connected cities; an Eastern Harbour City, the Western Parkland City and the **Central River City** with Greater Parramatta at its heart. By integrating land use, transport links and infrastructure across the three cities, more people will have access within 30 minutes to jobs, schools, hospitals and services.

The Revised Planning Proposal is consistent with the Region Plan as it:

- provides significant infrastructure provision
- provides a new Town Centre, open space/parks, active transport provision
- dedicates land for a public school
- provides a mix of housing density and provides affordable rental housing
- provides significant commercial and retail employment opportunities
- is in close proximity to major transport corridors

Central City District Plan

The *Central City District Plan* (District Plan) was prepared by the GSC in March 2018. It seeks to manage growth in the context of economic, social and environmental matters in the Central City. It provides the district level framework to implement the goals and directions outlined in the Region Plan for the Central City District.

The District Plan places a significant focus on productivity, including the recognition of the importance of Greater Parramatta and the Olympic Peninsula Area (GPOP) and the protection of industrial and urban services land.

The Revised Planning Proposal is consistent with the District Plan as a sustainable urban renewal precinct with open space, employment, mixed use and residential areas.

Future Transport Strategy 2056

The *Future Transport Strategy 2056* (Transport Strategy) acknowledges the vital role transport plays with regards to land use, tourism and economic development. The Strategy is supported by a suite of plans to achieve a 40-year vision for transport in NSW to cater for the estimated increase in population to 12 million by 2056.

The TMAP prepared for Melrose Park has recognised the transport planning initiatives described in the Transport Strategy. The TMAP provides a framework for the implementation of a range of sustainable transport outcomes to support the Revised Planning Proposal as well as the broader Structure Plan for the entire Melrose Park precinct.

The package of transport infrastructure and services proposed and assessed in the TMAP is capable of accommodating the Melrose Park development yields and regional transport requirements as defined in the Transport Strategy, in the context of Parramatta Light Rail and Sydney Metro West.

Employment, Economic and Retail

The Economic Impact Assessment (EIA) has been prepared by the AEC Group to analyse the economic impacts likely to result from the proposed planning controls amendments and subsequent redevelopment of the Site.

This work was informed by background research undertaken by AEC in 2014-2015 that examined the role and function of Melrose Park in the context of other industrial lands in the Parramatta LGA and an *Alternative Use Options Study* to examine viable uses for the Site. These studies have been provided as part of this Proposal to support the case for change for the Site.

Economic Analysis

The Melrose Park Industrial Precinct has undergone significant change. In 2011, the Precinct employed 2,690 people with more than 70% in manufacturing and 12% in wholesale trade. Since that time, the Precinct has lost a number of large long term occupiers including Reckitt Benckiser (manufacturing component who will exit Melrose Park by June 2017) and Big Sister Foods (bakery products) from the Site.

These changes represent a 29% loss of jobs since 2011 – 2014 from the Precinct (781 jobs). In addition, Pfizer closed the manufacturing arm of its business in 2015, leading to further job losses. However, Pfizer are considering remaining in Melrose Park subject to their new office accommodation requirements being met by the proposed Masterplan.

AEC advise that this job number will further drop to a loss of 40% (or 414 jobs) between 2014 to 2016. It is understood that this figure is likely to further reduce, particularly for the subject Site should the Site remain in its current state

The Melrose Park Industrial Precinct is expected to continue to experience a decline in employment to 2036 due to other attractors and key challenges identified for the precinct, including its location, current buildings, structural changes in the industry, size and proximity to existing markets and freight transport corridors.

The economic analysis supporting this Proposal investigated low and high occupancy ratios to predict future employment for the Site, which even in the low scenario represents a net increase in jobs based on current employment figures (which are expected to further reduce).

Once the redevelopment is completed and fully operational, the redeveloped Site is estimated to **directly and indirectly** support:

- \$870.5 million - \$1.1 billion in output
- \$476.4 million - \$617.3 million contribution to GRP Gross Regional Product (GRP)
- \$249.5 million - \$322.6 million in incomes and salaries paid to local workers
- 2,945 – 3,777 FTE full time equivalent (FTE) jobs.

The Proposal initially provided 1,478 - 1,873 (1,676 average jobs) jobs on the Site which represents a net increase of 504 - 899 jobs and a far greater increase if nothing is done and jobs continue to decline at the Site.

AEC undertook an assessment against the *Industrial Lands Checklist* in accordance with *A Plan for Growing Sydney*. This confirms that the Proposal is consistent with this policy and supports the rezoning of industrial land to a mixed use development, providing contemporary employment opportunities, as proposed.

AEC have undertaken a revised economic impact assessment to support the revised Planning Proposal. This revised economic assessment finds that the number of direct jobs has increased and the 30,000m² of non-residential uses will provide 1,538 – 1,932 direct jobs on the Site, which will result in a net increase of jobs on the site.

Retail Analysis

A key principle in the re-development of the Site is the introduction of a new Town Centre which will support existing and new communities and employment areas. The Melrose Park Town Centre proposes 15,000m² Gross Floor Area (GFA) of new retail space and supports the new residential and worker population, consisting of:

- a full line supermarket
- a smaller supermarket or grocer
- supporting retail shops and services

To determine the potential impacts associated with the proposed retail uses, a Retail Impact Assessment has been prepared by Leyshon Consulting. The Retail Impact Assessment examines the local retail facilities, noting the closest retail/commercial centres of significance are West Ryde, Ermington and Meadowbank. Other major centres reviewed include Top Ryde, Carlingford, Rhodes and Eastwood.

The Retail Impact Assessment undertakes an analysis of impact upon the existing centres. The report notes that the impact on existing centres in 2026 can be categorised as either very low or low/medium impact. The report also undertakes an assessment against the State's *Draft Centres Policy*, noting that the Proposal will exhibit a positive *net community benefit* when assessed against the criteria.

The report concludes the impacts of the proposed development are acceptable. Further, existing centres which do experience an impact (Ermington and West Ryde) will substantially benefit beyond 2026 from the proposed development at Melrose Park.

Traffic, Transport and Connectivity

The Site is well-positioned from a broad metropolitan perspective of transport availability and connectivity with its proximity to the Victoria Road Corridor. Victoria Road is a strategic transport corridor and the Site is within 2-2.5km of 2 train stations and is also well positioned to link with ferry services.

Infrastructure Australia has identified the Victoria Road Corridor as a future Bus Rapid Transport in its Infrastructure Priority List released 25 February 2017. This further strengthens the importance of this transport corridor to support urban renewal opportunities such as Melrose Park. The urban renewal of the Site will also assist in the delivery of Rapid Bus Transport Infrastructure (i.e. Victoria Road widening).

The importance of Victoria Road is also reflected in the *NSW Long Term Transport Masterplan*, where it is one of 46 identified strategic corridors with around 2,095 weekly bus services. Expanding the capacity of this corridor will rely on improving bus priority and efficiency in the short term and implementing higher capacity road-based transit in the longer term.

Sydney's Bus Future has identified a rapid bus route between Parramatta and the CBD via Ryde along the Victoria Road corridor, including an extra 40 extra weekday rapid bus services, bus priority schemes, extended bus lane operating hours, reducing the number of stops (and therefore reduced travel time) and interchange facilities at Top Ryde for connections to Burwood, Hurstville, Macquarie Park.

There is planned increased "heavy" rail service frequency on the rail network as part of *Sydney's Rail Future*. Light Rail is being implemented and investigated by the NSW Government and Parramatta Council, including the Parramatta Light Rail (Stages 1 and 2), which is focused on connecting Parramatta's CBD and Train Station to the Westmead Health precinct, Parramatta North Urban Transformation Program, the new Western Sydney Stadium, the Camellia Precinct, the relocated Powerhouse Museum, Telopea, Rosehill Racecourse and three Western Sydney University campuses. Sydney Metro West is also being investigated by Transport for NSW, which is focused on connecting Westmead, Parramatta's CBD, Sydney Olympic Park, the Bays Precinct and the Sydney CBD.

Opportunities exist to provide a private shuttle bus service to connect with Meadowbank Rail Station and Ferry Wharf and upgrade local walking and cycling tracks, particularly along the Parramatta Riverfront. In the longer term and in partnership with others, the opportunity exists to connect across Parramatta River by bridge. PAYCE has committed to providing and/or contributing to all these opportunities which could be secured through a negotiated VPA.

The key issue regarding traffic impact relates to the capacity of Victoria Road. From a local perspective, spreading traffic and improving intersection performance on Victoria Road, while also linking through the adjoining Site to the north known as 657 – 661D Victoria Road and 4-6 Wharf Road, are sensible outcomes in reducing traffic through local roads. The transformation of employment uses from industrial to residential, commercial and retail uses also allows the removal of heavy trucks from local roads.

Traffic generation for the proposed development was ascertained by AECOM in 2016 as part of the original Planning Proposal using RMS guidelines, with adjustment for the Site circumstances and comparative data. Based on traffic counts and standard intersection analysis (using SIDRA software), while also modelling development of the Site to the north, impacts on key intersections and Victoria Road were modelled, including allowing for connections with the adjoining site to the north.

The *Traffic and Transport Study* by AECOM concludes that the Proposal will result in some increases in wait times and queuing, but within acceptable limits. This was with implementing a number of improvements, including the Wharf Road and Kissing Point Road intersection upgrades proposed as part of the RMS Victoria Road upgrade works associated with the development of the site to the north (and some refinements to lane allocation within existing or proposed infrastructure). Allowances have also been made for the potential future development of the Southern Precinct.

It is important to note that the estimated traffic volume from the proposed Masterplan and Planning Proposal is less than half that would occur if the Site was fully developed for industrial uses within the allowable floorspace for the existing industrial zoning applying to the Site. The conclusions by AECOM can be considered valid despite some revisions to the Planning Proposal, as a comparable overall density is still proposed.

A TMAP has been prepared by Jacobs, in collaboration with DP&E, TNSW, Council, RMS and PLR, for the Melrose Park North and South Precincts, following the Gateway Determination.

The TMAP has thoroughly assessed connectivity, demand management and transport linkages, as well as traffic infrastructure augmentations and considerations. The TMAP has been developed to encourage and develop initiatives to maximise public transport use.

The TMAP finds that the scale of development envisaged for Melrose Park presents significant but manageable challenges for transport infrastructure and services for both the road and public transport network.

Affordable Rental Housing

The Revised Planning Proposal includes the provision of 145 affordable dwellings for key workers. PAYCE proposes to dedicate 20 apartments to Council in perpetuity and 125 apartments will be managed by a registered Community Housing Provider (CHP) for up to 15 years. This will provide important housing for key workers and those on lower incomes, which is important in making new communities and centres functional and socially responsible.

It is proposed that 125 apartments will be located in the Town Centre with the remaining 20 apartments dedicated to Council to be provided throughout the site.

PAYCE is also committed to exploring other options regarding initiatives for first home-buyers, innovative housing products, possible equity-sharing and other models to encourage housing affordability, in collaboration with the Local and State Government.

Smart Cities

The Vision for Melrose Park is as follows:

Melrose Park will be a world-leading and recognised example of placemaking in which the creative and well-designed use of digital tools and platforms will enable new ways to combine work, leisure, commerce and community for liveability, productivity and sustainability.

The Melrose Park Northern Structure Plan and Masterplan are built on key foundations of sustainability, liveability and connectivity.

PAYCE are currently preparing a Framework Document - *Melrose Park Vision and principles for a people-centred smart suburb*. The ambition is to transform Melrose Park into a compelling and living *smart suburb* where technology and digital capabilities are at the heart of a place to live and work with a commitment to people, place and liveability.

This framework document will set out a vision and principles for the development. It will provide guidance for the development partners and provide direction and purpose to the collaboration process. This document aligns with Council's Smart Cities Masterplan.

PAYCE and Council are also currently collaborating with a number of partners, including the University of Technology Sydney, Esri Australia and the Urban Institute, to pilot the use of environmental sensors in the Melrose Park precinct.

The use of smart technology to generate data, coupled with community participation, will aid in actively managing the creation of the new suburb in real time and inform improved development control measures.

Heritage

A detailed assessment of heritage impacts has been undertaken for the Site by Geoffrey Britton (Attachment 3). Key findings and observations are detailed below:

Aboriginal

The Site is classified as low sensitivity with limited potential to contain items of Aboriginal heritage. There are no known Aboriginal cultural heritage resources relevant to the Site and given the history of significant disturbance of the Site it is considered unlikely to contain any items of aboriginal heritage. Based on the heritage study undertaken for the Site, no further assessment of Aboriginal heritage has been undertaken for the purpose of this report.

European

Part of the Site includes a local heritage item listed as Item 311 on the *Parramatta Local Environmental Plan 2011* (PLEP 2011). The heritage item is described as *landscaping (including millstones at Reckitt)* under Item 311 on Schedule 5 of the PLEP 2011 and as having cultural value at a local level.

The assessment observed that the heritage Item 311 is shown to be a number of remnant mature trees from the 1960s and 1970s that represent a relatively early use of Australian native plant species in the site planning and design of large-scale industrial sites within the Parramatta LGA.

The Heritage Impact Assessment concluded that, subject to a number of recommendations, there is likely to be minimal heritage impact on Item 311 or the two moveable heritage items located nearby at the former Reckitt Benckiser Site resulting from the proposed redevelopment of the Site.

Sustainability

Environmental Sustainability is a guiding principle in the development of the Structure Plan, Masterplan and Landscape Masterplan.

This principle carries through every aspect of the Proposal both at a macro and micro level from the introduction of a fleet of private shuttle buses provided over a 5 year period (provided progressively as the population increases) and other public transport/connectivity initiatives to building design and public domain, open space and increased areas for active public recreation.

The Revised Planning Proposal includes a Sustainability Report prepared by Northrop.

This report outlines numerous sustainability objectives, measures and initiatives to be further developed during the development of the Site as detailed below:

Sustainability Initiative	Areas of Future Investigation for Melrose Park
Energy Efficiency	<ul style="list-style-type: none"> • Passive design to respond to prevailing winds and Site conditions for optimal natural ventilation • HVAC systems for zoned air conditioning and energy efficient appliances • Investigation of solar photovoltaic cells, central domestic hot water systems • Integrated renewable energy generation, building integrated wind turbines • Tri-generation systems for air conditioning
Indoor Environment Quality	<ul style="list-style-type: none"> • Thermal comfort through use of suitable building materials • Cross ventilation/ natural lighting in future building design
Water Management	<ul style="list-style-type: none"> • High rating fittings and fixtures throughout the development • Water recycling including rainwater harvesting • Grey and Black Water recycling • Water Sensitive Urban Design through rain gardens, bio swales and tree gardens/pits to be integrated into the development
Sustainable Transport	<ul style="list-style-type: none"> • A fleet of private shuttle buses to service the development • Consideration of an electric car charging point for residents • Cyclist facilities for residents at end point destinations
Waste Minimisation	<ul style="list-style-type: none"> • Waste sortation for residents to enable recycling and organic waste stream to a communal compost system
Materials Selection	<ul style="list-style-type: none"> • Sustainable construction methods, seeking to achieve 60-80% recycling • Sustainable use of resources with low embodied CO₂, with regard to health impacts, suitable environmental accreditation and recycled content in future development
Land Use and Ecology	<ul style="list-style-type: none"> • Increased ecological value through the transformation of a former industrial land to providing parks, bio-retention basin, street landscaping, green streets and roof gardens • Reducing the heat island effect through landscaping and increased vegetation and water features • Increased tree cover
Community and Liveability	<ul style="list-style-type: none"> • Building a sense of community through communal gardens and facilities • Community environmental education • Innovative way-finding for residents and visitors

Table 2: Sustainability initiatives

These sustainability objectives and initiatives have been considered in the Urban Design Report by AJC to inform the Masterplan and Landscape Masterplan.

Community Facilities, Education and Social Impacts

A Community, Sport and Recreation Facilities and Open Space Study & Education Needs Analysis was prepared by Elton Consulting. Further, a Social Impact Assessment was undertaken by Urbis. Both of these firms have a good understanding of social and facilities planning from prior work done in the Parramatta LGA.

The Site has a range of surrounding services, ranging from community facilities, childcare, primary and secondary schools and recreational assets within the Parramatta and Ryde Council areas. The new community will bring increased demand for community facilities. A principle underpinning the Proposal is to provide, augment and complement existing facilities and infrastructure to benefit the wider community.

In terms of social impact, the Proposal has the potential for overall positive social impacts and wider public benefits, with social impact assessment being an ongoing aspect to guide the development of the Site.

Proposed open space seeks to cater for the needs of new and existing residents, while good access exists to educational and social infrastructure, augmented by proposed benefits to be secured through a VPA including \$930,000 to upgrade Melrose Park Public School to assist in meeting the needs of the incoming community. The dedication of land (approximately 10,496m²) will be made for the provision of a new school within the Precinct.

In addition to the dedication of land for a new school, PAYCE proposes to dedicate a further 10,940m² of land to Council for the provision of a playing field. The playing field will be for the use of the new school and community. Embellishment works are proposed, including grassed areas, fencing, lighting and amenities.

A contribution of \$3 million will also be made to Council for the purposes of delivering the Ermington Community Hub.

Further consultation with the NSW Department of Education and Council will be required to further progress this Proposal.

Proposed Planning Controls

The Revised Planning Proposal seeks an amendment to the *Parramatta Local Environmental Plan 2011* (PLEP 2011) for land at 38-42, 44 and, 44A Wharf Road, Melrose Park (the Site).

The primary purpose of this Proposal is to rezone the Site from the *IN1 General Industrial* zone to a range of mixed use and residential zones to facilitate the urban renewal of the Site as follows:

- B2 Local Centre
- B4 Mixed Use
- R4 High Density Residential
- RE1 Public Recreation
- SP2 Infrastructure (Educational Establishments)

The Proposal also seeks appropriate built form controls, seeking a new maximum height limit of up to 70 metres (18 storeys), with a floorspace ratio (FSR) of 1.85:1. The Proposal seeks to insert design excellence provisions for the Site to guide future development outcomes.

The Proposal will also nominate minimum areas to ensure non-residential uses within the B2 – Local Centre zone.

It is proposed that the Melrose Park Precinct be identified in Part 4 of the *Parramatta Development Control Plan 2011* (DCP) as a *Special Precinct*.

PAYCE proposes to work closely with Council staff on appropriate controls to be part of any formal public exhibition package following Gateway determination.

Next Steps

- Consideration of the Revised Planning Proposal by The City of Parramatta Council and (subject to in-principle support), submission to DP&E
- Re-submit the Revised Planning Proposal and TMAP to the DP&E for endorsement
- Continue to work with Council on detailed DCP controls for the Site (including public domain)
- Council to place the Revised Planning Proposal, TMAP and supporting studies on formal public exhibition
- Continue working with The City of Parramatta Council and State agencies on the provision of associated infrastructure and VPA including relevant delivery mechanisms
- Consideration of submissions by Council following public exhibition, including consultation with the City of Ryde
- Finalisation of the LEP and DCP amendments

1. Public Benefits

The urban renewal and transformation of PAYCE'S land at Melrose Park will result in significant public benefit for new communities within the Site, existing residents and surrounding neighbourhood.

The provision of approximately 5,000 dwellings, including 145 affordable dwellings (key workers) will provide significant housing stock to the area to meet targets and address housing choice and affordability.

The Proposal will provide for over 1,200 trees on Site (an extra 900 trees) as well as 4.65 ha of open space available to the public. Although there are some existing areas of open space on the Site, these are not currently accessible as public spaces. PAYCE will deliver essential infrastructure required to service the Site including construction and dedication of internal roads in a staged manner in close consultation with Council.

The provision of a minimum of 15,000m² of GFA dedicated to commercial and employment uses and 15,000m² in retail uses will provide for up to 1,478 - 1,873 new full time jobs, which represents a net increase of 504 - 899 jobs, noting that existing jobs have and will continue to dramatically decrease.

The revised economic assessment prepared by AEC finds that the number of direct jobs has increased as a result of the Revised Planning Proposal. The Proposal will now provide 1,538 - 1,932 direct jobs on the Site.

The public benefits associated with the proposed urban renewal of the Site amount to a contribution up to **\$222.6 million** for the locality.

These community benefits are indicative and will be subject to further consultation with Council during the Planning Proposal process and VPA.



Figure 6: Proposed Central Park (Source: Virtual ideas 2019)

1.1 Key public and community benefits

The creation of a new Town Centre, employment opportunities and high quality residential dwellings with public domain will result in environmental, social and economic benefits for the Site and the surrounding locality.

In addition, the Melrose Park Northern Structure Plan and Draft VPA offer outline a suite of additional public benefits to the community within the Site valued over **\$222.6 million²**.

An overview of the key public and community benefits are detailed below:

New Parks and Active Open Space \$24.1 million

A total of 7.5 ha of open space across the Site, with over 4.65 ha of open space available for public recreation comprising of the following areas:

- a new 13,214m² Central Park dedicated to Council as public recreation land and amenities block
- a new 12,212m² landscaped zone located along the western boundary known as the Western Parklands
- a new 5,400m² Common dedicated to Council as public recreation land
- retain and improved Wharf Road heritage landscaped area (Wharf Road Gardens) as 4,746m² of publicly accessible land
- embellishment and amenities for a new 10,940m² playing field located along the south eastern boundary of the Site

New Community and Childcare Facilities \$3 million

Contributions to a range of community facilities featuring:

- monetary contribution of \$3 million to Council for the delivery of the Ermington Community Hub

Affordable Rental Housing \$25.4 million

The provision of 125 dwellings rented at a 25% discount to market rent, for affordable rental housing and managed by a Community Housing Provider (up to 15 years). In addition, the provision of 20 dwellings to be dedicated to Council for affordable housing in perpetuity.

In addition to the high levels of amenity delivered through the development of the Masterplan, an overview of the following key public and community benefits for the surrounding neighbourhood are detailed below:

² All figures are approximate for the purposes of the Planning Proposal report. An independent and comprehensive cost evaluation will be undertaken for any formal VPA offer if accepted by The City of Parramatta Council in accordance with the relevant legislation and guidelines.

Dedication of Land for a School and Playing Field \$17 million

- dedication of approximately 10,496m² of land for the provision of a new public school
- dedication of approximately 10,940m² of land for the provision of a new playing field located along the south eastern boundary of the Site

Melrose Park Public School \$930,000

- monetary contribution to the Melrose Park Public School to assist with the transition in the urban renewal of the precinct to ensure highest quality education outcomes for the community

Transport Infrastructure \$131.1 million

- new (free of charge) private shuttle bus service provided for a 5 year period (provided progressively as the population increases), to link Melrose Park to Meadowbank Stations for a 5 year period
- new (free of charge) internal autonomous bus service provided, running from the Town Centre to Victoria Road
- provision of cycleways dedicated to Council
- Victoria Road upgrades (excluding works not part of the VPA)
- contribution to future bridge to Wentworth Point
- contribution of TMAP report for the Melrose Park suburb
- dedication of NSR-2 works

Smart City Initiatives \$1 million

- contribution to smart city initiatives within the Site

Services \$19.6 million

- contribution to the feasibility study required to investigate the undergrounding of the Ausgrid High Voltage power lines in Melrose Park
- contribution to amplify and upgrade trunk services in Melrose Park for future development
- undertake trunk services works
- dedication of trunk services infrastructure

Additional Master planning \$500,000

- contribution to develop a masterplan for parks and open space in the Ryde Local Government Area

PAYCE proposes to ensure the delivery of these community benefits through a formal offer to enter into a VPA with Council subject to the provisions of the *Environmental Planning and Assessment Act 1979* (EP&A Act), during the redevelopment of Melrose Park.

1.2 Staging and Delivery

The staging and delivery of the redevelopment of PAYCE's Site at Melrose Park is a key element in the implementation of the Masterplan. The delivery of public open space, infrastructure and proposed transport initiatives need to be delivered early to create a sustainable community for people to live and work.

The retention of existing major tenants (where possible) and the attraction of new employers and workers is a primary objective of the Proposal by creating a high amenity environment with higher employment densities.

It is estimated approximately 500 to 800 apartments can be delivered each year³ with settlements commencing in year 3. A high level Staging Plan, indicating early delivery of key public benefits to support future residential and employment areas will be prepared in consultation with Council as part of the Planning Proposal process and VPA.



Figure 7: Public benefits plan (Source: AJC 2019)

³ Apartment delivery is a guide only and is subject to changes in residential market conditions, authority approvals and delivery constraints.

2. The Case for Change

The profile of Parramatta's employment is changing. Since 2006, health care and social assistance and public administration and safety have increased their share of total employment while more traditional industrial uses like manufacturing and wholesale trade have seen significant decline.

The AEC Group have undertaken extensive economic research to support an Economic Impact Assessment to support the Planning Proposal. AEC advise that while jobs in industrial precincts are projected to grow, most of this will be absorbed by Rosehill/Camellia, Clyde and Rydalmere. Other employment precincts such as Parramatta CBD, Westmead and UWS are projected to experience significantly greater population and employment growth (around 26,000 jobs to 2031) that will impact on the number and type of jobs required to meet demand.

Although the Melrose Park Precinct is centrally located, AEC's background studies found that the Precinct is challenged by an absence of the following factors:

- location directly off major arterial corridors facilitating unrestricted access
- ability to operate in a conflict-free environment with sufficient buffer from residential uses
- critical mass of lands to enable clustering activity of businesses
- diversity of occupiers (by industry) to mitigate against vacancy risk following structural changes in a particular industry
- generic buildings that can be easily re-purposed following relocation of occupiers

These weaknesses are becoming apparent in recent years following the departure of several large businesses and the cessation of manufacturing activities by pharmaceutical occupiers.

Due to the dominance of pharmaceutical and hygiene products jobs in the Precinct (80%), the significant structural changes experienced by these industries have led to significant impact on the future sustainability of the overall Precinct as an industrial precinct.

In its current form, the Precinct is not competitive due to its small scale and unsuitability of the existing precinct buildings for re-purpose. Its comparatively isolated location (from major highways) with lack of worker amenity, market appeal as a business park and office precinct have been found to be limited. Its location surrounded by residential development both in Parramatta and Ryde local government areas close to the Parramatta River and other urban renewal sites does not support its continued existence as industrial land.

It is apparent from the analysis that employment uses that are 'population driven' have the best potential for success in the Precinct, leveraging its location close to existing residential uses.

AEC found from an economic perspective, the proposed Masterplan will assist in the transition and sustainability of the Northern Precinct to accommodate a range of uses to become self-sustaining. Facilitating a mix of residential, shopping, entertainment and commercial uses can ensure a critical mass of residents and local jobs to support a high amenity and vibrant/ precinct.

3. Introduction

This Report has been prepared by *Keylan Consulting Pty Ltd* in collaboration with *Perica and Associates Urban Planning Pty Ltd* on behalf of PAYCE MP DM Pty Ltd (PAYCE) in support of a Planning Proposal to Council to rezone a Site in the Melrose Park Precinct to facilitate its urban renewal and future mixed use development.

The Proposal seeks an amendment to the *Parramatta Local Environmental Plan 2011* (PLEP 2011) for land at 38-42, 44 and 44A Wharf Road, Melrose Park (the Site).

This Report has been subject to a Strategic Peer Review by *Perica & Associates Urban Planning P/L*.

Gateway Determination

On 27 September 2017, the Department of Planning and Environment (DP&E) issued a Gateway Determination for the Planning Proposal for Melrose Park.

The Gateway Determination is a significant milestone in the planning pathway for the urban renewal of Melrose Park. Fundamentally, it provides certainty that DP&E has determined the Proposal has both strategic and site specific merit to allow it to proceed to public exhibition.

The purpose of the Gateway is outlined in DP&E's, *A guide to preparing planning proposals 2018*, as follows (**BOLD** our emphasis):

*...It specifies whether a planning proposal is to proceed and if so, in what circumstances. The purpose of the Gateway determination is to **ensure there is sufficient justification early in the process to proceed with a planning proposal**. It enables planning proposals that lack strategic planning merit to be stopped early in the process before time and resources are committed...*

DP&E issued the Gateway Determination (under delegation) subject to conditions following its detailed assessment in the Gateway Determination Report dated 19 September 2017. The Report undertakes a comprehensive assessment of the Proposal in terms of its strategic merit as well as site specific considerations.

Further, we note that as part of its assessment of the strategic merit, DP&E referred the Proposal to the *Greater Sydney Commission* for comment. The Commission raised **no objection** to the Proposal as detailed in the following extract of the DP&E Report (**BOLD** our emphasis):

Consultation with the Greater Sydney Commission

*The Department has consulted the Greater Sydney Commission (GSC) on the planning proposal. **The GSC raised no concerns regarding the proposal or the recommended Gateway determination, subject to the outcomes of the Transport Management Accessibility Plan (TMAP) being endorsed prior to exhibition.***

An amended TMAP has been agreed through the Melrose Park Project Control Group (PCG) and will be forwarded to the DP&E for endorsement in accordance with the Gateway conditions (following formal Council resolution).

The DP&E Assessment Report concludes that the Proposal has significant strategic and site specific merit to warrant the issue of a Gateway Determination, subject to conditions.

The conditions required a Revised Planning Proposal be submitted to DP&E for endorsement prior to public exhibition that addresses a range of issues, namely traffic and transport impacts, infrastructure implications and further urban design testing on a suitable density for the Site. A summary of the DP&E's recommendation and conclusion is detailed in the following extracts of its Assessment Report:

Summary of Recommendation

It is recommended that the planning proposal proceed to Gateway determination subject to conditions. These conditions have been recommended to ensure:

- *completion of the Transport Management Accessibility Plan (TMAP), confirmation of the potential yield of the site, and identification of required infrastructure prior to community consultation; and*
- *infrastructure provision and funding meets the demands of the future population.*

Subject to conditions of Gateway, the planning proposal has merit and is supported to proceed as it will:

- *support Parramatta through the urban renewal of the site to create a vibrant mixed-use development and increase public amenity to and along Parramatta River;*
- *encourage and support future employment generation on the site to increase the*
- *number of employees and provide for higher employment densities to respond to*
- *market trends in the pharmaceutical industry;*
- *provide improved public transport connection to and from the site;*
- *provide high-quality urban renewal including quality residential housing development,*
- *incorporating a range of housing types, including affordable housing for Melrose Park and surrounding locality;*
- *provide an innovative town centre with a range of commercial and retail*
- *employment activities which are more compatible with the residential uses in the area than industrial uses;*
- *provide improved parklands, public recreational areas of open space and community*
- *facilities for the residents and workers of Melrose Park and surrounding area; and*
- *integrate future development into the surrounding community through sound planning and environmental considerations.*

This Report supports the Revised Planning Proposal in response to the Gateway conditions set out in the Gateway Determination.

This stage of the Gateway process does not require the re-assessment of the strategic or site specific merit of the Planning Proposal. Rather, it requires amendments to the proposed planning controls in response to the conditions of the Gateway Determination.

The Revised Planning Proposal has been prepared to address the conditions of the Gateway Determination, namely the findings of the TMAP and urban design testing of the proposed Masterplan. In addition, although not strictly required, this report confirms the Revised Planning Proposal is consistent with contemporary strategic planning documents including the *Greater Sydney Region Plan* and *Central City District Plan*.

Current Planning Controls

The Site is currently zoned *IN1 General Industrial* under the provisions of the PLEP 2011. The current planning controls for the Site include a 12 metre height limit, a maximum floorspace ratio of 1:1 and an Acid Sulfate Soils Classification of 5.

The Site also contains a local heritage item for the landscaping (including millstones and firefighting equipment at the former Reckitt Site) along Wharf Road (I311).

Proposed Planning Controls

The primary purpose of this Planning Proposal is to rezone the Site to a range of business, mixed use and residential zones to facilitate the urban renewal of the Site as follows:

- B2 Local Centre
- B4 Mixed Use
- R4 High Density Residential
- RE1 Public Recreation
- SP2 Infrastructure (Educational Establishments)

The Proposal also seeks more appropriate built form controls, seeking a new maximum height limit of 70 metres when measured from natural ground level (18 storeys), with a floorspace ratio of 1.85:1.

The Proposal will also nominate minimum areas to encourage non-residential uses within the B2 – Local Centre zone.

The Proposal also proposes to insert *Design Excellence* provisions for the Site and Site specific DCP provisions to provide certainty and guide future development outcomes. The current acid sulphate soils classification and mapping is proposed to remain unchanged.

It is proposed to maintain the current local heritage listing in the PLEP 2011 subject to the recommendations in the Heritage Report seeking to amend the listing details within the instrument covering the remnant mature trees be revised to more accurately describe the location of the heritage items (including the 2 moveable items), should they be retained on Site.

Northern Structure Plan (adopted by Council)

On 12 December 2016, Council adopted the ***Melrose Park Northern Structure Plan*** for the land north of Hope Street (bounded by Victoria Road, Wharf Road, Hope Street and Hughes Avenue) in accordance with the *Parramatta Employment Lands Strategy 2016* subject to amendments.

The Northern Structure Plan sets out the broad pattern of land uses to deliver the sustainable environmental management of the Site and suitable infrastructure provision accompanies the Proposal.

The Northern Structure Plan demonstrates the immediate and broader public benefits associated with the transformation of this former industrial land to a contemporary urban village with residential, open space and employment areas capacity of providing up to 1,478 - 1,873 jobs on the Site.

The revised economic assessment prepared by AEC finds that the number of direct jobs has increased as a result of the revised Planning Proposal. The Proposal will provide 1,538 – 1,932 direct jobs on the Site.

The Northern Structure Plan is based on the following 6 guiding principles:

Strategic context

This report demonstrates that the Site is strategically located to deliver world class urban renewal supported by a comprehensive evidence based specialist reports to support the goals and Directions in *A Plan for Growing Sydney 2014* and Councils strategic planning framework.

Urban renewal in the right location

Located close to strategic transport corridors (Victoria Road) combined with single ownership, new transport initiatives and broader public benefits.

Creating new employment opportunities

Opportunity to revitalise and retain an existing workforce which has largely vacated the Site, with a contemporary urban renewal with new employment opportunities, including a new local centre to support the local community.

Creating new communities

World class place making following an internal design competition to ensure the Northern Structure Plan and guiding principles deliver high quality built form and large areas of public open space for new healthy communities.

Connected urban renewal

Best practice in sustainability, re-connecting to the Parramatta River and providing future opportunities to connect to Sydney Olympic Park.

Well-mannered and environmentally conscious

Tailoring a Proposal to reduce the scale at the interface with neighbours, rationally distribute traffic to minimise impacts, incorporate measures to reduce car reliance and comprehensive consideration of environmental impacts and considerations affecting the Site.

Statutory Context and Guidelines

This Planning Proposal is prepared in accordance with Section 3.33 of the EP&A Act, which requires:

- (a) a statement of the objectives or intended outcomes of the proposed instrument,
- (b) an explanation of the provisions that are to be included in the proposed instrument,
- (c) the justification for those objectives, outcomes and provisions and the process for their implementation (including whether the proposed instrument will give effect to the local strategic planning statement of the council of the area and will comply with relevant directions under section 9.1),
- (d) if maps are to be adopted by the proposed instrument, such as maps for proposed land use zones; heritage areas; flood prone land—a version of the maps containing sufficient detail to indicate the substantive effect of the proposed instrument,
- (e) details of the community consultation that is to be undertaken before consideration is given to the making of the proposed instrument.

This report has also been prepared in accordance with the provisions of the DP&E's *A Guide to preparing Planning Proposals October 2012*.

The report is also accompanied by a comprehensive range of specialist expert reports to support the proposed new planning regime for the Site. These reports have helped guide the Proposal to ensure it maximises the opportunities for benefits delivered with the Site, responds to its existing environmental constraints as well as ensuring that the future use as a mixed use Precinct will have acceptable impacts on the environment, infrastructure and surrounding development/communities.

3.1 Consultation

The project team has undertaken consultation (at varying degrees of detail) with the following state agencies and key stakeholders during the preparation of this report.

- The City of Parramatta Council
- DP&E
- Greater Sydney Commission
- The City of Ryde Council
- Transport for NSW (TNSW) / Roads and Maritime Services (RMS)
- Department of Education and Communities / Melrose Park Public School
- Adjoining landowners and existing occupiers of the Site

Further consultation including a community engagement program will be undertaken following Gateway determination as part of the formal public exhibition.

PAYCE proposes to work in collaboration with Council, the Melrose Park community and Ryde City Council. Consultation will be supported by communications and information distribution, encouraging full community participation in the process.

Community and stakeholder engagement are essential parts of successful and sustainable urban development. PAYCE has built a reputation around engaging with local communities in the delivery of urban renewal projects, with recent projects including Wentworth Point, Riverwood and Victoria Park.

3.2 Project Objectives and Team

This report is the result of an evidence based and comprehensive assessment of the existing constraints and opportunities of the Site. The project objective is as follows:

The successful transformation of a largely disused industrial site to a world class urban renewal precinct providing high quality and affordable residential housing with a renewed & connected local workforce with exceptional parklands and public benefits for new and existing communities to support a Greater Parramatta and Western Sydney.

An expert project team has been formed for the Planning Proposal as follows:

Discipline	Consultant
Urban Planners	Keylan Consulting
Urban Design	Allen Jack + Cottier
Landscape Design	Turf
Heritage	Geoffrey Britton
Transport and Traffic	AECOM + Jacobs + GTA
Economic Analysis	AEC Group
Retail Analysis	Leyshon Consulting
Community Engagement/Facilities	Elton Consulting
Social Impact Assessment	Urbis
Land Capability/Geotechnical	Coffey
Stormwater, Flooding & Sustainability	Northrop
Site Contamination	GHD
Noise Impact	Acoustic Logic
Flora & Fauna	UBM Ecological Consultants
Infrastructure and servicing	Northrop
Land Survey	LTS Lockley
Visual	Virtual Ideas
Project Manager	M Projects

Table 3: Project Team

All of the above consultant reports have been reviewed in response to the Gateway Condition to inform the Revised Planning Proposal. As a result the following reports have been updated:

- Urban Design and Landscape Report and Masterplan
- Transport and Traffic analysis – TMAP
- Economic Impact Assessment
- Retail Analysis
- Community facilities
- Social Impact Assessment
- Visual

3.3 Report Structure

The format of this report is as follows:

Section	Description
Section 1 – Public Benefits	This section outlines the broader economic, social and physical benefits to the broader community both directly and indirectly resulting from the Proposal and staging.
Section 2 – The Case for Change – Transformation of Melrose Park	This section outlines the case for change driving the transformation of Melrose Park.
Section 3 - Introduction	This section provides an introduction to the Site including background, consultation, project objectives and team.
Section 4 - The Site and Locality	This section provides a detailed description of the Site in terms of the broader context as well as detailed Site characteristics.
Section 5 –The Living City	This section provides an outline of key initiatives including housing affordability, transport connectivity and delivery of a new digital precinct.
Section 6 – Opportunities and Constraints	This section outlines analysis of the opportunities and constraints identified for the Site.
Section 7 – Strategic Planning Context	This section outlines the relevant legislative context with key state and local planning legislation and relevant strategies.
Section 8 – Melrose Park Northern Structure Plan	This section outlines the Melrose Park Northern Structure Plan and Masterplan including key design principles, future landuses, precincts, indicative yields, built form controls and landscape and open space for the Site.
Section 9 – The Planning Proposal	This section provides a planning assessment of the Proposal in response to the DP&E's Guidelines.
Section 10 – Community Consultation	This section outlines proposed community engagement approach and project timeline.
Section 11 – Conclusion	This section provides a summary of the Proposal and next steps to progress to public exhibition.

4. The Site and Locality

4.1 Site Description and History

The Site is located in the suburb of Melrose Park within the Parramatta Local Government Area (LGA) on the boundary of Parramatta and the City of Ryde LGA. Melrose Park is largely characterised by established detached dwelling houses and industrial uses.

The Site is located to the east of the Ermington (Parramatta LGA), north of the Parramatta River and west of the suburb of West Ryde (Ryde LGA).

The Site contains a number of separate parcels of land and is known as 38-42, 44 and 44A Wharf Road, Melrose Park. The total Site area is approximately 25ha, which is legally described as:

- 38-42 Wharf Road (Lot 10 DP 1102001)
- 44A Wharf Road (Lot12 DP 787611)
- 44 Wharf Road (Lot 2 DP 128544, Lot 6 DP 232929, Lot 11 DP 787611, Lot 1 DP 127769)

The Site has dimensions of 477 metres to the north adjoining 657 – 661D Victoria Road and 4-6 Wharf Road, 497 metres to the east fronting Wharf Road, 360 metres to the south fronting Hope Street, 402 metres to the west (at the rear of properties fronting Hughes Avenue) and 12.4 x 2 (including house blocks) metres of direct frontage to Hughes Avenue.

Formerly a Government Wharf, Melrose Park was where timber and produce were embarked for the Sydney market. Wharf Road was considered vital to the economic vitality of the early Sydney colony, being located between the important hubs of Parramatta and Sydney Cove.

Once the Government Wharf was constructed at the end of Wharf Road, it was used for the transport of produce and timber along the Parramatta River. In the late nineteenth century the Wharf was also used for the shipment of blue metal from the Pennant Hills Quarry.



Figure 8: Early image of bullock train hauling logs down Wharf Road (Source: AJC)

The Site includes Heritage Item 311, which is identified in the PLEP 2011 with frontage to Wharf Road, Melrose Park and northern frontage to former Bartlett Park. It is important to note this does not relate to any Aboriginal significance or early development of the Site but landscaping associated with more recent industrial development.

The southern side adjoins the former Reckitt Benckiser site while the western side adjoins other industrial premises off Hughes Avenue. The northern and southern parts of the Site area are dominated by typically older large plate industrial manufacturing and warehouse buildings with the eastern edge having a generous setback from Wharf Road. This eastern frontage is where the majority of plantings are located. A Heritage Impact Assessment has been undertaken for the Site by Geoffrey Britton which makes the following observations:

...Overall the industrial Site landscape is partly unified through its use of Australian native plant species though there are also many exotic species present ...

... A more unusual, dominant tree to the rear of the Pfizer Australia Site is a Cook Island Pine ... that, despite its Gondwanan affinities, could be regarded as an exotic also – at least no more a locally indigenous species as most of the other Australian species used along Wharf Road ...

... About half way along the frontage to the Reckitt Benckiser Site there is a pair of substantial sandstone millstones mounted on a circular steel plate and concrete foundation... Close by a vintage mobile fire pump is fixed to a concrete slab ...While not included within the designated heritage Item 311 Site area, these two moveable heritage items are clearly of cultural significance warranting proper conservation actions ...



Figure 9: Aerial photograph of the Site with heritage Item 311 area indicated in blue, with star indicating approx. location of moveable heritage items (Source: GB Report 2016)

Maps indicating the Site are detailed in the Figures below.

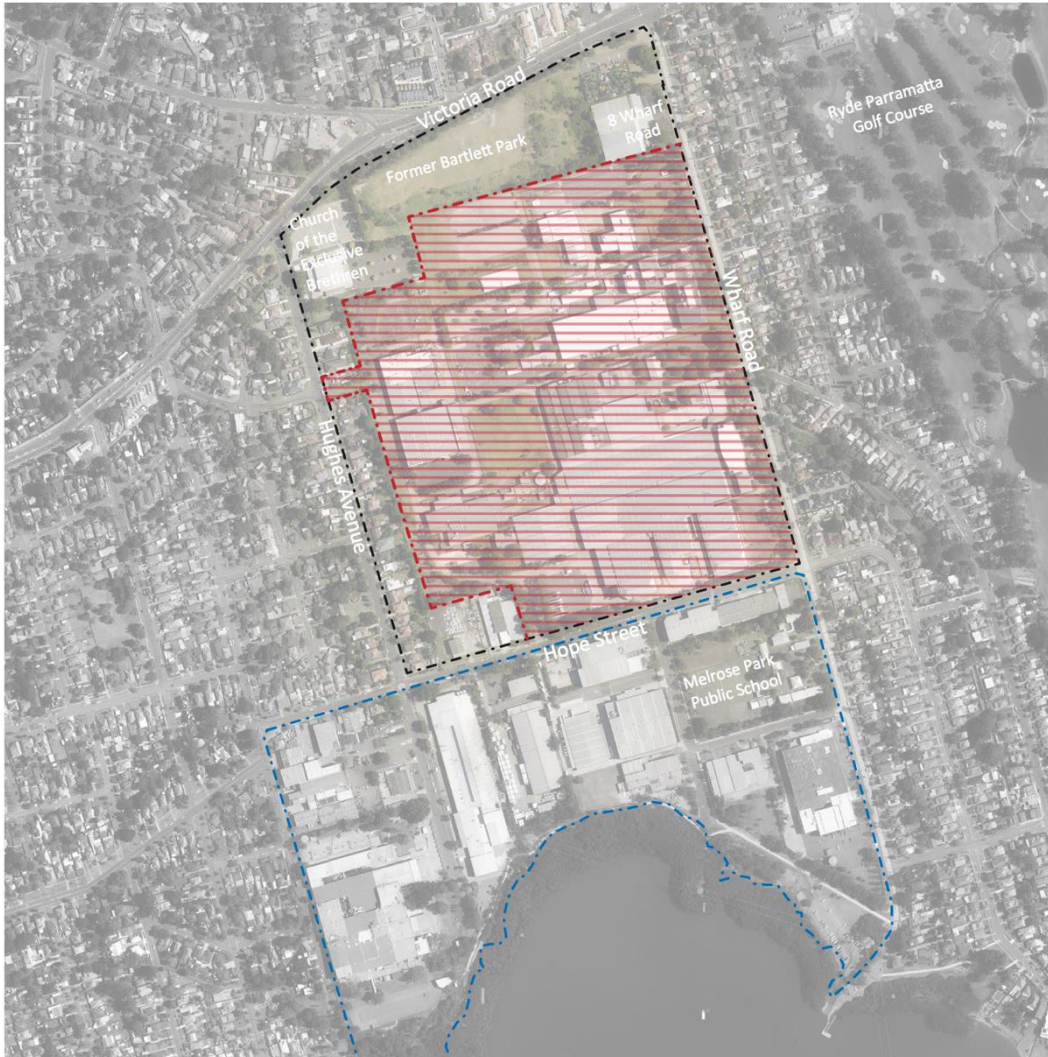
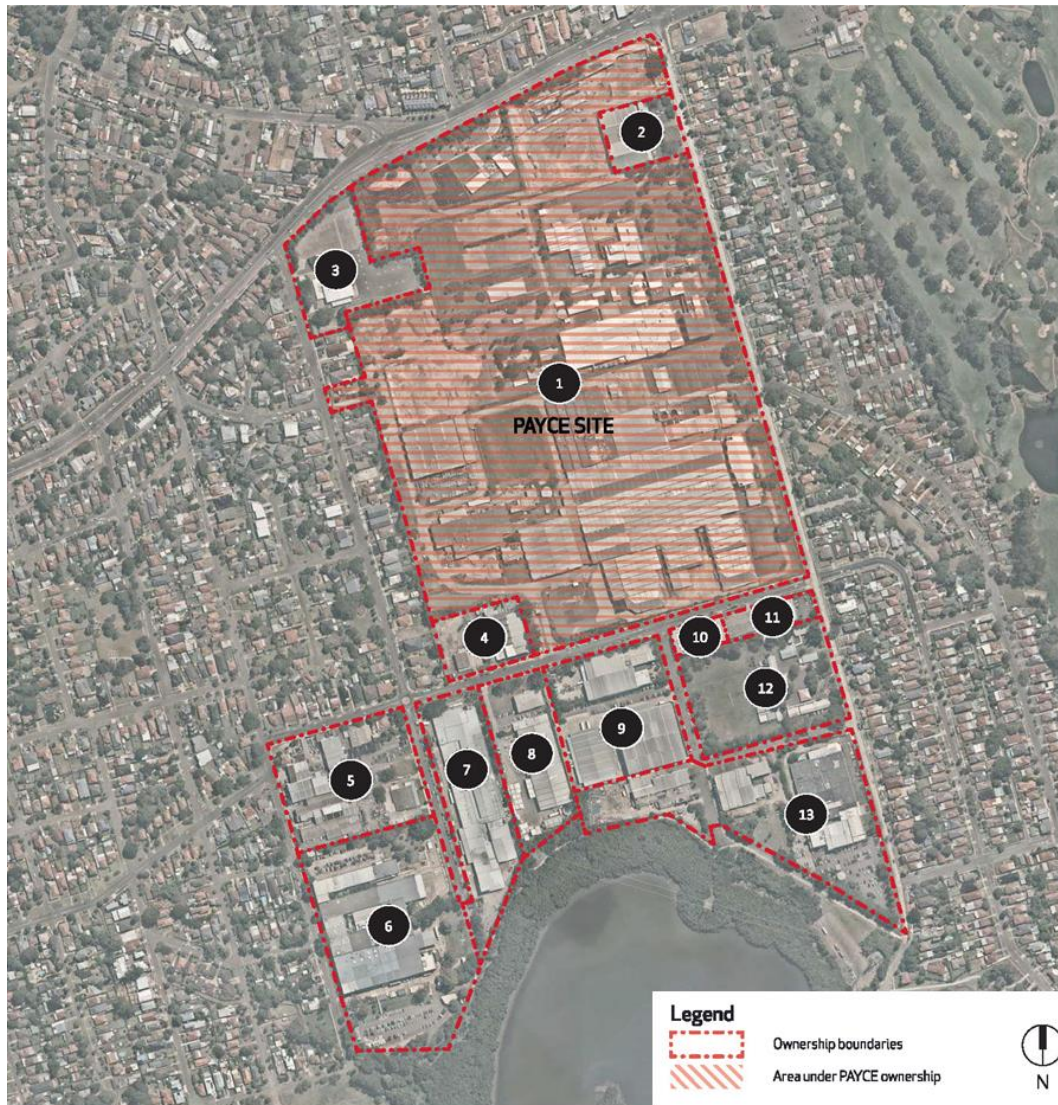


Figure 10: The Site, including the area subject to the masterplan hatched (Source: AJC 2016)



Ownership North of Hope St:

1. PAYCE
2. Obed-Edom Pty Ltd
3. The Ermington Gospel Trust

Ownership South of Hope St:

4. Various Owners (x16)
5. Glaxosmithkline Australia Pty Ltd
6. George Weston Foods Limited
7. Melrose Park Transport Pty Ltd
8. The Trust Company Limited (Goodman)
9. Various Owners (x4)
10. West Ryde Properties Pty Limited & National Office Assist Pty Limited
11. Melrose Park Public School
12. 112 Wharf Road Pty Ltd (Holdmark Property Group)

Figure 11: The Melrose Park Precinct ownership UPDATE (Source: AJC 2019)

4.1.1 Local Context

The Site adjoins low density residential housing to the east along Wharf Road, leading to a boat ramp and Wharf to the Parramatta River. Industrial uses are located along Hope Street as detailed in site photos below.



Figure 12: Wharf Road - low density housing (Source: AJC)



Figure 13: Wharf Road - with surrounding housing (Source: AJC)



Figure 14: Industrial development in Hope Street (Source: AJC)



Figure 15: Industrial development in Hope Street (Source: AJC)



Figure 16: Hope Street frontage (Source: AJC)



Figure 17: Existing cycleway (Source: AJC)



Figure 18: Existing facilities adjoining boat ramp (Source: AJC)



Figure 19: Existing car park area for boat ramp (Source: AJC)



Figure 20: Existing boat ramp and wharf (Source: AJC)

4.2 Regional Context and Key Linkages

The Site is located in close proximity to Victoria Road, identified as a key strategic transport corridor between Parramatta CBD and Sydney CBD. The Parramatta CBD is approximately 6km west from the Site.

The immediate locality is characterised as low density residential development to the east and west with the remainder of the Melrose Park Industrial Area to the south.

The Site is located approximately 2.5km away from Meadowbank and West Ryde Railway Stations and approximately 2km away from the nearest village/small village on Betty Cuthbert Avenue in Ermington.

The West Ryde Town Centre is also located close by (approximately 2.5km), which offers a larger mix of retail, commercial and community uses.

Sydney Olympic Park and its associated open space, sport, recreation and entertainment facilities are easily accessed by car from the Site (15 minute drive), however, currently less accessible by public transport.

The Parramatta LGA is one of the fastest growing areas in the Sydney Metropolitan Region and will continue to experience significant growth. The population of Parramatta LGA is projected to grow from about 175,000 in 2011 to about 209,000 in 2036, an increase of some 34,000 people or 19% population growth (The City of Parramatta Council, 2013).

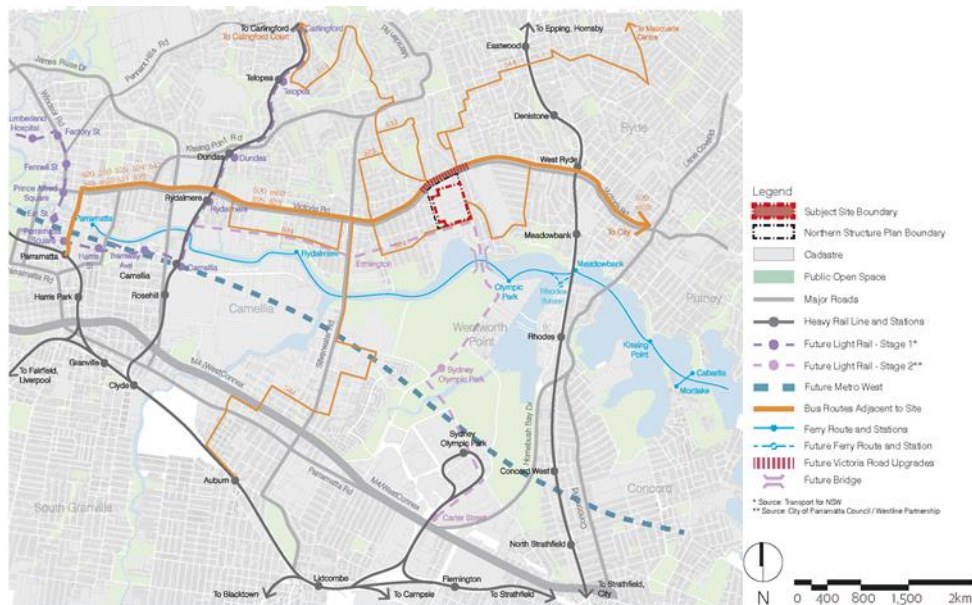


Figure 21: Key Regional Linkages (Source: AJC 2019)

4.3 Characteristics of the Site

4.3.1 Built Form

The Site seeks to consolidate a number of existing parcels. As shown in the detailed land survey by LTS Lockley, the Site contains a number of buildings and built improvements.

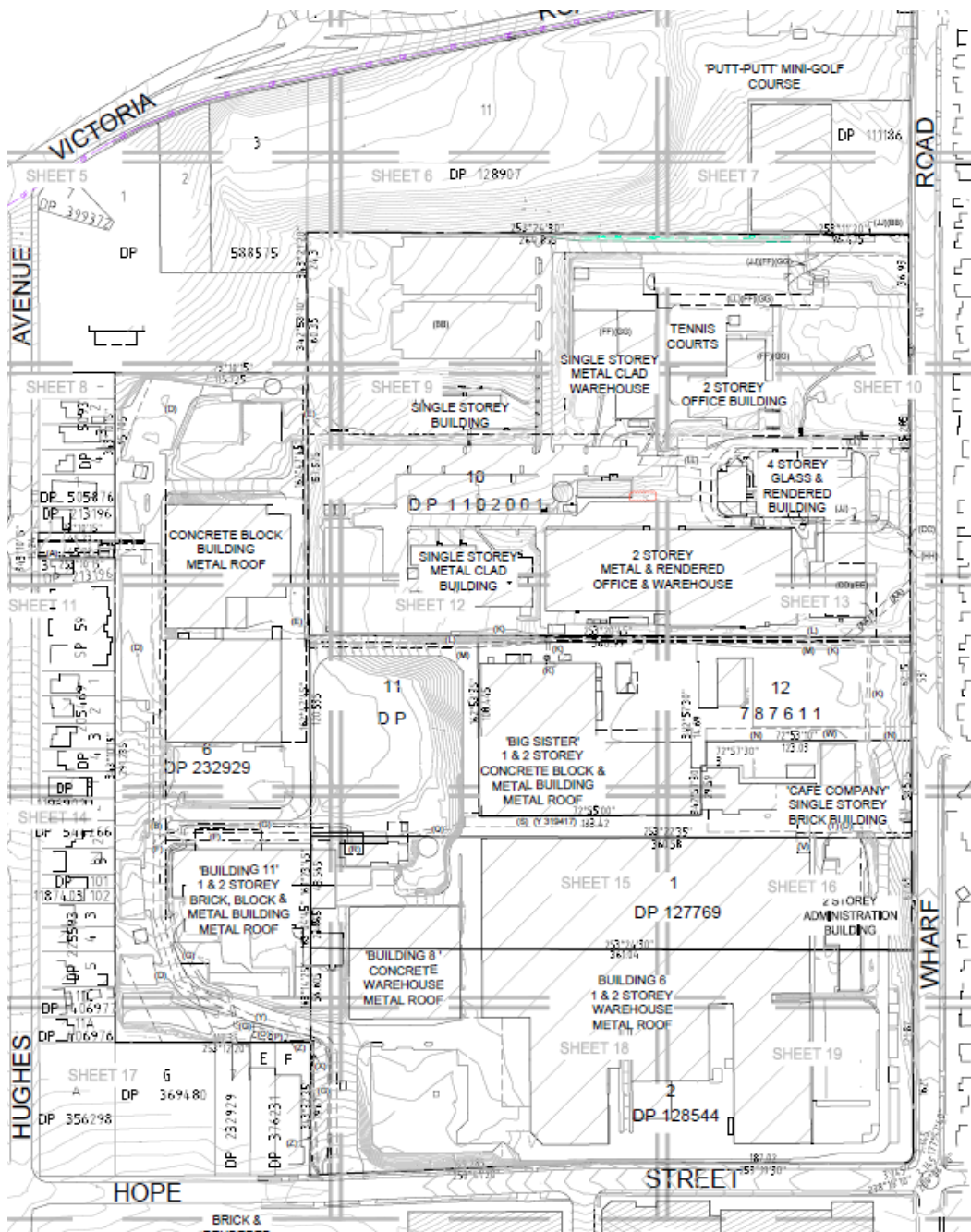


Figure 22: Existing Buildings on the Site Dec 2014 (Source: LTS Lockley 2016)

The Site contains the following buildings (generally from north to south):

- Lot 10, DP 1102001 (northern portion to Wharf Road): 6 buildings ranging from 1 – 4 storeys, masonry, block and glass, with tennis courts to the north
- Lot 6, DP232929 (west, adjoining Transmission lines): Two buildings, 1-2 storeys in height;
- Lot 11 and 12, DP 787611 (Wharf Rd): 1-2 storey factory/warehouse building and 1 storey Café building
- Lot 1, DP 127769 (Wharf Road): 2 storey administration building
- Lot 2, DP 128544 (Wharf Road and Hope Street): two warehouse buildings, 1 storey and 1-2 storeys in height.



Figure 23: Transmission lines on Site looking south (Source: AJC)



Figure 24: Transmission lines on Site looking north (Source: AJC)



Figure 25: Views across the Site to the east (Source: AJC)



Figure 26: The Site looking east to Wharf Road (Source: AJC)



Figure 27: Existing Pfizer building looking north (Source: AJC)



Figure 28: An entrance at Wharf Road (Source: AJC)



Figure 29: Existing industrial buildings on Site (Source: MWC)



Figure 30: Existing industrial buildings at Wharf Rd (Source: AJC)



Figure 31: Existing buildings Hope Street (Source: AJC)

4.3.2 Services

A report regarding services on and to the Site has been provided by Northrop (Attachment 15). This report outlines easement constraints and assesses the capacity of the services.

There are numerous easements protecting existing services and public assets across the Site, as detailed on the land survey by LTS Lockley. There are stormwater assets within and surrounding the Site, including a stormwater easement across the middle of the Site.

The Site is largely covered by buildings and concrete/paving with approximately 70-80% of the Site being impervious. In terms of stormwater, there are two overland paths traversing the Site. Northrop estimates that 60-70% of stormwater leaves the Site.

There is an existing 900mm sewer main located through the middle of the Site, which is protected by easement and is a significant piece of Sydney Water infrastructure.

In terms of potable water, there are no known water easements or bore licenses affecting the Site. Water mains ranging from 110mm - 1.2 metres exist in Hope Street and Wharf Road.

There are gas services available to the Site (to the south and west).

The Site is well serviced by Electric Hybridity, with 9 sub-stations (owned by Endeavour Energy) currently across the Site. There are high voltage overhead transmission wires (132kV), owned by Ausgrid, along the western portion of the Site.

The Site is serviced by telecommunications infrastructure (Telstra, Optus & Vodafone). A telecommunications mobile tower is located in the south-western corner of the Site. There is an easement associated with the tower and conduits.

4.3.3 Topography

The Site slopes down from the north to the south, as would be expected being on the northern side of a valley draining to the Parramatta River.

The overall fall across the Site is significant, with the north-western corner being at approximately 31.6 metres Australian Height Datum (AHD) and a low point of approximately 10.2 metres AHD in the south-eastern corner.

The levels vary across the Site, with a fall of approximately 3.5m down to the east at the northern (top) end of the Site and a fall of approximately 6.5m down to the west at the southern end of the Site, indicating a valley running North East – South West.

However, the natural topography of the land has been significantly altered by retaining walls and levelling within the Site, as would be expected in making the Site functional for light industrial and commercial purposes.

The land survey contains 19 detailed sheets and details the levels, contours, built improvements and retaining walls across the Site.

4.3.4 Vegetation

As detailed in the Flora and Fauna report by UBM Ecological Consultants (Attachment 14), the development and clearing of the Site has resulted in little remaining remnant vegetation.

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

The Site is not identified on the Natural Resources – Biodiversity Map, nor the Natural Resources – Riparian Land and Resources Map in the PLEP 2011. The report by UBM states:

...(the Site) was landscaped in the early 1950 with a mixture of non-local native trees and shrubs with an exotic understorey of horticultural species. This quasi-native landscaping style was popular in the mid-20th Century when the trend for using 'broadly Australian plants' was at its height. The landscaping on the Pfizer property is well maintained by garden staff, while the other properties appear to have been neglected for some time."

As can be seen from the aerial photos, the majority of existing tree cover occurs along the eastern end of the Site (part of the landscaped setback identified as having heritage significance)...

There is the possibility of some habitat by fauna. Overall, this is likely to be low due to the nature of past development of the Site and lack of overall vegetation.

4.3.5 Flooding

There are no flooding maps in PLEP 2011 and the Site is not known to be flood-affected (noting recent Section 149 Certificates indicate the Site is above the 1 in 100 year mainstream flood level). Consulting engineers Northrop note that the Site is around 300m from Parramatta River and the Site is highly unlikely to be affected by rising river waters.

There are stormwater assets across and surrounding the Site as outlined in a previous section. The redevelopment of the Site provides a significant opportunity to improve water absorption within the Site (and reduce the estimated 60-70% of water leaving the Site) and improve water quality leaving the Site, through appropriate treatment, detention and management of water within the Site.

4.3.6 Contamination

A Contamination Strategy has been completed by Senversa and GHD respectively (Attachment 12). An accredited Site auditor has reviewed the Remediation Strategy prepared by Senversa. This is far more detailed than would ordinarily occur at a Planning Proposal stage. The Site auditor concludes:

The remedial strategy provided by Senversa is a systematic, staged approach that is consistent with the data collection (and assessment) and remediation methods presented in guidelines made or endorsed by the NSW EPA...On the basis of the information and program articulated in Senversa's remediation strategy, the Site can be made suitable for the proposed residential rezoning following completion of all necessary assessment, remediation and validation works.

The work undertaken including early involvement by an accredited site auditor, is consistent with the provisions and guidelines associated with *State Environmental Planning Policy 55 (SEPP 55)* and the *Contaminated Land Management Act 1997*. For the purposes of the SEPP, it is reasonable to conclude that the Site will be able to be made suitable for the proposed uses.

4.3.7 Geotechnical

An initial geotechnical investigation has been undertaken by Coffey (Attachment 10). The Site is not identified as liable to land slip or mine subsidence.

Published geological information indicates that the Site is mainly underlain by Triassic age Hawkesbury Sandstone, with the younger Ashfield Shale extending below the northern extent of the Site. Coffey advises the "Mittagong Formation" is found between the two main geological units, which is typically observed as an interbedded fine grained sandstone and mudstone representing transition beds between the two depositional observed to range from a couple of metres to up to 8m thick, although is not always present.

Observations of excavation within the Site currently indicates shale, with bedrock along Hughes Avenue and Hope Street. From these observations, information associated with other development, Site walkover and nearby borehole drilling, Coffey produced a preliminary geological model (detailed below):

Geotechnical Unit	Description	Indicative thickness
Fill	Where reprofiling of the site has occurred, fill may consist of gravelly clay, with possible sandstone cobbles and boulders. The fill may also include demolition rubble from previous structures on site, such as bricks, tiles, sheeting.	Fill across such a large site is difficult to assess, however, from the site walkover filling of up to 3m was estimated, and may be found at greater depths.
Residual soil	Silty clay and sandy clay, low to high plasticity, likely stiff to hard. Residual soil will be derived from both shale and sandstone bedrock.	Typically found between 0.5m and 2m thick.
Shale bedrock	Shale, grey and dark grey, interlaminated with fine grained sandstone, grading from extremely weathered to, potentially, fresh. Low to medium strength (including the Mittagong Formation bedrock)	Shale bedrock is limited to discrete areas of the site, possibly found up to 10m thick. Likely isolated to the northern and south eastern extents.
Sandstone bedrock	Sandstone, fine to medium grained, likely contains interbeds of mudstone, grading from highly weathered to fresh, typically low to high strength, increasing with depth	To depths greater than the proposed basement level

Figure 32: Preliminary Geological Model (Source: Coffey 2016)

Groundwater information was not specified, although Coffey assessed groundwater was likely within bedrock, at levels likely to accord with Parramatta River. Generally, the shale and sandstone bedrock types have low seepage rates.

4.3.8 Heritage

Aboriginal

The Site is classified as *low sensitivity* with limited potential to contain items of Aboriginal heritage. Geoffrey Britton as part of the heritage report (Attachment 3) makes the following comments in relation to potential Aboriginal heritage:

...There are no known Aboriginal cultural heritage resources relevant to the Melrose Park Site and it is considered unlikely to be, given the nature and extent of past disturbances to the local landscape through many decades of intensive agricultural activity then broadscale industrial development over 50 years...

Based on the above, no further assessment of Aboriginal heritage has been undertaken for the purpose of this report.

European

Part of the Site includes a local heritage item listed as Item 311 on the PLEP 2011, as shown in the Figure below. The heritage item is described as *landscaping (including millstones at Reckitt and a vintage mobile fire pump)* under Item 311 on Schedule 5 of the PLEP 2011 and as having cultural value at a local level.

The assessment undertaken by Geoffrey Britton observed that the heritage item 311 is shown to be several remnant mature trees from the 1960s and 1970s that represent a relatively early use of Australian native plant species in the Site planning and design of large-scale industrial Sites within the Parramatta LGA.

The review confirmed the trees have cultural significance for present and future communities within the Parramatta LGA.

Not only do the remnant plantings mark a significant period in the history of Australian Site planning and design, the trees also make a notable contribution to the local Wharf Road streetscape.

The heritage assessment concluded that subject to several recommendations there is likely to be minimal heritage impact on the LEP listed Item 311 or the two moveable heritage items located nearby at the former Reckitt Benckiser Site resulting from the proposed redevelopment of the Site.

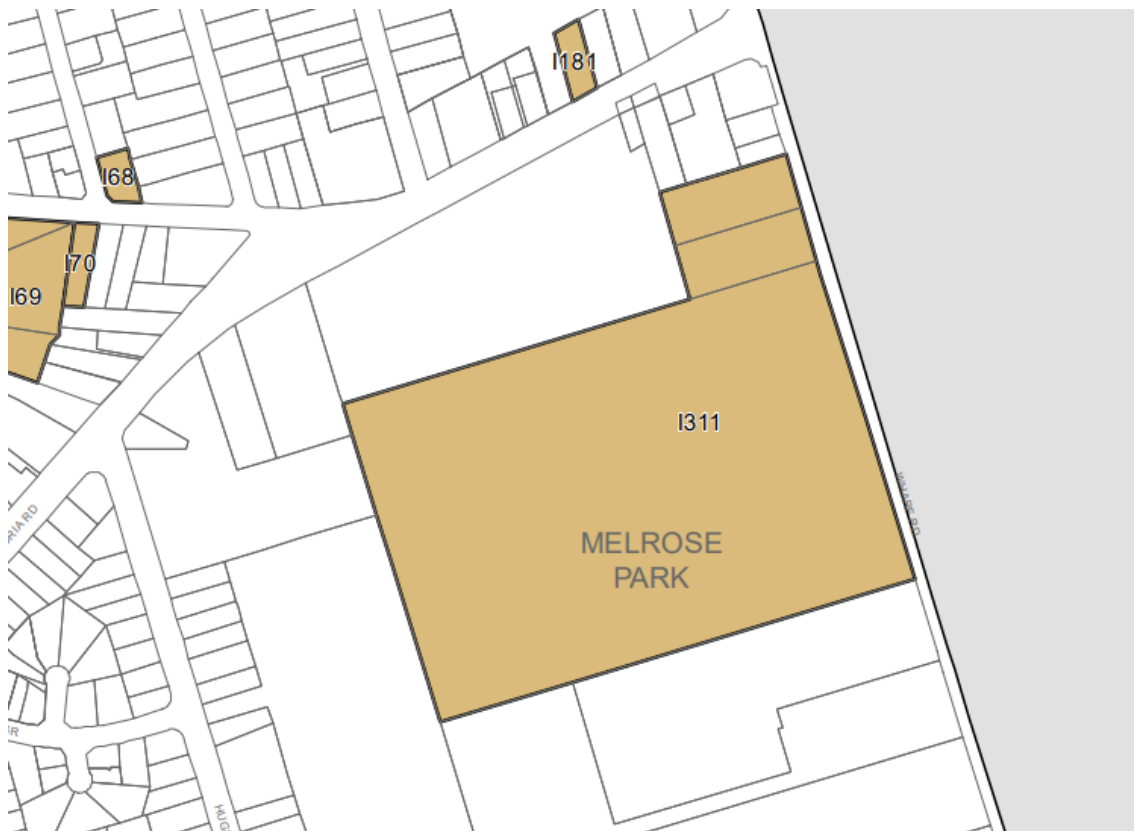


Figure 33: PLEP 2011 Heritage Map (Source: CoP)

5. The Living City

5.1 Housing Affordability

Melrose Park presents a significant opportunity to provide affordable rental housing.

The Revised Planning Proposal now proposes 145 affordable dwellings for key workers. PAYCE proposes to dedicate 20 apartments to Council in perpetuity and 125 apartments will be managed by a registered Community Housing Provider.

This initial provision of affordable rental housing will provide important housing for key workers and lower income earners, which is critical in ensuring new communities and centres are functional and socially responsible.

The commitment of 145 affordable rental housing is predicated on the basis that there is sufficient capacity to provide this quantum of affordable rental housing in the current scheme.

The location of the affordable rental housing is proposed within the Town Centre (above the Town Centre), where there is development capacity, superior access to jobs, services and public transport.

PAYCE are committed to further exploring other initiatives for First Home Buyers as a specific group, including:

- innovative housing products such as 'micro-units'
- equity sharing or shared ownership
- rent-to-buy models

These initiatives will be further investigated with the Local and State Government, provided that appropriate incentives and planning concessions are provided to ensure these are feasible and can be delivered in a timely manner.



Figure 34: PAYCE affordable housing with Evolve Housing in Penrith (Source: PAYCE)

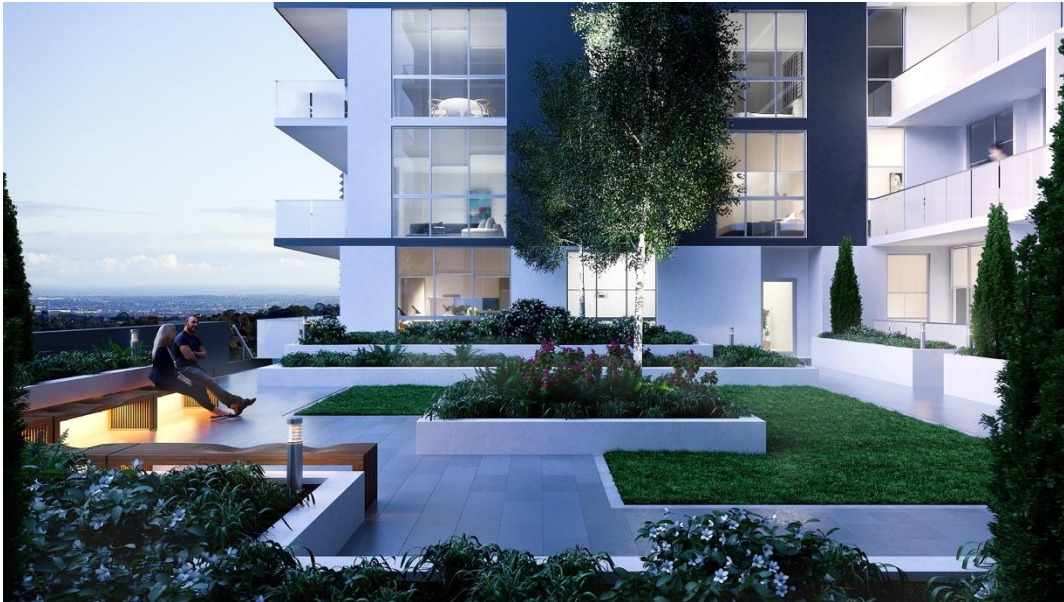


Figure 35: PAYCE affordable housing with Evolve Housing in Penrith (Source: PAYCE)

5.2 Transport connectivity

A Transport Management Accessibility Plan (TMAP) has been prepared in consultation and agreement with Council, TNSW and the RMS. This process was undertaken by a formal Project Coordination Group (PCG) convened by the DP&E comprising representatives from Government agencies and project consultants to oversee the following:

- key project assumptions
- strategic land use and transport outcomes
- planning timeframes
- assess available evidence and model development

The TMAP comprehensively assesses demand management and transport linkages, as well as traffic infrastructure augmentations and considerations in response to the adopted Structure Plan and Planning Proposal for Melrose Park North as well as the aspirations of the re-development of Melrose Park South Precinct.

The TMAP has been developed to encourage and develop initiatives to maximise public transport use. Key issues and findings of the TMAP are discussed in Section 10.3 of this Report. The TMAP builds on the work undertaken by AECOM to support the Planning Proposal.

From a wider perspective, the Site is well-positioned for key connections with the surrounding area, Parramatta and the Sydney CBD.

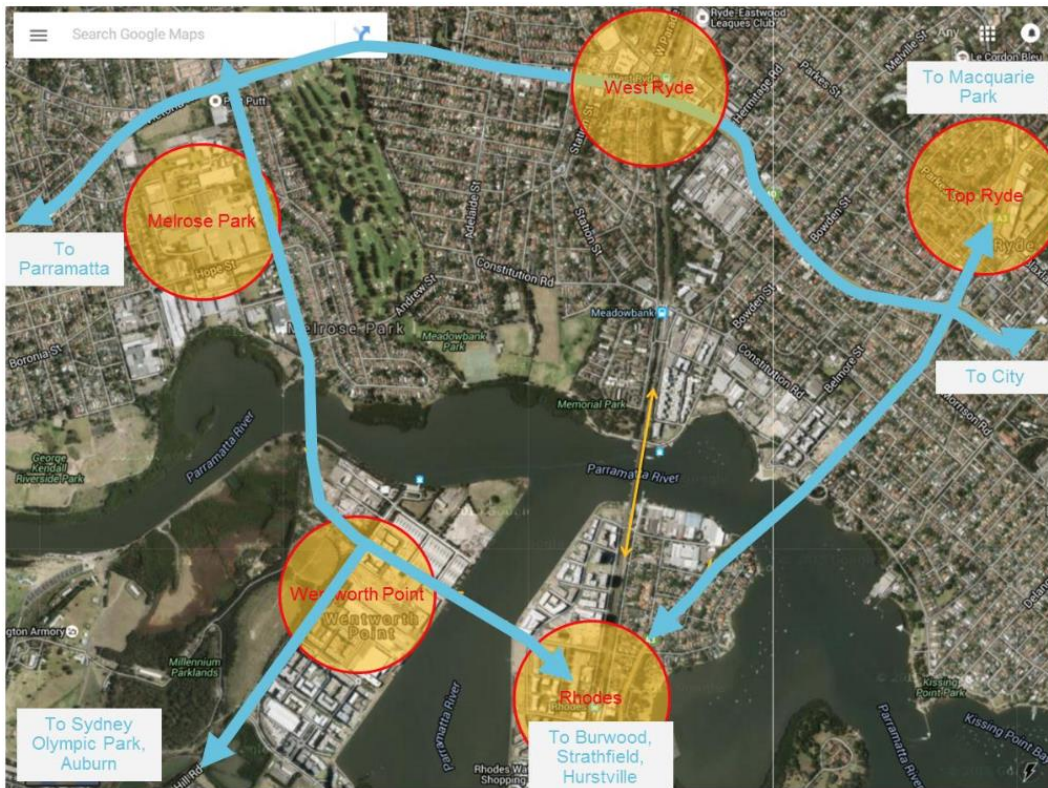


Figure 36: Potential connections to centres including Sydney Olympic Park (Source: AECOM)

The following sections respond to key connectivity considerations and initiatives with the Planning Proposal.

PAYCE is committed to providing and/or contributing to these opportunities. In the long term and in partnership with others, the opportunity exists to connect across Parramatta River via a new bridge. This bridge may be utilised by pedestrian, bikes and potentially buses, including the proposed private shuttle bus network proposed as part of the Planning Proposal.

5.2.1 Victoria Road Transport Corridor

The Site is well-positioned from a broad metropolitan perspective of transport availability and connectivity with its proximity to Victoria Road Corridor. Victoria Road is a strategic transport corridor within 2-2.5km of 2 train stations and is also well positioned to link with ferry services and future light rail.

Infrastructure Australia has identified the Victoria Road Corridor as a future Bus Rapid Transport Corridor in its Infrastructure Priority List released 25 February 2017. This further strengthens the importance of this transport corridor to support urban renewal opportunities such as Melrose Park.

The existing M52 service operates every 5-10 minutes and is approximately 17 minutes to Parramatta CBD and around 50 minutes to the Sydney CBD (prior to any Bus Rapid Transport initiatives).

The importance of Victoria Road is reflected in the *NSW Long Term Transport Masterplan*, where it is one of 46 identified strategic corridors with around 2,095 weekly bus services.

Expanding the capacity of this corridor will rely on improving bus priority and efficiency in the short term, and implementing higher capacity road-based transit in the longer term. The Site, and revised Town Centre location, has excellent access to Victoria Road, identified as a key strategic transport corridor between Parramatta CBD and Sydney CBD. The Parramatta CBD is approximately 6km west from the Site.

5.2.2 Future Parramatta Light Rail

The NSW Government has announced the Parramatta Light Rail project. Stage 1 will connect Westmead to Parramatta and Carlingford via Camellia with a two-way track spanning 12 km, to open in 2023.

The route will link Parramatta’s CBD and Train Station to the Westmead Health precinct, Parramatta North Urban Transformation Program, the new Western Sydney Stadium, the Camellia Precinct, the relocated Powerhouse Museum, Telopea, Rosehill Racecourse and three Western Sydney University campuses. Planning work for Stage 2 of the project from Camellia to Strathfield via Sydney Olympic Park is being developed in collaboration with Sydney Metro West and will provide an important adjunct to public transport infrastructure around the site.

The preferred location of Stage 2 of the light rail network was released in 2017 and would allow connection with the Site if a bridge was provided across Parramatta River to link the Site with Wentworth Point. Stage 2 also provides a framework for extended light rail and option development of future utilisation of Victoria Road for enhanced rapid transport (such as a light rail or evolving transport initiatives).

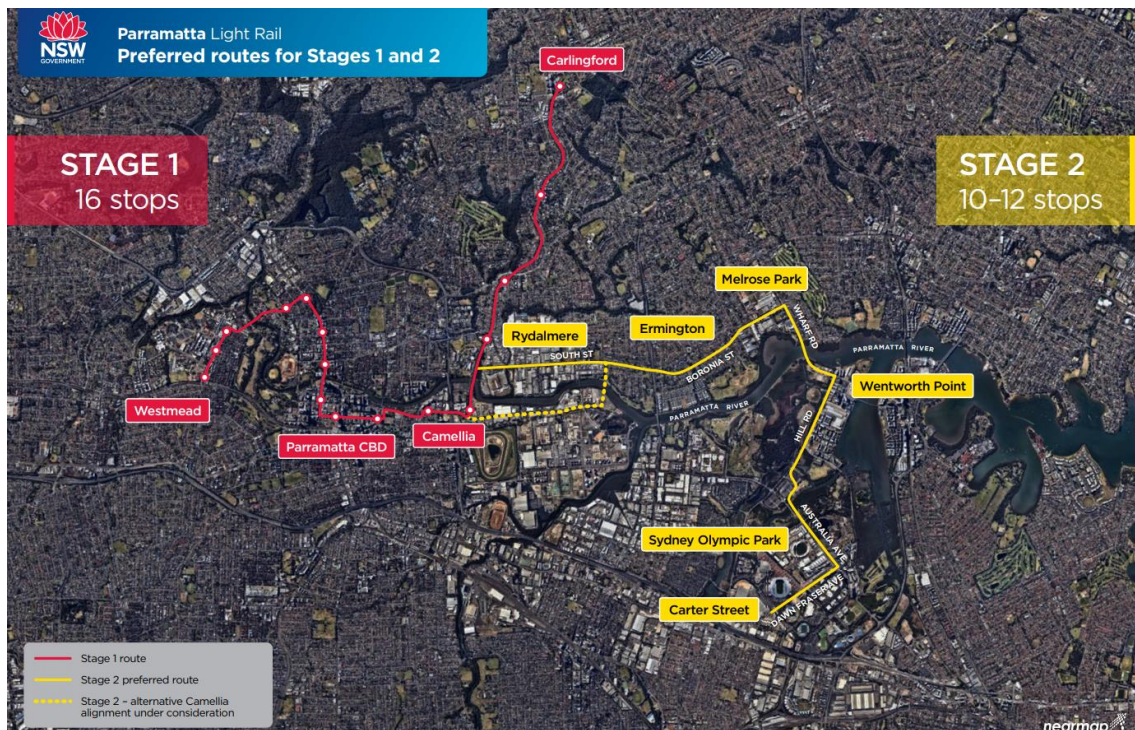


Figure 37: Parramatta Light Rail Stage 1 and 2 (preferred route for Stage 2) (Source: Parramatta Light Rail 2017)

Longer-term options also include a bridge across Parramatta River to Wentworth Point, subject to appropriate commitments to funding. On 2 July 2018, the NSW Government announced it will consider an alternative alignment for a section of the Parramatta Light Rail Stage 2, to proceed along Hope Street and Waratah Street in Melrose Park.

5.2.3 Private Shuttle Bus Service

The development of the Site will be accompanied by the provision of regular and fast private shuttle buses, to augment and connect with the strategic corridor along Victoria Road, and link to other centres, heavy rail and ferries, including Meadowbank Railway Station and Meadowbank Wharf. The service will be owned, operated and funded by PAYCE.

Buses and associated infrastructure will be provided by PAYCE progressively as the development proceeds. A supplier is currently being investigated. The service will be free of charge for the residents and workers of Melrose Park and will be provided for 5 years.

The 2km trip (approximately) takes around 10 minutes and the route will likely run along Andrew Street and Constitution Road, with a bus leaving Melrose Park (the Town Centre) approximately every 7.5 minutes. A route is shown below, while connections with the public transport framework are shown within the Traffic and Transport report by AECOM. Further details on the new service will be investigated and finalised as part of the TMAP.

5.2.4 Internal Bus Service

An internal autonomous Bus Service running from the Town Centre to Victoria Road, is currently being investigated.

The purposes of the internal autonomous bus service will be to transport residents and workers to key areas within Melrose Park, such as the Town Centre, Central Park, Victoria Road Transport Corridor, and residential neighbourhoods within the Site.

It is intended that the Internal Bus Service will improve the overall amenity, connectivity, social aspects and sustainability of the development.

This is considered appropriate given that the distance between Victoria Road and Hope Street is approximately 600 metres with a gradual fall from North to South. The setting will be enhanced by the tree-lined avenue street planting, while the road width design is appropriate for this and other transport initiatives and will also assist in providing services to the community of the Precinct.

5.3 Smart Cities

In August 2015, The City of Parramatta Council adopted the *Smart City Masterplan* to guide the future development of Parramatta as a sustainable city that can respond to and embrace the global digital economy.

The evolution of Smart Cities is supported by the Australian Government through the *Smart Cities Plan* which aims to position our cities to succeed in the 21st Century economy. Smart Cities seek to support productive, accessible, liveable cities that attract talent, encourage innovation and create jobs and growth.

Parramatta’s Smart City Vision is as follows:

Our vision is that Parramatta will be a Smart City that leverages the foundations of good urban planning, transparent governance, open data and enabling technologies that will underpin our position as a vibrant, people-centric, connected and economically prosperous City.

The key strategic objectives of the Proposal align with *Parramatta’s 2038 Community Strategic Plan* as follows:

- Economy – value-adding employment and driving force behind new wealth
- Environment – eco-efficient City that manages/uses City’s growth to improve and protect environment
- Connectivity – City with fast, reliable transport and digital networks that connect people to each other, to information and services they need and to where they need to go
- People & Neighbourhoods - attracts a diversity of people: where people can learn, succeed and find what they need; a City where people live well, get together, belong and reach their potential
- Culture & Sport – provide opportunities to relate to others, City and local area; celebrate cultural & sporting heritage; improve quality of life and drive growth & joy
- Leadership & Governance – inspirational leadership and good governance

The Proposal provides guiding principles to help planning, design and implementation of the Smart City vision. Principles aim to drive continuous improvement in their respective areas. The Proposal also includes a number of *Key Standards* to ensure that data relevant to the City of Parramatta and its residents can be collected and analysed.



Figure 38: Smart City Guiding Principles (Source: COP 2015)

The Melrose Park Northern Structure Plan and Masterplan are built on key foundations of sustainability, liveability and connectivity.

PAYCE are currently preparing a *Framework Document - Melrose Park Vision* and principles for a people-centred smart suburb. This document is being prepared in consultation with The City of Parramatta Council and State and Commonwealth agencies.

The ambition is to transform Melrose Park into a compelling and living *smart suburb* where technology and digital capabilities are at the heart of a place to live and work whose deepest values combine a commitment to people, place and liveability.

This framework document will set out a vision and principles for the development. It will provide guidance for the development partners and provide direction and purpose to the collaboration process. The Vision for Melrose Park is as follows:

Melrose Park will be a world-leading and recognised example of placemaking in which the creative and well-designed use of digital tools and platforms will enable new ways to combine work, leisure, commerce and community for liveability, productivity and sustainability.

PAYCE and Council are currently collaborating with a number of partners, including the University of Technology Sydney, Esri Australia and the Urban Institute, to pilot the use of environmental sensors in the Melrose Park precinct.

The purpose of using a smart integrated sensor network is to better understand and respond to local environment changes as the site develops, by monitoring heat, noise, air quality and stormwater run-off.

The use of smart technology to generate data, coupled with community participation, will aid in actively managing the creation of the new suburb in real time and inform improved development control measures.

The data collected over time and the lessons learnt from this project will inform a Blueprint for Climate Responsive Neighbourhoods that can be applied at other sites in other locations.

Key principles and outcomes include:

- specific functions and activities such as transport, energy, employment, housing and retail
- a series of cross-cutting domains whose impact on the development reflect their pervasive influence across other areas, such as open space, physical and digital infrastructure and urban design and streetscape
- some fundamental principles that guide the development and, together, form an overall philosophy for the project
- informing the design and delivery of a smart liveable new suburb that is cool, clean, quiet and green
- new integrations between a smart city network of distributed environmental sensors and a widely used, advanced GIS system
- more focussed and effective Local Government regulations (based on data)
- a Blueprint for Climate Responsive Neighbourhoods – for scaling the approach to other locations and contexts

PAYCE remains committed to working with Council to ensure that Smart Cities objectives can be realised on the site. The Northern Melrose Park Precinct provides significant and unique opportunity to work in collaboration with Council to integrate Smart City principles into the fabric of built and cultural environment of the Site.



Figure 39: Streetscape Data Management Framework (Source: Northrop)

The creation of 21st century workspaces, integration of digital way finding, private shuttle buses, transport initiatives, community WIFI and infrastructure to support the digital economy will form part of the Melrose Park Masterplan. Specific areas of investigation include:

- examination of the noticeable shift in the *flows* of many of the important attributes of good cities – finance and investment, energy for sustainability, smart mobile and transport systems
- where the built and cultural environment change the way we live with better integration between work, school and play to embrace the 30 minute city strategy within Greater Parramatta
- the ideas and practices of smart cities are manifested in a “sustainable suburb” setting
- prompting a better way to manage and provide assets and services in the councils and surrounding systems of public service provision
- the emphasis on the *social life of the suburb* as well as on some of the other dimensions, including physical, provision of services
- a suburb driven by data for and with the community
- the speed with which learning and feedback from each successive cycle of development and growth – into the next cycle of residents and workers
- allow the Precinct to be recognised as a smart suburb

6. Opportunities and Constraints

An Opportunities and Constraints analysis was undertaken as part of the *Urban Design Report* prepared by AJC (Attachment 2). High level images indicating the opportunities and constraints for the Site in the context of the surrounding locality are detailed below.

This work informed the proposed landuses, and indicative built form and landscape outcomes as detailed in the Northern Structure Plan, Masterplan and Landscape Masterplan for the Site.

Site Opportunities

- single ownership to ensure certainty of delivery of enabling infrastructure, housing, affordable rental housing and future employment opportunities
- opportunity to connect and integrate a previously closed-off industrial site with the existing residential neighbourhood
- opportunity for urban renewal to activate the Site and broader Precinct that is complementary to the existing residential land uses directly adjoining the Site and surrounding context
- investigate improved bus services/connectivity to Meadowbank Rail Station and Wharf
- investigate opportunities for commercial and retail uses to improve the vitality and mix of land uses in the local area
- opportunity for the provision of community facilities
- improved open space and pedestrian accessibility to the Parramatta River and Regional Open Space network
- precinct wide road connections with adjoining landowners
- remediation of existing industrial land
- improved road networks and through site connectivity, including cycleways, between Hughes Avenue and Wharf Road
- opportunity to provide additional public open space and an attractive pedestrian focused street network
- investigate new crossings over the Parramatta River linking Melrose Park to Wentworth Point, Homebush and Rhodes (subject to appropriate funding mechanisms)
- dedication of land for a new public school and playing field
- retain and enhance Heritage landscape along Wharf Road

Site Constraints

- existing low density residential development to the east and west of the Site
- heritage landscape interface along Wharf Road (part of the Site only)
- current capacity and turning movements of existing intersection at Wharf Road/Victoria Road
- existing topography and level changes across the Site
- existing easements for transmission lines

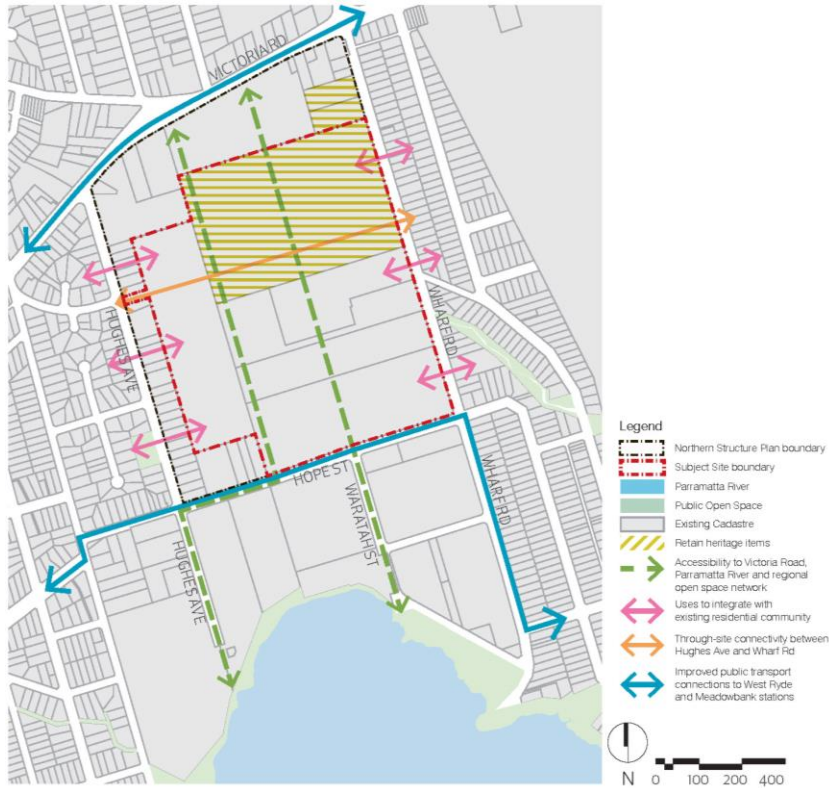


Figure 40: Site Opportunities (Source: AJC)



Figure 41: Site Constraints (Source: AJC)

7. Strategic Planning Context

This Report supports the Revised Planning Proposal in response to the Gateway conditions set out in the Gateway Determination.

This stage of the Gateway process does not require the re-assessment of the strategic or site specific merit of the Planning Proposal. Rather, it requires amendments to the proposed planning controls in response to the conditions of the Gateway Determination.

The Revised Planning Proposal has been prepared to address the conditions of the Gateway Determination, namely the findings of the TMAP and urban design testing of the proposed Masterplan.

Notwithstanding, in order for completeness (although not strictly required) this report confirms the Revised Planning Proposal is consistent with contemporary strategic planning documents including the Greater Sydney Region Plan and Central City District Plan as detailed in Sections 8 and 10 of this Report below.

7.1 Greater Sydney Region Plan

The Greater Sydney Region Plan (Region Plan) outlines how Greater Sydney will manage growth and change in the context of social, economic and environmental matters. It sets the vision and strategy for Greater Sydney, to be implemented at a local level through District Plans. The Region Plan replaces *A Plan for Growing Sydney* as the leading region plan for Greater Sydney.

Melrose Park is strategically positioned close to the Parramatta CBD and the Greater Parramatta and the Olympic Peninsula (GPOP) Economic Corridor– identified for future economic growth.



Figure 42: Melrose Park's strategic location (Source: GSC)

The overriding vision for Greater Sydney in the Region Plan is to rebalance Sydney into a metropolis of 3 unique but connected cities; an Eastern Harbour City, the Western Parkland City and the Central River City with Greater Parramatta at its heart.

Historically, Greater Sydney's jobs and transport have been focused to the east, requiring many people to make long journeys to and from work and other services. The 3 cities vision allows opportunities and resources to be shared more equitably while enhancing the local character we value in our communities.

By integrating land use, transport links and infrastructure across the three cities, more people will have access within 30 minutes to jobs, schools, hospitals and services.

The Region Plan provides broad *Priorities and Actions* which focus on the following 4 key themes:

- Infrastructure and collaboration
- Liveability
- Productivity
- Sustainability

The Greater Sydney Region Plan sets a housing target for the Central City District of 53,500 additional dwellings by 2021 and 207,500 additional dwellings by 2036.

There are a number of Directions and Objectives that are of particular relevance to the Proposal which are addressed in Section 10.3.2 of this Report.

7.2 Central City District Plan

The *Central City District Plan* (District Plan) seeks to manage growth in the context of economic, social and environmental matters in the Central City. It provides the district level framework to implement the goals and directions outlined in the Region Plan for the Central City District.

The District Plan places a significant focus on productivity, including the recognition of the importance of Greater Parramatta and the Olympic Peninsula Area (GPOP) and the protection of industrial and urban services land. The Central City District Plan sets a housing target of 21,650 additional dwellings in the Parramatta LGA by 2021.

The Site has been identified as industrial and urban services land within the District Plan. *Urban services* include a wide range of activities such as motor vehicle services, printing, waste management, courier services and concrete batching plants.

The District Plan places emphasis on the management of industrial and urban services land and classifies this land as either review or retain.

Importantly, the site is located within a 'Review and Manage' region, allowing for flexibility in the use of undeveloped industrial land. The review is required to consider the current level of industrial and urban services land supply, the changing nature of industries and the transformation in the sector due to the impact of changing demand for land.

Critically, the District Plan also recognises that conversion of industrial land to other uses may be appropriate as detailed below (**BOLD** our emphasis):

*...In limited cases, conversion to other uses may be appropriate. In some locations, such as GPOP, specifically Camellia, Rydalmere and Silverwater, the safeguarding of industrial activities will be a starting objective. The Greater Sydney Commission will collaborate with other State agencies and councils and seek input from stakeholders as part of the review. **This approach applies to the Cumberland, The Hills and City of Parramatta** local government areas and the established areas of Blacktown Local Government Area...*

The Planning Proposal comprehensively demonstrates the case for transition of part of the site from the existing industrial zoning to allow a broader range of uses. The Planning Proposal is supported by an evidence-based analysis to deliver:

- significantly increased employment numbers/rates
- higher order employment opportunities supported by residential uses
- significantly higher worker amenity to attract new diverse businesses
- a catalyst project for the transition of employment lands that directly adjoin residential uses
- an innovative solution for a heavily constrained vacant, redundant industrial site

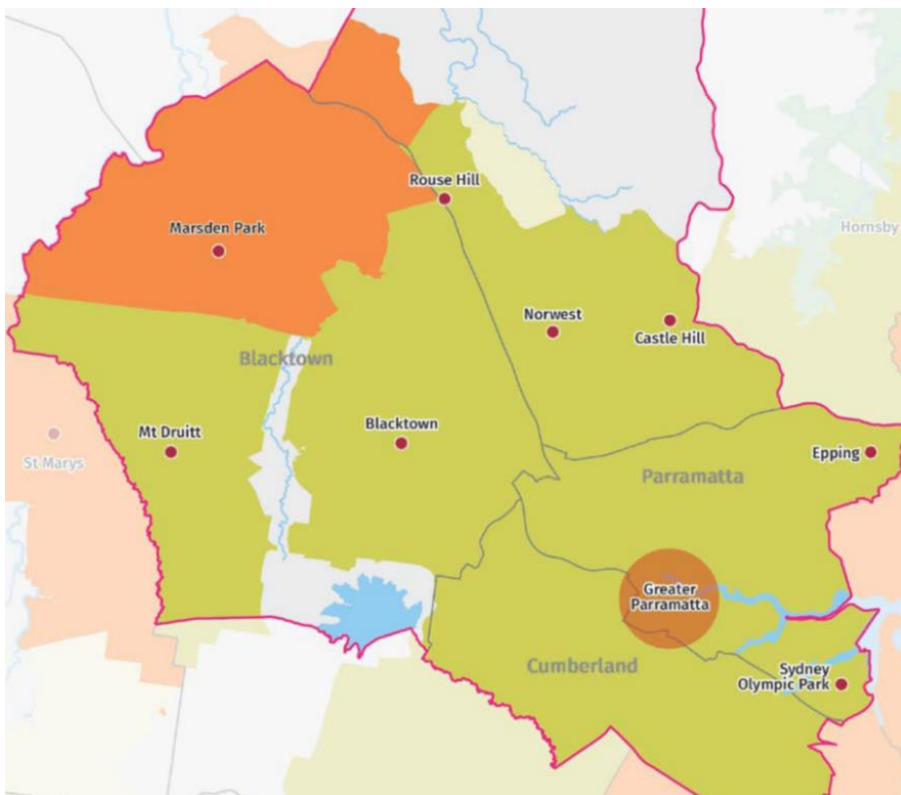


Figure 43: Central City District industrial and urban services land approaches – Parramatta identified in green as review and manage (Source: GSC)

The Revised Planning Proposal is consistent with the District Plan as discussed in Section 10.3.2 of this Report.

7.3 A Plan for Growing Sydney 2014

A *Plan for Growing Sydney* is the Government's former metropolitan strategy outlining key strategy directions for Sydney – covering 41 local government areas across 6 subregions. The Site is located in the Parramatta LGA within the West Central subregion.

The Site is strategically well positioned, located close to Parramatta CBD, Sydney Olympic Park and Rhodes on the edge of the in the *Global Economic Corridor* – identified for future economic growth.

These locational advantages combined with the economic case for change enable the transition of the Site to a more sustainable workforce complimented by a mixed use residential and retail development. An analysis of the Planning Proposal's response to *A Plan for Growing Sydney* is detailed in Section 10.3.2 of this report.

7.4 Draft West Central District Plan

The *Draft West Central District Plan* sets out the 20-year vision for the West Central District, which includes the Blacktown, Cumberland, Parramatta and The Hills Local Government Areas. It provided the district level framework to implement the goals and directions outlined in *A Plan for Growing Sydney*.

The Planning Proposal is consistent with the productivity, liveability and sustainability targets by providing new dwellings, jobs and open space within a connected 30 minute city as detailed in Section 9.3 of this report.

A key element of the Draft Plan is the protection of viable existing industrial lands across Greater Sydney. The Draft Plan prioritises the protection of employment and urban services land by applying a *precautionary approach* to the rezoning of this land for residential and/or retail uses.

Productivity Priority 9: Protect and support employment and urban services land is a relevant consideration in relation to this issue and is detailed below (**BOLD** our emphasis):

Productivity Priority 9: Protect and support employment and urban services land

Employment and urban service lands play a critical role in the efficient and effective function of the District. Owing to the comparative scarcity of this resource, a holistic and precautionary approach to their planning should be undertaken.

*Accordingly, relevant planning authorities should take a precautionary approach to rezoning employment and urban support lands or adding additional permissible uses that would hinder their role and function. **The exception being where there is a clear direction in the Regional Plan (currently A Plan for Growing Sydney), the District Plan or an alternative strategy endorsed by the relevant planning authority.** Any such alternative strategy should be based on a net community benefit assessment (i.e. analysis of the economic, environmental and social implications) of the proposed exception taking into account a District wide perspective in accordance with Action P4.*

Council's adoption of the *Parramatta Employment Lands Strategy 2016* is considered an **alternative strategy** for the purposes of the above Priority. The Planning Proposal undertakes a comprehensive evidence based economic analysis to support the urban renewal of the Site.

7.5 Employment Lands Development Program 2016

The Employment Lands Development Program (ELDP 2016), provides an assessment of the existing and future supply of Employment Lands in the Sydney Metropolitan and Central Coast Regions.

This follows consultation with stakeholders, audit and refinement of the DP&E's existing data bases on employment lands.

The ELDP reports on key trends in terms of demand and supply and is used to assist in formulation of key strategy planning policy documents. The AEC report (Attachment 5) makes the following comments:

... the stock of employment lands below compares total stock, as well as the split between developed and undeveloped employment lands between January 2015 and January 2016 by the six districts. The table demonstrates that the West Central Subregion (where the Precinct is located) contains a total of 5,452ha of employment lands. As a proportion of the West Central subregion's total industrial lands, Parramatta LGA accounts for approximately 10% or 563.5ha (DP&E, 2016)...

7.6 Future Transport Strategy 2056

The *Future Transport Strategy 2056* (Transport Strategy) acknowledges the vital role transport plays with regards to land use, tourism and economic development. The Strategy is supported by a suite of plans to achieve a 40-year vision for transport in NSW to cater for the estimated increase in population to 12 million by 2056.

The TMAP prepared for Melrose Park has recognised the transport planning initiatives described in the Transport Strategy. The TMAP provides a framework for the implementation of a range of sustainable transport outcome for the Melrose Park structure plan.

The package of transport infrastructure and services proposed and assessed in the TMAP can accommodate the Melrose Park development yields and regional transport requirements as defined in the Transport Strategy.

7.7 Long Term Transport Masterplan

The *NSW Long Term Transport Master Plan* (the Plan) was published in December 2012 and outlines the strategic directions for transport in NSW.

The Plan recognises that transport planning is closely aligned with and related to land use planning. To improve public transport usage, reduce congestion and improve liveability of Sydney, the Plan supports transit-oriented development throughout the metropolitan area. This includes provision of higher density development and employment opportunities to support efficient use of public transport services and corridors. The Proposal is consistent with this key strategic policy direction.

The need to support Sydney, as a global city, through transport infrastructure improvements to facilitate growth, prosperity and efficient movement of people and goods is recognised by the Plan. In Sydney, 46 demand corridors connecting Sydney's many centres and peak trip generators are identified, including the Victoria Road corridor that provides connection between Parramatta and Sydney CBD.

The Victoria Road corridor is one of the constrained corridors in the region, requiring extra capacity in the future. Expanding the capacity of this corridor will rely on improving bus priority and efficiency in the short term and deploying higher capacity road-based transit in the longer term.

The Plan is supported and augmented by other specific Plans relating to public transport modes: rail, buses and ferries, (Sydney’s Rail Future December 2012, Sydney’s Bus Future December 2013 and Sydney’s Ferry Future May 2013). These documents and relevance for the Site are outlined in the *Traffic and Transport Study* by AECOM (Attachment 4).

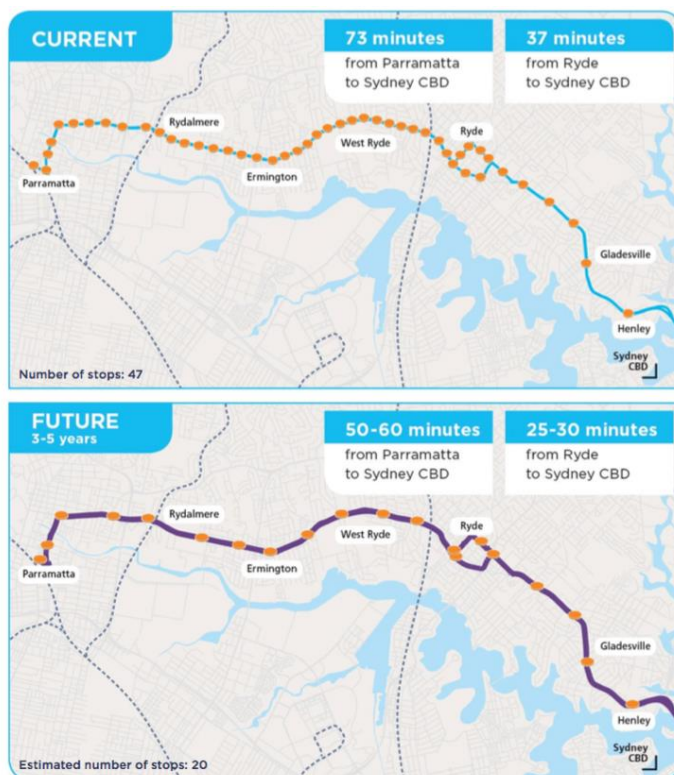


Figure 44: Current and future rapid bus routes: (Source: TNSW)

In summary, the additional investment in rail will assist in a modal shift away from cars (further assisted by a fleet of private shuttle buses from the Site to be provided by the developer). Bus investment in Victoria Road (including an additional 40 services, more bus priority and less stops) will assist in both bus service use and travel times.

7.8 Light Rail

Light Rail has the potential to play a greater role in Sydney’s future transport network, particularly in cross-regional connections to augment other public transport infrastructure and provide greater utilisation of limited road and corridor space for a growing Sydney.

The *NSW Long Term Transport Master Plan* nominates strategic transit network corridors to be considered for bus rapid transit or light rail. The NSW Government shortlisted four potential routes for a new light rail line for Parramatta and Western Sydney.

The four proposed routes were:

- a) Parramatta to Macquarie Park via Carlingford
- b) Parramatta to Castle Hill via Old Northern Road
- c) Parramatta to Bankstown
- d) Parramatta to Sydney Olympic Park and Strathfield/Burwood.

The Government recently announced that Stage 1 will connect Westmead to Parramatta and Carlingford via Camellia with a two-way track spanning 12 kilometres, to open in 2023. The route will link Parramatta's CBD and Train Station to the Westmead Health precinct, Parramatta North Urban Transformation Program, the new Western Sydney Stadium, the Camellia Precinct, the relocated Powerhouse Museum, Telopea, Rosehill Racecourse and three Western Sydney University campuses.

Planning work for Stage 2 of the project from Camellia to Sydney Olympic Park via Melrose Park is being developed in collaboration with Sydney Metro West and will provide an important adjunct to public transport infrastructure around the Site.

The preferred location of Stage 2 of the light rail network will allow connection with the Site if a bridge was provided across Parramatta River to link the Site with Wentworth Point (subject to funding). Stage 2 also provides a framework for extended light rail and option development of future utilisation of Victoria Road for enhanced rapid transport (i.e. extension along Victoria Road).

Any light rail route that serves the surrounding area will increase available transport options. The Planning Proposal does not rely on provision of light rail for its justification.

7.9 Parramatta 2038 Community Strategic Plan

The *Parramatta 2038 Community Strategic Plan* is a 25 year plan for the City of Parramatta. The plan contains 6 strategic objectives and formalises several big and transformational ideas for Parramatta and Western Sydney relating to:

- the economy
- the environment
- connectivity
- people and neighbours
- culture and sport
- leadership and governance

Parramatta is the second fastest growing Local Government Area in NSW, growing at 3% per annum. The plan identifies ways in which the City will manage this growth and maintain its liveability, including the plan to provide an additional 50,000 jobs by 2038.

The Planning Proposal will support these goals through the provision of new housing, affordable rental housing and employment opportunities with excellent public transport links to the Parramatta CBD and supporting centres.

7.10 Parramatta Economic Lands Strategy 2016

On 11 July 2016, The City of Parramatta Council adopted the *Employment Lands Strategy 2016* (ELS) including a Structure Plan Principles Document for Melrose Park.

The ELS provides a consolidated set of land use planning actions and recommendations to guide the future of Parramatta's 21 Employment Lands Precincts. Employment lands include all land in the Parramatta LGA zoned as follows:

- IN1 – General Industrial
- IN2 – Light Industrial
- IN3 – Heavy Industrial
- B5 – Business Development
- B6 – Enterprise Corridor

The ELS identifies Melrose Park as follows:

Precinct	Current zoning	No. of employees	Land Area (ha)	Employment Density (persons/ha)	Vacancy (% of GFA)
11 – Melrose Park	IN1	2546*	51.53	49*	1.9%*

*This report and supporting analysis from AEC demonstrates that these figures for Melrose Park are outdated have dramatically reduced.

The ELS 2016 identified 11 Actions that have been developed to guide the future of employment lands. The Planning Proposal is consistent with the relevant Actions and Directions of the ELS as detailed in Section 9.3.2 of this report.

7.10.1 Melrose Park (Precinct 11)

The ELS 2016 identifies all industrial zoned land in Melrose Park as Precinct 11 and makes the following comments and recommendations relating to key actions to progress the investigation into future of the Precinct:

The Melrose Park precinct is quite unique in Parramatta's employment lands in that it contains a significant concentration of some of the world's largest pharmaceutical companies: Pfizer, Eli Lilly, Glaxo Smith Kline and Reckitt Benckiser.

However, recent discussions with landowners in the area suggest that some of these businesses may be relocating overseas. The precinct is located 6 km from the Parramatta CBD and is the most easterly employment lands precinct in the LGA. It is bound by the Parramatta River to the south and Victoria Road to the north.

The precinct is well located within Sydney's Global Economic Corridor (between Macquarie Park and Sydney Olympic Park).

The major restructuring of the pharmaceuticals industry which is currently occurring will affect the land use needs of this precinct's future.

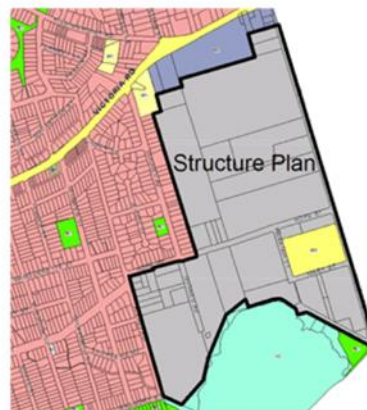
Given its size and significance, and also the changing nature of the pharmaceuticals industry, it is recommended that a Structure Plan be prepared for Melrose Park, which considers future uses in the precinct and opportunities for urban renewal, including space for smaller biotech firms and also specialised research infrastructure.

Precinct 11 – Melrose Park

	Precinct 11 – Melrose Park	All Precincts
Number of Employees	2,546 (14.1% of All Precincts)	18,028
Land Area	51.53 ha (7.7% of All Precincts)	665.23 ha
Employment Density	49 persons/ha	27 persons/ha
Land Efficiency (FSR)	0.33:1	0.33:1
Vacancy (% of GFA)	1.9%	3.8%
Car Spaces Per Employee	1.93	1.08
Key Industry	Manufacturing (80%)	Manufacturing (29%)
	Transport, Postal & Warehousing (11%)	Wholesale Trade (27%)
	Wholesale Trade (6%)	Transport, Postal & Warehousing (14%)
Key Employers	Pfizer – Pharmaceutical & Medicinal Product Manufacturing (30%)	
	Reckitt Benckiser – Pharmaceutical & Medicinal Product Manufacturing (14%)	
	Glaxo Smith Kline – Pharmaceutical & Medicinal Product Manufacturing (14%)	
Key Actions	A3 – Rezoning to zones that facilitate higher employment densities	
	A6 – Prepare Structure Plans for Key Employment Precincts which are undergoing economic change	
	A8 – Structure Plan precincts will not result in a decrease to employment density	
	A11 – Proposed rezoning must be supported by an Economic Impact Study	



Current Zoning:
IN1 General Industrial



Strategy Recommendation:
Prepare Structure Plan

Figure 45: Key statistics and ELS recommendation to prepare a Structure Plan (Source: ELS)

7.10.2 Adoption of a Two-Part Structure Plan for Melrose Park

The ELS outlines precincts where a case for change was recognised and further work was warranted to investigate alternate uses that may include retail, commercial and/or residential development.

Melrose Park Precinct has been identified by the ELS as a precinct undergoing economic and structural change as detailed in a relevant extract from the ELS report (**bold** our emphasis):

Structure Plans

In addition to protecting certain employment precincts for employment purposes only, the Strategy also identifies that there may be certain precincts that could potentially accommodate alternate uses which may include retail, commercial and/or residential development via a Structure Planning process but only where the employment based Actions are achieved. Structure Plan precincts have been identified as demonstrating either of the following:

*Undergoing economic change such as restructuring of key industries (i.e **pharmaceutical industry**) and are of significant scale and size to support urban renewal and increased employment densities...*

On 22 August 2016, Council resolved that Melrose Park be subject to two Structure Plans – a Northern and a Southern Structure Plan subject to minor amendments, following the adoption of the ELS in July 2016.

A Structure Plan for the land north of Hope Street (bounded by Victoria Road, Wharf Road, Hope Street and Hughes Avenue) has been prepared in accordance with the ELS 2016 as adopted.

This Structure Plan supports a Masterplan which has been prepared for the Site which covers more than 50% of the entire Melrose Park Precinct. The Structure Plan has been prepared in accordance with the key principles and requirements of the ELS supported by appropriate studies and detailed consideration of proposed land use zone and appropriate planning mechanisms to deliver the desired urban outcomes. The adopted ELS also provides the guidance to progress the structure planning process as detailed below (**bold** our emphasis):

31. To manage issues where there are multiple landowners and coordination for Structure Plan precincts identified in the Draft Strategy, the following process applies:
 - a. **Single ownership precincts/Sites with 3 owners or less where all owners are in agreement – landowner/s can commence a Structure Plan and then a Planning Proposal (PP) process**
 - b. Multiple ownership precincts – Council will prepare the Structure Plan, however, landowners can bring forward a Structure Plan by providing funding to Council to carry out the necessary studies/technical reports where the landowners cannot agree on how the Structure Plan should proceed. A Structure Plan Precincts Timeline is detailed on page 50 at Attachment 1.

On 5 September 2016 – 7 October 2016, the *Draft Northern Structure Plan* and supporting Planning Proposal documentation was placed on public exhibition. During the exhibition period Council received 35 submissions including 29 submissions from residents/landowners and 6 submissions from public agencies.

On 12 December 2016, Council adopted the **Melrose Park Northern Structure Plan** in accordance with the **Parramatta Employment Lands Strategy 2016** subject to the following amendments:

- (i) That the draft Northern Structure Plan be amended to show current planning controls applicable to 659-661 Victoria Road, Melrose Park (land zoned B4 Mixed Use).
- (ii) That the "Site Constraints" section of the draft Northern Structure Plan document be amended to recognise the Kissing Point Road / Victoria Road intersection as an existing Site constraint.
- (iii) That the linear park on Wharf Road (as per the draft Structure Plan of February 2016) be reinstated.
- (iv) That numerical references to building height ranges be removed and replaced with the labels 'High Density Multi Dwelling Housing', 'Medium Density Multi Dwelling Housing' and 'Low Density Multi Dwelling Housing' on the Plan.



Figure 46: The Northern and Southern Precinct for Melrose Park (Source: COP)

The preparation of a Northern Structure Plan and Planning Proposal for the Site is consistent with the ELS. The Revised Structure Plan and Planning Proposal are also consistent with the ELS. Further details on the Structure Plan are outlined in Section 8 of this Report.

7.11 Parramatta Local Environmental Plan 2011

The Site is zoned *IN1 General Industrial* under the provisions of the *Parramatta Local Environmental Plan 2011* (PLEP 2011) as detailed below:

Zone IN1 *General Industrial*

1 *Objectives of zone*

- *To provide a wide range of industrial and warehouse land uses.*
- *To encourage employment opportunities.*
- *To minimise any adverse effect of industry on other land uses.*
- *To support and protect industrial land for industrial uses.*
- *To facilitate a range of non-industrial land uses that serve the needs of workers and visitors.*

2 *Permitted without consent*

Nil

3 *Permitted with consent*

Building identification signs; Business identification signs; Depots; Food and drink premises; Freight transport facilities; Garden centres; General industries; Hardware and building supplies; Horticulture; Industrial training facilities; Kiosks; Landscaping material supplies; Light industries; Liquid fuel depots; Neighbourhood shops; Plant nurseries; Roads; Rural supplies; Timber yards; Vehicle sales or hire premises; Warehouse or distribution centres; Any other development not specified in item 2 or 4

4 *Prohibited*

Agriculture; Air transport facilities; Airstrips; Amusement centres; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Commercial premises; Community facilities; Crematoria; Eco-tourist facilities; Educational establishments; Entertainment facilities; Exhibition homes; Exhibition villages; Farm buildings; Forestry; Function centres; Heavy industrial storage establishments; Helipads; Highway service centres; Home-based child care; Home businesses; Home occupations; Home occupations (sex services); Industries; Information and education facilities; Jetties; Marinas; Mooring pens; Moorings; Open cut mining; Port facilities; Recreation facilities (major); Registered clubs; Residential accommodation; Rural industries; Signage; Tourist and visitor accommodation; Water recreation structures; Water supply systems; Wharf or boating facilities

The Site currently has a maximum height of 12 metres with a maximum floor space ratio of 1:1 under the provisions of the PLEP 2011. The Site also partly contains an identified local heritage item under the PLEP 2011. The heritage item is described as *landscaping (including millstones at Reckitt)* under Item 311 on Schedule 5 and as having local level cultural value.

It is noted that adjoining 4.7 ha site to the north was rezoned in recent years by The City of Parramatta Council from 6(a) Public Open Space to B4 Mixed Use and reclassified the site from 'Community' to 'Operational'. This land is now owned by PAYCE and subject to a Concept and Stage 1 DA currently before Council.



Figure 47: Zoning Map (Source: PLEP 2011)



Figure 48: FSR Map (Source: PLEP 2011)

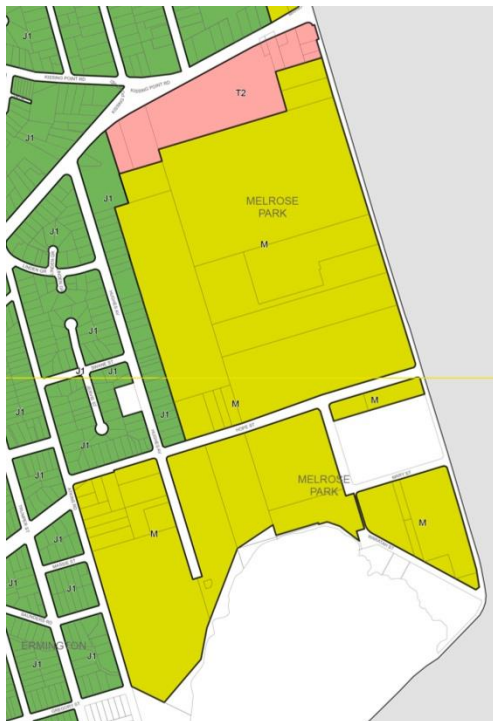


Figure 49: Height Map (Source: PLEP 2011)



Figure 50: Heritage Map (Source: PLEP 2011)

7.12 Parramatta Development Control Plan 2011

The Parramatta Development Control Plan 2011 (DCP) applies to all land within the Parramatta LGA.

The aims of this DCP are to:

- ensure that development contributes to the quality of the natural and built environments
- encourage development that contributes to the quality of the public domain
- ensure that development is economically, environmentally and socially sustainable
- ensure future development has consideration for the needs of all members of the community
- ensure development positively responds to the qualities of the Site and its context
- ensure development positively responds to the character of the surrounding area

The DCP provides objectives and design principles for future built form, massing, streetscape and landscaping and public domain.

In addition, Part 4 of the DCP contains specific design requirements for certain precincts of the City including the Parramatta City Centre, town and neighbourhood centres, special character areas, strategic precincts and heritage conservation areas.

The controls guide future development in a manner that enables development potential to be realised whilst continuing to reinforce the special attributes and qualities of the precinct.

The objectives and overarching controls of these *Special Precincts* are as follows:

Objectives

O.1 To ensure development in the Special Precincts is compatible with the particular character and significance of each Special Precinct.

O.2 To reinforce the special attributes and qualities of the built form of each Special Precinct.

Controls

C.1 The consent authority, in considering a development application for land in a Special Precinct must have regard to the objectives and controls for the Special Precinct.

This Planning Proposal is supported by an adopted Structure Plan, Masterplan and Urban Design Report. The Urban Design Report forms the basis of a future site specific DCP for the Site. This report is based on the guiding principles for the redevelopment of the Site combined with more detailed urban design, public domain and landscape principles to guide future built form.

It is proposed that the Northern Structure Plan Area be identified in Part 4 of the DCP as a Special Precinct. The applicant proposes to work closely with Council on the following controls to be part of any formal public exhibition package following Gateway determination:

- Desire Future Character
- Design Principles
- Design Controls

8. Melrose Park Northern Structure Plan

The Melrose Park Northern Structure Plan, Masterplan and Urban Design Report (Attachment 2) have been prepared by *Allen Jack + Cottier* (AJC) to support the Planning Proposal. This is also supported by a Landscape Plan prepared by Turf.

On 12 December 2016, Council adopted the **Melrose Park Northern Structure Plan** covering land north of Hope Street (bounded by Victoria Road, Wharf Road, Hope Street and Hughes Avenue) in accordance with the ELS 2016 subject to amendment.

Further, the Northern Structure Plan is consistent with Council's Structure Plan Principles document as it is:

- consistent with the relevant actions of the ELS by proposing future zones to permit higher employment densities and increases range of services & support the digital economy
- provides north south and east west links through the Site
- relocates the proposed Town Centre
- will not result in the decrease in the number of existing jobs as identified in the Strategy
- it considers the local context to determine appropriate land uses and residential densities
- addresses issues raised by TNSW and RMS
- retains the proposed linear Park along Wharf Road

The Northern Structure Plan demonstrates the immediate and broader public benefits associated with the transformation of this former industrial land to a contemporary urban village with residential, open space and employment areas to respond to the evolving digital economy.

8.1 Guiding Principles

The Northern Structure Plan and Urban Design Report have been informed by the following guiding principles which align closely with and respond to the relevant Goals of the *Greater Sydney Region Plan*.

1. Strategic Context

(Direction – Housing the city)

- Melrose Park is the missing link to support **urban renewal** along the Parramatta River, located 15 minutes from the Parramatta CBD adjoining the extended Global Economic Corridor, on the doorstep of Sydney Olympic Park
- The Site will create a new Town Centre providing higher order employment uses to which will service the existing and future population and will support surrounding **strategic centres** such as Greater Parramatta, Macquarie Park, Rhodes and Sydney Olympic Park

2. Urban Renewal in the Right Location

(Direction – Housing the city)

- The Site will deliver accelerated urban renewal in a single ownership by providing **new housing and employment** close to Parramatta and other strategic centres

- The Site is located close to Victoria Road - a **strategic transport corridor** and link from Parramatta to the Sydney CBD
- The Masterplan will deliver urban renewal outcomes promoting increased housing choice, affordability and public benefits

3. *Creating New Employment Opportunities* ***(Direction – Jobs and skills for the city)***

- The Proposal will revitalise outdated industrial land to a contemporary urban environment with sustainable future employment opportunities, ensuring the number of full-time jobs provided on the Site exceeds the employment targets
- The Site has the ability to potentially **retain existing major tenants** within the pharmaceutical industry to potentially support health cluster at Westmead and Rydalmere
- The Proposal is supported by an **evidence based analysis** of employment profile, industry trends, traffic, employment densities and future projections

4. *Creating New Communities* ***(Directions – Housing the City & A city in its landscape)***

- The Proposal will revitalise and breathe new life into Melrose Park and the surrounding locality by a **contemporary and healthy urban environment**
- The Proposal has **demonstrated public benefits**: green links; new Central Park, better streets and surrounding infrastructure, improved permeability to the river/open spaces and foreshore upgrades
- The provision of **affordable rental housing** for key workers close to employment and with high amenity

1. *Connected Urban Renewal* ***(Direction – A city supported by infrastructure)***

- The Proposal includes key north-south and east-west connections forming the basis of the future road network
- The upgrade of **vehicular access** points and key intersections
- Rationally **distribute traffic** to minimise impacts and incorporate measures to reduce car reliance
- Re-connect to the **Parramatta River** and providing future opportunities to connect to Sydney Olympic Park
- Functional and convenient vehicular, pedestrian and cycling connections

2. *Well mannered and environmentally conscious* ***(Direction - An efficient city)***

- **Comprehensive** consideration of environmental impacts affecting the Site
- The Proposal will embrace World's best practice urban design and **leading sustainability measures**
- The Proposal will be tailored to reduce the scale at the **interface with neighbours**

8.2 Melrose Park Revised Masterplan

The Revised Masterplan is detailed in the Urban Design report prepared by AJC to support the Revised Planning Proposal. The Masterplan outlines proposed internal street layout, open space, public domain, building platforms, heights and land uses.

The Revised Masterplan is the result of a detailed review of urban design and public domain elements in response to consultation with Council, Council's Design Excellence Panel and the Sydney Central City Planning Panel. The Revised Masterplan implements Council's requested amendments throughout this process as part of the urban design testing required by the Gateway Conditions.

The Revised Masterplan is the result of significant improvements to the public domain with increased building setbacks; wider streets; generous landscaping; and areas of public open space.

The **urban design** justification for the proposed density delivered through the Revised Masterplan is illustrated through the following key areas which lead to significantly higher levels of public benefit:

- relocate Town Centre to Hope Street frontage reinforcing its role as the Primary Centre for the entire Melrose Park Precinct in a central location
- improved access to the Site through:
 - extension of NSR-2 to Hope Street
 - extension of NSR-4 into the Victoria Road Mixed Use site
 - relocation of EWR-2 into the land subject to the Melrose Park North Precinct and extension to Wharf Road
- significant amendments to proposed street widths throughout the Northern Precinct as follows (as directed and agreed with Council):
 - 20 metre wide local streets (except NSR-1 and northern end of NSR-4 at 16.4m wide)
 - 25 metre wide NSR-2 (widens approaching Victoria Road intersection)
 - NSR-3 increased to 22 metres in width
- street trees and on-street parking
- shared Zones / traffic calming – deletion of shared zones and other internal traffic calming devices
- deletion of through-site pedestrian links except for the connection of EWR-5 to Taylor Avenue through Lot EC
- separation of main parks - street frontages to perimeter of main parks for clear delineation of public and private open space
- merging of open space - Pocket Park on corner of NSR-3 and EWR-6 replaced by a larger, separated open space known as *The Common* (5,400m²)
- Western Parklands – agreed by Council as contributing to total public open space for the Northern Precinct (1.2 ha)
- Wharf Road Gardens – agreed by Council as contributing to total public open space for the Northern Precinct increasing by 270 metres to 300 metres along Wharf Road (4,746m²)
- school and playing field – the provision of land for a public school and adjoining playing field supports additional density
- building setbacks are as follows:
 - 3 metres ground level building setbacks to all streets except NSR-2

- 5 metre setbacks on NSR-2, Wharf Road and the northern boundary of the Town Centre
- The east, west and south frontages of the Town Centre have no setback
- building heights have been amended throughout the Northern Precinct as follows:
 - additional building height supported to accommodate wider local streets but maintaining a 18 storey maximum
 - Wharf Road Gardens and Western Parklands provide a buffer to low density residential on the eastern side of Wharf Road and the western side of Hughes Avenue
- Communal Open Space and Deep Soil Zones – agreement by Council of proposed areas based on the ADG design criteria instead of the Parramatta Development Control Plan

The Revised Masterplan seeks the following yields for the Site:

- approximately 5,000 dwellings (or 432,735m²), including 145 affordable rental housing dwellings
- commercial uses - minimum of 15,000m²
- retail uses – 15,000m²
- Total GFA – 462,735m²

The Masterplan will allow for housing diversity with a range of apartment sizes to accommodate a wide range of residents. The Masterplan has been designed with an indicative apartment mix likely to be in the range of:

- studio apartments – 2%
- 1 bedroom apartments – 25%
- 2 bedroom apartments – 65%
- 3 bedroom apartments – 5%
- 4 bedroom apartments – 3%

Key features of the Masterplan include:

An Active and Vibrant Melrose Town Centre

- Melrose Park Town Centre will become a new activity hub providing essential services to the local area. With a mix of retail, commercial, residential and community facilities, it will be the active and vibrant heart of the new development.
- Situated close to the Victoria Road transport corridor, new parks and with a prominent address to both the main boulevards, Melrose Park Town Centre will be active throughout the day.

Better Public Transport

- A new private shuttle bus route provided and run by PAYCE will connect Melrose Park with Meadowbank Train Station and Ferry Wharf.
- Significant public transport upgrades as recommended by the TMAP.

Provision of New Parks and Open Spaces

- The Central Park will provide amenity and recreation opportunities for the existing culture and local community.
- The Masterplan proposes a connected network of open spaces, each with a distinct character providing a range of recreational opportunities.

A Well-Connected Street Network

- Victoria Road will be linked with Hope Street and in the future to extend to the Parramatta River through the main Boulevard (Boulevard). It will run parallel to Wharf Road and Hughes Avenue, acting as the main spine to support the new road network.
- Smaller east-west and north-south local streets will create a fine-grain permeable network that will interweave the new development into the existing surrounding suburb. They will provide a variety of pedestrian, cycle and vehicular routes acting as *green streets* to and through the development.

Density Done Well

- A handful of taller building forms will provide an opportunity to redistribute density appropriately across the Site so that new parks and open spaces can be delivered as part of the Proposal.
- As per the Structure Plan principles and the adopted Northern Structure Plan the highest density will be located in the core of the Site. Taller buildings will have an aspect to open space, located away from lower scale communities.
- The Site comprises approximately 5,000 dwellings in a walkable and liveable community, close to shops, jobs and services.
- A range of building heights will create an articulated skyline that will transition sensitively to adjacent neighbourhoods.
- The Proposal seeks a gross FSR of 1.85:1 across the Site. This is below the approved 2:1 on VRS (also owned by PAYCE). This density will enable the delivery of significant areas of open space.

The Masterplan divides the Site into 5 key focus areas or precincts within the Site with particular attention to the existing streetscape and neighbourhoods, namely:

- Town Centre – Retail, Employment and School Precinct
- The Central Park
- The Common
- Wharf Road Gardens
- Western Parklands

The Masterplan provides certainty for future landuses and built form and is proposed to form the basis of a DCP for the Site and informs the Local Environmental Plan (LEP) planning controls for the Site.



Figure 51: Melrose Park Revised Masterplan (Source: AJC 2019)



Figure 52: The Masterplan (Source: Virtual Ideas 2019)

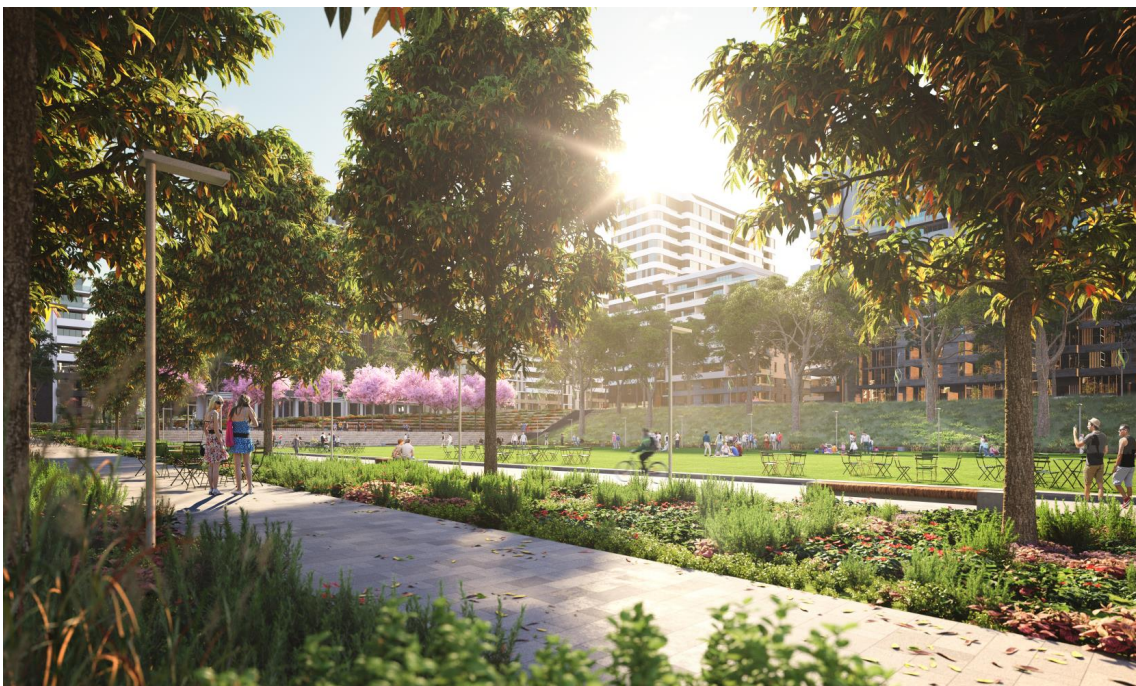


Figure 53: Melrose Park – Central Park (Source: Virtual Ideas 2019)

06 SUPPORTING STUDIES

SEPP 65 ASSESSMENT



The Masterplan was designed to meet the following additional ADG Objectives:

Objective 3D-4: Communal Open Space

ADG Objective: Communal open space has a minimum area equal to 25% of the Site.

Developments achieve a minimum of 50% direct sunlight to the principal visible part of the communal open space for a minimum of 2 hours between 9am and 3pm on 21st June (mid winter).

Communal open space exceeds minimum area requirements in each lot and is provided as a range of ground floor communal gardens, as well as roof and podium gardens.

A computation script was used to measure the amount of sunshine on communal open spaces and the spaces provided and each lot surpassed minimum requirements.

Objective 3E-1: Deep Soil Provision

ADG Objective: Deep soil zones provide areas on the Site that allow for and support healthy plant and tree growth. They improve residential amenity and promote management of water and air quality. Deep soil zones are to meet the following minimum requirement: site area greater than 1,500sqm, 6m minimum dimensions and minimum deep soil zone of 7% of Site area.

On some sites it may be possible to provide larger deep soil zones, 15% of the Site as deep soil on sites greater than 1,500sqm.

The Masterplan achieves the ADG stretch target of 15%. Further, this has also been achieved on a lot-by-lot basis.

The development also provides deep soil in public open spaces which, when added to the private open space deep soil zones, totals to more than 20% of the Site.

For more information, see the Project Metrics.

Objective 4A-1: Solar Access

ADG Objective: Living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 2 hours direct sunlight between 9am and 3pm at mid winter.

A computation script was used to measure the amount of sunshine on all the building facades in the Masterplan with living rooms and private open spaces.

More than the minimum 70% of total building facade area achieves over 2 hours of sunlight between 9am and 3pm at mid-winter.

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Figure 54: Potential Gateway Bridge (Source: Virtual Ideas 2019)



Figure 55: Proposed Internal Autonomous Bus Service (Source: Virtual Ideas 2019)

8.3 Landscape Masterplan

A Landscape Masterplan has been prepared by Turf, as part of the Urban Design and Landscape Report (Attachment 2), to inform the Masterplan for the Site.

The landscape architectural vision for the communal and public spaces of the Melrose Park Site is to create spaces of different character with a range of recreational opportunities. This will create a tranquil and unique environment for its residents with opportunities to relax and recover. The lush and green open space will tell a story about its location within the Sydney Basin through the design elements of textures, colours and materials. Social hubs will be created in both a landscaped but also urban environment.

The Site and its proposed landscape features will take best possible advantage of the direct connection to the Parramatta River. Views and connectivity to the River will be enhanced where possible. It is proposed to create high quality spaces of unique character throughout the Site. Elements of the geological origin such as sandstone, shale and water will be used within the open space design in conjunction with local endemic plant species of the Cumberland Plain Woodland, Turpentine Ironbark Forest and Blue Gum High Forest.

The report outlines design principles for parks and open space and streetscape treatment proposed for the Site. The Landscape Masterplan works hand in hand with the Masterplan to deliver a livable community for the Site in keeping with goals outlined in *A Plan for Growing Sydney and the Greater Sydney Region Plan*. A key focus of the Proposal is to create healthy built environments in response to Direction 3.3 in the Strategy.

The Landscape Masterplan will transform this former industrial land as well as respect the heritage landscape values identified in the PLEP 2011 and outlined in the Heritage Report (Attachment 3).

The Landscape Masterplan is based on a well-researched and sustainable planting philosophy including vegetation, planting on structures, soil depth and master plant list for the Site sourced from native and locally endemic plant species to enhance and improve biodiversity outcomes for the precinct.

The Site includes over 7.5 ha of open space, with 4.65 ha of publicly accessible open space. Key features of the Landscaping for the Site as outlined in the report include:

- **The Central Park** – a 13,214m² park located in the heart of the Site to be dedicated to Council and zoned RE1 Public recreation
- **Wharf Road Gardens** – a 4,746m² park located along the eastern boundary of the Site respecting the heritage values of the Site to be dedicated to Council and zoned RE1 Public recreation
- **Western Parklands** – a 12,212m² park located along the western portion of the Site with gardens of active and passive recreation (including community vegetable garden) for residents and the broad community to be dedicated to Council and zoned RE1 Public recreation
- **The Common** – a 5,400m² park for passive recreation for the broader community to be dedicated to Council and zoned RE1 Public recreation
- **Playing Fields** – a 10,940m² park for playing fields for dual community/school use to be dedicated to Council and zoned RE1 Public recreation

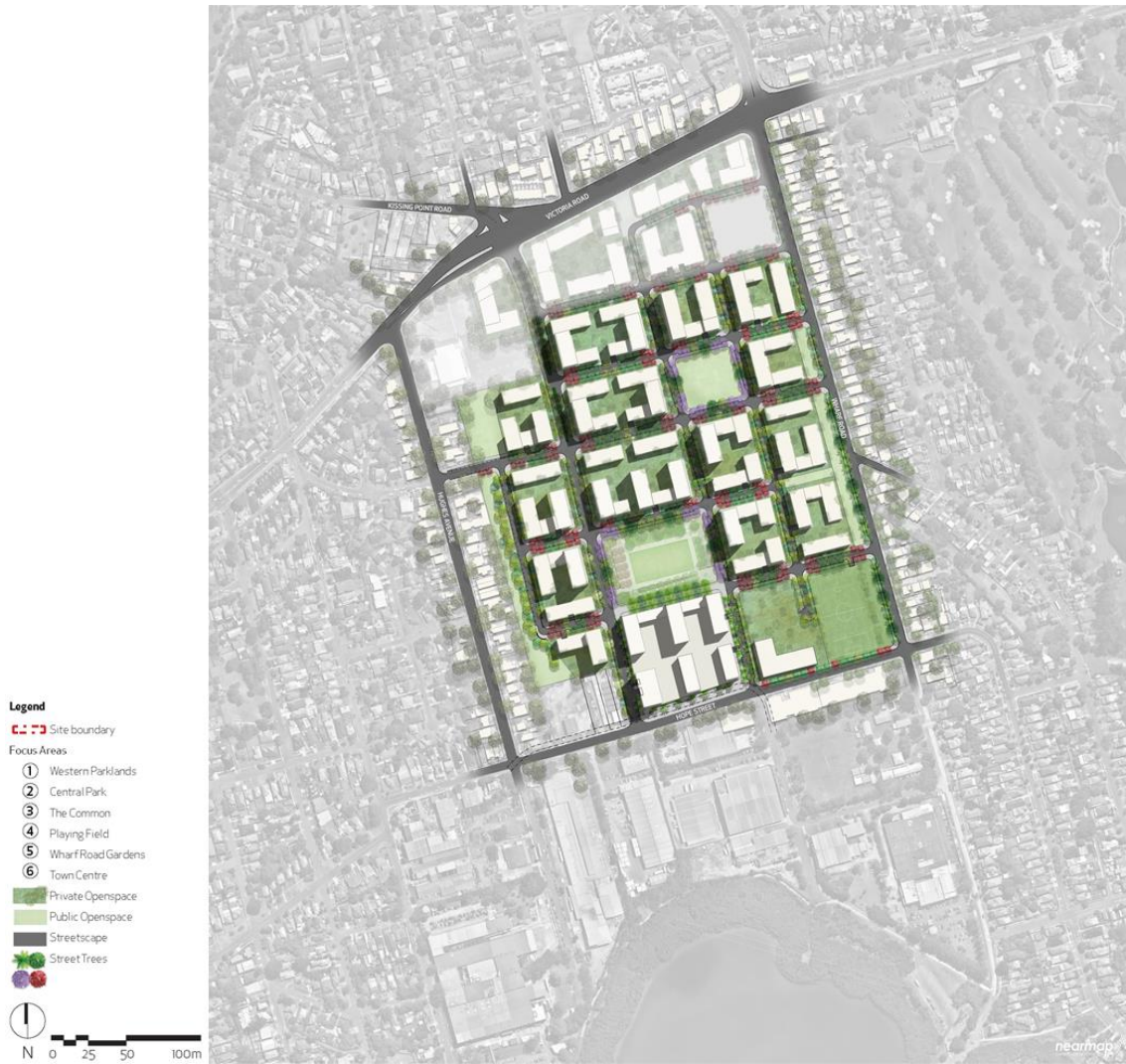


Figure 56: Melrose Park Landscape Masterplan (Source: Turf 2017)

9. The Planning Proposal

9.1 Objectives and Intended Outcomes

The objectives of the Revised Planning Proposal are:

- to support a Greater Parramatta (and the metropolitan area) through the urban renewal of the Site to create a vibrant mixed use development and increased public amenity to and along the Parramatta River;
- to encourage and support future employment generation on the Site to increase the number of employees (compared to the status quo) and provide for higher employment densities to respond to market and trends in the pharmaceutical industry;
- to provide improved public transport connections to serve the Site;
- to provide urban renewal including high quality residential development, incorporating a range of housing types, smart city initiatives, affordable rental housing for Melrose Park and surrounding locality;
- to provide an innovative Town Centre with a range of commercial and retail employment activities which are more compatible with the residential uses in the area than industrial uses, which are noted to be in decline;
- to provide a new school for the residents of Melrose Park and surrounding locality for dual community/school uses;
- to provide improved parklands, public recreational areas of open space and community facilities for the residents and workers of Melrose Park and surrounding locality; and
- to integrate into the surrounding community through sound planning and environmental considerations.

The Proposal seeks to achieve these objectives by allowing the redevelopment of the Site as mixed-use development with a range of residential, retail, commercial, and community uses. The intended outcomes of the Proposal are to:

- address the lack of housing diversity, affordability and availability within the locality;
- provide appropriate services and employment opportunities to arrest the decline in employment at the Site, ensure higher contemporary employment densities that suit the resident profile in the area and changing employment characteristics;
- allow for a Proposal that will complement and support other centres including West Ryde, Meadowbank and Ermington;
- provide for new areas of public open space, parklands and community facilities, with logical connections to the surrounding area and river; and
- allow for public domain upgrading works.

The Proposal seeks to achieve these intended outcomes by proposing amendments to the PLEP 2011 and rezoning the Site to a range of land use zones in accordance with the Standard Instrument Template. It is also intended the Proposal progress with a VPA offer to secure public benefits and a DCP to give greater certainty on built form and public domain outcomes.

A *Northern Structure Plan* (as adopted by Council), Masterplan and Urban Design Report provide an analysis, key connections, built form, landscaping, public domain and streetscape to form the basis of the proposed LEP provisions.

This comprehensive analysis combined with the wide range of multi-disciplinary reports support a future built form up to 18 storey buildings (stepping down to 4) storey buildings in sensitive interface areas) and landuses to support future employment, while not resulting in any significant adverse environmental impacts on the surrounding locality.

9.2 Explanation of provisions

The Revised Planning Proposal seeks an amendment to the *Parramatta Local Environmental Plan 2011* (PLEP 2011) for land at 38-42, 44 and, 44A Wharf Road, Melrose Park (the Site).

The primary purpose of this Proposal is to rezone the Site from the *IN1 General Industrial* zone to a range of business, mixed use, residential and open space zones to facilitate the urban renewal of the Site.

The Proposal also seeks more appropriate built form controls, seeking a new maximum height limit of up to 70 metres/18 storeys, with a floorspace ratio of 1.85:1. The Proposal seeks to insert design excellence provisions for the Site to guide future development outcomes.

The Revised Masterplan maintains a similar zoning regime as the original Masterplan that:

- maintains the proposed B2 Local Centre zoning surrounded by a B4 Mixed Use zone to ensure activation of the Hope St frontage along the PLR Stage 2 corridor
- maintains the proposed R4 High Density Residential zone
- maintains and significantly extends the proposed RE1 Public Recreation zone for key areas of open space

A key difference is the introduction of a new *Special Infrastructure (Educational Establishments)* zone to provide for a new school and associated facilities. This is considered the most appropriate zone as it provides certainty for the community of the future use of this site as a new school to service the locality.

The Proposal will nominate a minimum of 30,000m² non-residential landuses within the B2 – Local Centre zone (The Town Centre). Retail and commercial floor space will also be dispersed throughout the precinct to enable easy access to retail and services throughout the Precinct.

The land south west of the site is also proposed to be a continuation of the B4 Mixed Use zone to cater for any potential expansion of the Town Centre and to align with the future Light Rail corridor. This extension of the B4 zone is a logical and natural extension to the Town Centre based on sound planning principles.

It is proposed the heritage item listing on the Site be retained, although the description be updated and corrected. It is proposed that the existing Acid Sulphate Soils Map classification of the Site (Class 5) be retained.

Summary of Proposed LEP Amendments		
Provision	Current LEP Provision	Proposed
Zoning	IN1 General Industrial	<ul style="list-style-type: none"> B2 - Local Centre – with areas nominated for non-residential uses B4 - Mixed Use with areas nominated for non-residential uses R4 – High Density Residential RE1 – Public Recreation SP2 – Infrastructure (Educational Establishments)
FSR	1:1	1.85:1 across the Site – with Area nominated for non-residential uses in the Town Centre
Height of buildings	12 metres	Ranging from 17 metres to 70 metres (3 to 18 storeys). Noting the maximum height form finished ground level is up to 70 metres.
Heritage	Contains local item 311	Maintain local item 311 as per proposed amendments to description of the item as detailed in Heritage Report
Design Excellence	Nil	Insert Design excellence provision similar to CI 22B of the <i>Parramatta City Centre Local Environmental Plan 2007</i> as amended (to be applicable to buildings over 13 storeys or 55m from finished ground level)
Acid Sulphate Soils	Class 5	No change

Table 4: Summary of proposed LEP amendments

It is proposed that the Site be identified in Part 4 of the DCP as a *Special Precinct*. PAYCE proposes to work closely with Council staff on appropriate controls to be part of any formal public exhibition package.

A VPA is also proposed to be progressed in parallel with the Revised Planning Proposal.

9.2.1 Rationale for Proposed Land Use Controls

This Planning Proposal and supporting reports make the case for change to rezone the Site from an *IN1 General Industrial* zone to a range of other zones.

The consideration of appropriate zones and key built form controls (height and FSR) follows an evidence-based approach which investigated in detail the economic, environmental (including traffic and transport) and social impacts of a new mixed use development of the Site.

A planning justification and rationale for these proposed land use zones and key built form controls is detailed below.

Proposed Land Use Zones

The proposed zones for the Site are considered the most appropriate to deliver the desired future outcomes as detailed in the Northern Structure Plan and Masterplan for the Site. The Site is surrounded by residential zones both in Parramatta and Ryde LGAs.

These zones are also considered to be the most appropriate in the context of the surrounding landuse context both for Parramatta and Ryde LGAs.

To the north the former Bartlett Park has been rezoned to a B4 Mixed Use zone to encourage activation along Victoria Road (also owned by PAYCE). To the south, the Melrose Park industrial area is currently zoned *IN1 General Industrial*, however has been recently recommended by Council in the Parramatta Council's adopted ELS 2016 for future investigation through a 2 part Structure Plan process.

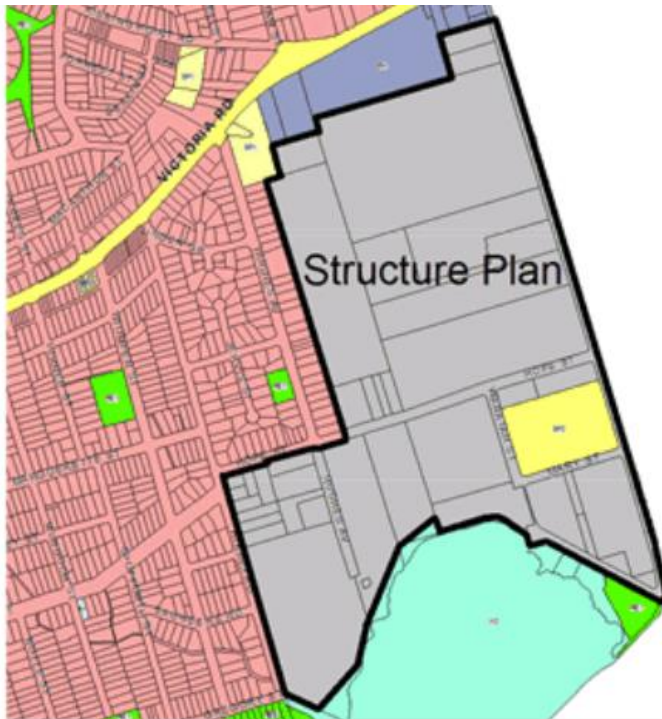


Figure 57: Existing zoning Parramatta LGA (Source: PLEP 2011)



Figure 58: Existing zoning Ryde LGA to the immediate east of the site, across Wharf Road (Source: RLEP 2014)

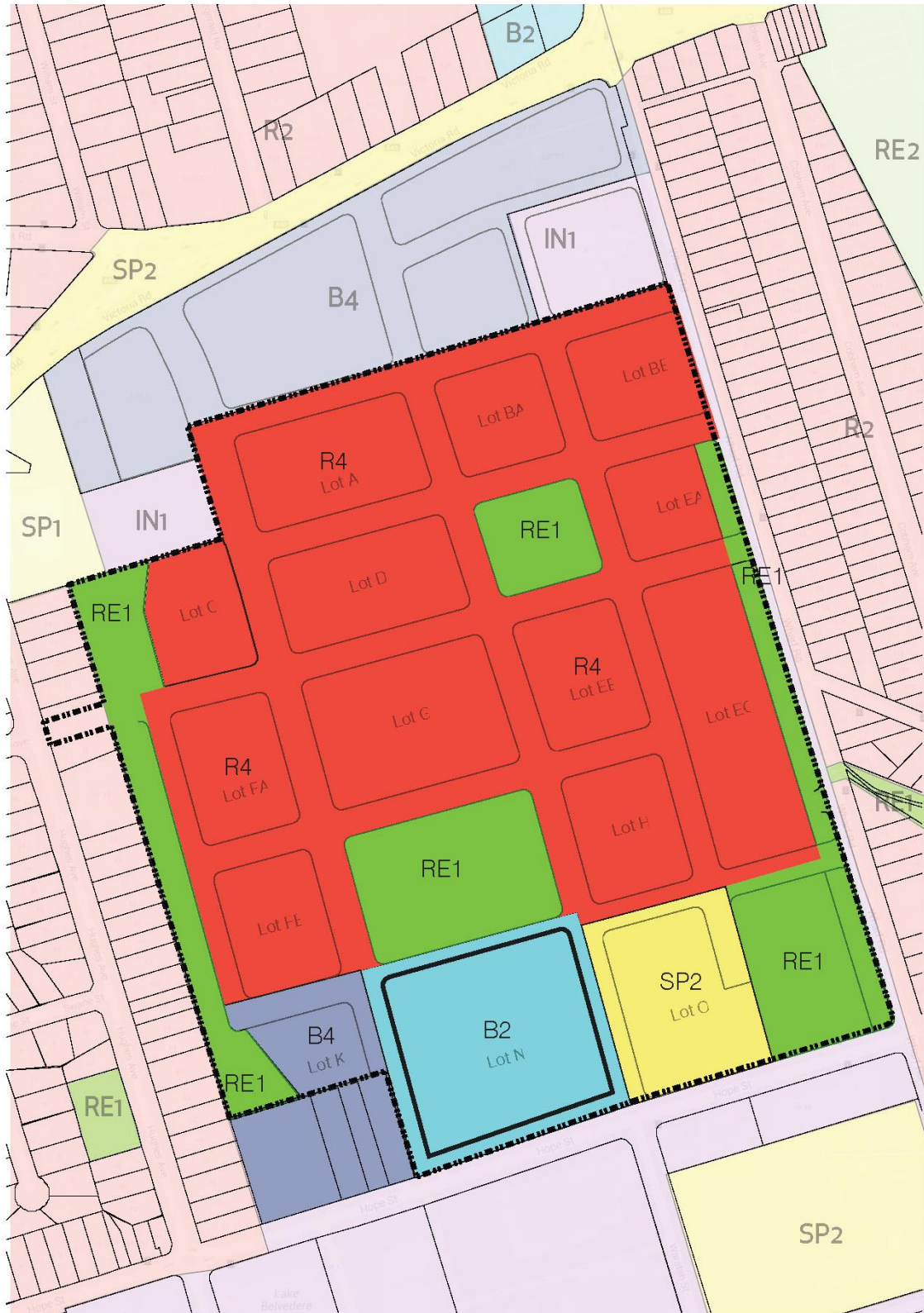


Figure 59: Proposed land use zoning map (Source: AJC)

The proposed zoning regime for the Site follows the 6 guiding principles of the Northern Structure Plan (Section 8.1 of this report) for the Site. These guiding principles provide a solid platform to build a new community and higher density employment opportunities for the Site, while ensuring that the future built form respects and improves the streetscape and neighbourhood character while limiting impacts on adjoining properties.

Importantly, the proposed zoning regime includes *RE1 Public Recreation* zones for major areas of open space that will provide open space for passive and active recreation for the whole community. It is envisaged these will to be dedicated to the City of Parramatta Council. This is in addition to other areas of public domain, including all internal roads and footpaths, which will also be dedicated to Council to ensure public accessibility into the Site and connectivity with the surrounding neighbourhood.

The ELS 2016 recommended that a Structure Plan be prepared for Melrose Park recognising its transition from an industrial zone to provide higher employment densities and potential mixed use residential outcomes. This Planning Proposal is generally supported by an adopted Structure Plan for all land north of Hope Street, which is classified as a significant large Site.

A detailed review and planning justification of these zones is undertaken as part of the Planning Proposal. Accordingly, an overview of the proposed zones for the Site and planning justification is detailed in the Table below.

Proposed Zone	Planning Justification
B2 Local Centre	<ul style="list-style-type: none"> • The B2 Local Centre Zone is considered the most appropriate zone to create a new Town Centre for the Site and Melrose Park Precinct. This area of the Site is well positioned to Victoria Road and the major transport Corridor • The objectives of the zone will ensure that this will function as a Town Centre with activation of the street for retail, community and employment opportunities as well as providing residential interface through shop top housing for affordable rental housing. • The permissible uses within the zone limit residential flat buildings and ensure its activation as a new retail and commercial centre for the Site and precinct. • The Retail Assessment undertaken by Leyshon Consulting (Attachment 6) demonstrates that the centre will not lead to unacceptable impacts on surrounding centres. • The Traffic and Transport Study (Attachment 4) demonstrates that the centre in this location (as associated traffic movements) will not lead to unacceptable traffic impacts subject to a range of measures and public transport initiatives.
B4 Mixed Use	<ul style="list-style-type: none"> • The B4 mixed use zoning has been limited to adjoin the B2 Local Centre zone to provide a sufficient interface to the proposed residential land uses to the north and west of the Site. • The objectives of this zone are as currently contained in PLEP 2011 and will allow for additional commercial buildings and flexibility of appropriate residential and community uses at the interface of the residential uses on the Site. • This zone will allow the integration of suitable business, office, residential, retail and other development which will be accessible through the proposed public transport initiatives and

Proposed Zone	Planning Justification
	<p>linkages to Victoria Road, Parramatta, West Ryde and Meadowbank Stations.</p> <ul style="list-style-type: none"> • This zone will support the Town Centre to deliver the proposed employment and residential densities as detailed in the proposed Masterplan prepared by AJC. • The land south west of the site is also proposed to be a continuation of the B4 Mixed Use zone to cater for any potential expansion of the Town Centre and to align with the future Light Rail corridor. This extension of the B4 zone is a logical and natural extension to the Town Centre based on sound planning principles.
R4 High Density Residential	<ul style="list-style-type: none"> • The R4 High Density residential zone is considered the most appropriate zone to deliver the desired urban outcomes for the Site and provide housing choice to meet projected demand for the LGA. • The objectives of this zone exist in PLEP 2011 and will ensure that future development will provide for high quality housing to meet the needs of the community. • This zone allows for the provision of large areas of dedicated active and passive open space and high quality public domain outcomes and a range of other public benefits as detailed in this Planning Proposal both within and outside the Site (Section 1 of this report). The zoning of roads is consistent with the approach taken in PLEP 2011. • This zone allows for future residential development that best responds to the existing constraints of the Site, including the existing transmission lines, running along the western boundary. • This zone will ensure that future land uses are restricted to residential uses (and community uses/other uses including neighbourhood shops which serve the community consistent with the existing zoning objectives and permissible uses). • Essential to the success of this zone is the relationship with the proposed height and FSR maps that ensure that buildings are reduced in height at the edges to transition and have consideration to the low density uses along Wharf Road and Hughes Avenue.
RE1 Public Recreation	<ul style="list-style-type: none"> • The RE1 Public Recreation zone is considered the most appropriate zone for the areas of proposed communal open space. • This ensures that large areas of open space are dedicated to The City of Parramatta Council, providing a valuable resource for the wider community for opportunities for passive and active recreation.
SP2 Infrastructure (Educational Establishments)	<ul style="list-style-type: none"> • The SP2 Infrastructure zone is considered the most appropriate zone for the land proposed to be dedicated for a new school • This ensures the site will be developed as an educational establishment • Similarly, we note that the existing Melrose Park Public School is zoned SP2 Infrastructure (Educational Establishment).

Table 5: Summary of proposed LEP zones

The proposed zones as detailed in the PLEP 2011 are detailed below indicating objectives and permissible uses.

Zone B2 Local Centre

1 Objectives of zone

- *To provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area.*
- *To encourage employment opportunities in accessible locations.*
- *To maximise public transport patronage and encourage walking and cycling.*
- *To encourage the construction of mixed use buildings that integrate suitable commercial, residential and other developments and that provide active ground level uses.*

2 Permitted without consent

Home occupations

3 Permitted with consent

Boarding houses; Building identification signs; Business identification signs; Child care centres; Commercial premises; Community facilities; Educational establishments; Entertainment facilities; Function centres; Hostels; Information and education facilities; Medical centres; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Respite day care centres; Restricted premises; Roads; Seniors housing; Service stations; Shop top housing; Tourist and visitor accommodation; Water recycling facilities; Any other development not specified in item 2 or 4

4 Prohibited

Agriculture; Air transport facilities; Airstrips; Amusement centres; Animal boarding or training establishments; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electric Hybridity generating works; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Heavy industrial storage establishments; Helipads; Highway service centres; Home industries; Home occupations (sex services); Industrial retail outlets; Industrial training facilities; Industries; Jetties; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Port facilities; Recreation facilities (major); Research stations; Residential accommodation; Rural industries; Sewerage systems; Sex services premises; Signage; Storage premises; Transport depots; Truck depots; Vehicle body repair workshops; Vehicle repair stations; Warehouse or distribution centres; Waste or resource management facilities; Water recreation structures; Water supply systems; Wharf or boating facilities; Wholesale supplies

Zone B4 Mixed Use

1 Objectives of zone

- *To provide a mixture of compatible land uses.*
- *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.*
- *To encourage development that contributes to an active, vibrant and sustainable neighbourhood.*

2 Permitted without consent

Home occupations

3 Permitted with consent

Boarding houses; Building identification signs; Business identification signs; Child care centres; Commercial premises; Community facilities; Educational establishments; Entertainment facilities; Function centres; Hotel or motel accommodation; Information and education facilities; Medical centres; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Respite day care centres; Restricted premises; Roads; Seniors housing; Shop top housing; Water recycling facilities; Any other development not specified in item 2 or 4

4 Prohibited

Agriculture; Air transport facilities; Airstrips; Amusement centres; Animal boarding or training establishments; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Crematoria; Depots; Dual occupancies; Dwelling houses; Eco-tourist facilities; Electric Hybridity generating works; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Heavy industrial storage establishments; Helipads; Highway service centres; Home industries; Home occupations (sex services); Industrial retail outlets; Industrial training facilities; Industries; Jetties; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Port facilities; Recreation facilities (major); Research stations; Rural industries; Rural workers' dwellings; Secondary dwellings; Semi-detached dwellings; Sewerage systems; Sex services premises; Signage; Storage premises; Transport depots; Truck depots; Vehicle body repair workshops; Warehouse or distribution centres; Waste or resource management facilities; Water recreation structures; Water supply systems; Wharf or boating facilities; Wholesale supplies

Zone R4 High Density Residential

1 Objectives of zone

- To provide for the housing needs of the community within a high density residential environment.
- To provide a variety of housing types within a high density residential environment.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.
- To provide opportunity for high density residential development close to major transport nodes, services and employment opportunities.
- To provide opportunities for people to carry out a reasonable range of activities from their homes if such activities will not adversely affect the amenity of the neighbourhood.

2 Permitted without consent

Home occupations

3 Permitted with consent

Attached dwellings; Bed and breakfast accommodation; Boarding houses; Building identification signs; Business identification signs; Child care centres; Community facilities; Dual occupancies; Dwelling houses; Educational establishments; Emergency services facilities; Environmental facilities; Environmental protection works; Exhibition homes; Flood mitigation works; Home-based child care; Home businesses; Hostels; Information and education facilities; Multi dwelling housing; Neighbourhood shops; Places of public worship; Public administration buildings; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); Residential flat buildings; Respite day care centres; Roads; Semi-detached dwellings; Seniors housing; Shop top housing; Water recycling facilities

4 Prohibited

Any development not specified in item 2 or 3

Zone RE1 Public Recreation

1 Objectives of zone

- *To enable land to be used for public open space or recreational purposes.*
- *To provide a range of recreational settings and activities and compatible land uses.*
- *To protect and enhance the natural environment for recreational purposes.*

2 Permitted without consent

Environmental protection works; Flood mitigation works

3 Permitted with consent

Boat launching ramps; Boat sheds; Charter and tourism boating facilities; Community facilities; Environmental facilities; Information and education facilities; Jetties; Kiosks; Markets; Recreation areas, Recreation facilities (indoor); Recreation facilities (major); Recreation facilities (outdoor); Restaurants or cafes; Roads; Take away food and drink premises; Water recreation structures; Water recycling facilities

4 Prohibited

Any development not specified in item 2 or 3

Zone SP2 Infrastructure

1 Objectives of zone

- *To provide for infrastructure and related uses.*
- *To prevent development that is not compatible with or that may detract from the provision of infrastructure.*

2 Permitted without consent

Nil

3 Permitted with consent

The purpose shown on the Land Zoning Map, including any development that is ordinarily incidental or ancillary to development for that purpose; Aquaculture; Environmental protection works; Flood mitigation works; Recreation areas; Roads

4 Prohibited

Any development not specified in item 2 or 3

Proposed Built Form Controls (Height & FSR)

The proposed built form is underpinned by the strategic direction to transform the Site as indicated in the adopted Northern Structure Plan as demonstrated through the following principles:

- locating the Town Centre closer to Hope Street
- enabling the Town Centre to function for future employment, retail and community uses
- ensure an appropriate transition to the adjoining site to the south precinct
- locating height in the centre of the site
- scaling building height towards to edges to transition to existing residential areas

The Urban Design Report prepared by AJC (Attachment 2) outlines the guiding principles, methodology, opportunities and constraints, urban design principles, landscaping and public domain. This Report investigates several focus areas or precincts within the Site considering potential impacts on adjoining properties and consideration of the existing and evolving character of the locality.

These investigations also carefully examine the Site conditions, noting that there are significant level changes within the Site in both an east west and north south direction. Benching of the Site is required to ensure it is permeable and well connected to the surrounding local context. These civil works (subject to future detailed applications) allow for the provision of enabling infrastructure, improved and useable public domain areas and the ability to utilise the natural slope of the site for sustainable basement carparking without excessive excavation.

This benching of the Site has required fill to a max of approx. 9.4 metres in the centre of the Site to accommodate proposed 18 storey buildings. The location of these buildings will ensure they do not dominate the skyline when viewed from the Victoria Road Corridor.

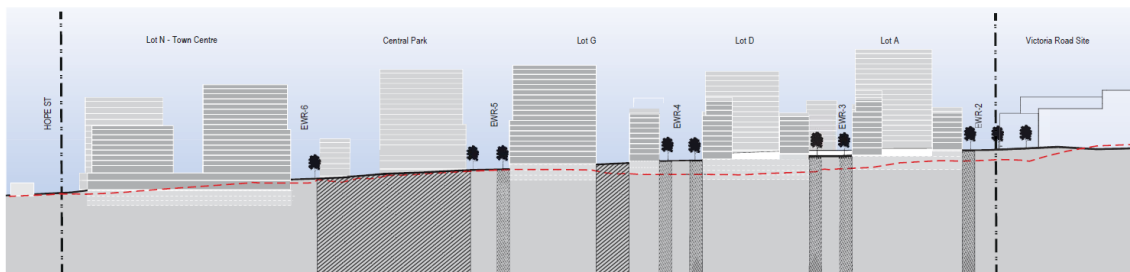


Figure 60: Proposed North-South Section (Source: AJC 2019)

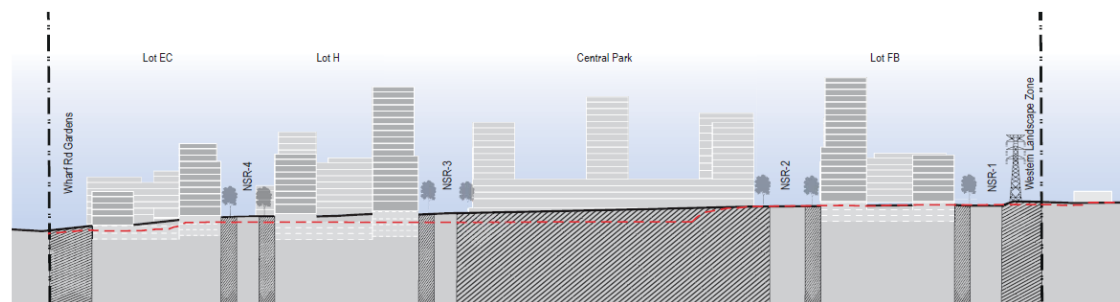


Figure 61: Proposed East - West Section (Source: AJC 2019)

The Proposal seeks a range of building heights according to the proposed masterplan ranging in height from 17 metres to 70 metres (up to 18 storeys). The building height map will allocate height in future development lots based on the masterplan.

The proposed 70 metre height limit is considered acceptable in limited locations on the Site given the required future grading to provide permeability and ensure connectivity to the adjoining site to the north (former Bartlett Park). This additional height (ranging from nil – 10 metres across the Site) is required to accommodate the required heights when measured from existing natural ground in accordance with the PLEP 2011.

For example, with the assumed floor to floor heights 18 storeys in the scheme equates to 70 metres. The proposed fill is limited in sensitive areas on the Site, including edge conditions along Wharf Road and Hope Street. Further details are provided in the Urban Design Report.

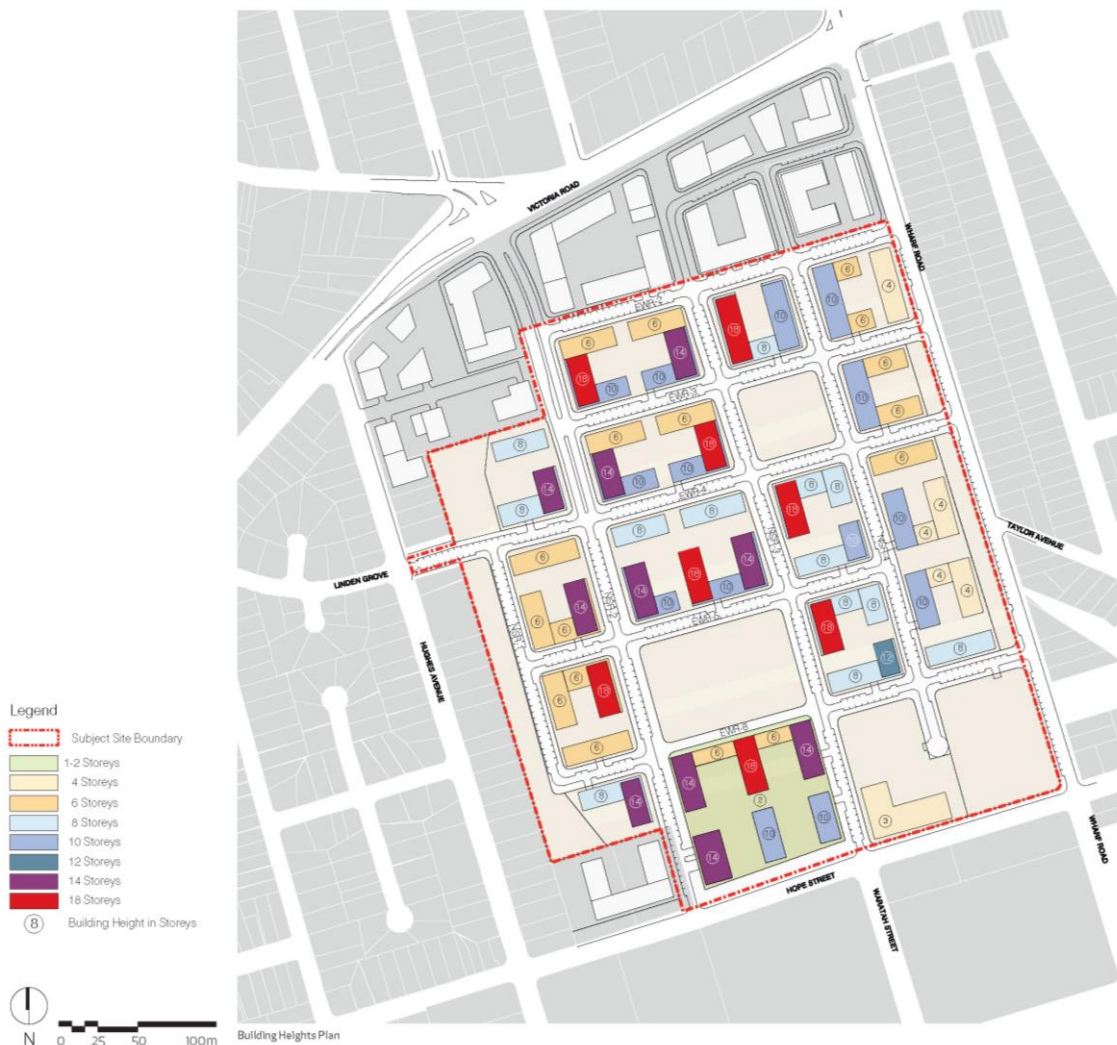


Figure 62: Indicative Building Height Map (Source: AJC 2019)

In terms of proposed floorspace ratio (FSR), the Proposal seeks a gross FSR of 1.85:1 across the Site. This is a reduction in density following discussions with Council staff and consistent with the approved FSR of 2:1 on the adjoining Site to the north at the former Bartlett park (VRS).

This FSR is appropriate for the desired built form outcomes given the size and opportunities to provide significant areas of open space, with a total of 7.5 ha across the Site, with 4.65 ha proposed to be publicly accessible.



Figure 63: Public Domain and Open Space Map (Source: AJC 2019)

The building heights and density are justified in this location based on the following rationales adopted for the Masterplan:

Sensitive Location of Tall Buildings

- building heights range between 4-18 storeys, with the tallest buildings located in the core of the Site overlooking either new public open spaces or the main boulevard or Main Street
- low rise apartments in the order of 4-8 storeys are proposed in the outer lots of the development to aid with the sensitive transition of the Site to the neighbouring low-rise dwellings
- tall buildings are designed with smaller footprints, rather than lower bulkier buildings to achieve larger and improved public domain, parks and open space outcomes for the Site
- most tall buildings (12+ storeys) are located in the 'core' of the Site and have an aspect overlooking a public open space
- tall buildings are located to avoid significant impacts on adjoining residential properties in terms of excessive overshadowing, overlooking, bulk and scale visual impacts

- the Masterplan proposes an average of circa 8 storeys across the Site, with only 7 buildings at 18 storeys avoiding a monotonous height across the Site leading to poor urban design outcomes

Transition Zones

- to ensure a sensitive transition to existing low density dwellings along Wharf Road, all development with an address to Wharf Road will be limited to 4 to 6 storeys
- all development along the western and southern boundary will be 6 to 8 storeys; to help transition building heights to existing dwellings on Hughes Avenue and ex-industrial on Hope Street
- both eastern and western boundaries are co-located with open space buffers to assist in the transition of building forms
- taller building form is concentrated at the core of the Site, close to the amenity afforded by large open spaces such as Central Park and The Common

Building Orientation

- north-south and east-west building orientations are proposed so that a variety of apartment types are encouraged and so that they address and frame the new roads

Solar access and Overshadowing Impacts

- all buildings over 10 storeys are orientated along a north-south axis to reduce the impacts of overshadowing on residences, open space and adjoining neighbourhoods
- taller residential buildings are proposed to address to one of the two main roads or one of the major parks. This allows the width of the roads to absorb part of the bulk and scale of taller building forms and ensures minimal overshadowing of residences
- taller buildings are proposed at the core of the Site to minimise overshadowing impact on neighbours to meet ADG requirements
- north-south roads are oriented as close to true north as possible, given connectivity constraints. This orientation ensures that north, east and west façades of buildings can achieve at least 2 hours of direct solar access in mid-winter as per the ADG

Building Depths

- 18m for buildings orientated on an east/west axis
- 20m for buildings orientated on a north/south axis

Design Excellence

- this Planning Proposal seeks to insert an appropriate clause in the LEP to ensure that design excellence provisions pertain to the Site and future development
- this can be achieved through a number of manners and will be discussed in further detail with council officers, ensuring any future provision is linked to the Site and future Development Control Plan for the Site

Location of School Site/Playing Field

- the proposed Playing Field is located in a transition zone allowing for a Wharf Road Gardens Extension
- the School and Playing Field are located in close proximity to the Town Centre
- provides large area of common open space at the ground level of the School site

9.2.2 Proposed Heritage Controls

A detailed assessment of heritage impacts has been undertaken for the Site by Geoffrey Britton. The Heritage Assessment concluded that subject to several recommendations there is likely to be minimal heritage impact on the LEP listed Item 311 or the two moveable heritage items located nearby at the former Reckitt Benckiser Site resulting from the proposed redevelopment of the area.

It is proposed to maintain the current local heritage listing in the PLEP 2011 subject to the recommendations in the Assessment seeking to amend the listing details within the instrument covering the remnant mature trees be revised to more accurately describe the location of the heritage items (including the 2 moveable items), should they be retained on Site.

9.3 Justification

9.3.1 Section A – Need for a Planning Proposal

Is the Planning Proposal a Result of Any Strategic Study or Report?

The Planning Proposal is the result a number of strategic studies and reports. The Proposal is also supported by a wide range of technical reports including traffic and transport, urban design and environmental studies.

The key studies that underpin the Site's transition from traditionally industrial zoned land to a mixed use precinct are the economic studies undertaken by the AEC Group on behalf of PAYCE and the adopted ELS 2016 prepared by the City of Parramatta Council. These studies are summarised below with further analysis in Section 9.3.3 of this report.

Economic Analysis Undertaken by AEC

A suite of independent economic studies were undertaken relating to the potential retention of the Site as industrial land and investigation into its role and function within the Melrose Park Precinct and Parramatta LGA.

These studies included a detailed investigation into the viability of alternative employment uses for the Site to provide for more contemporary employment opportunities. These studies completed by the AEC Group are summarised below:

- *Background Paper 2014* - This paper outlines the economic structure of Melrose Park, the issues that challenge its occupiers and what it means for Melrose Park's sustainability in the long term. This provides the background and evidence base to inform the future of the Site and the ELS.
- *Employment Lands Study 2016* - This study examines the role and function of Melrose Park in the context of other industrial precincts in the Parramatta LGA, investigating the likely nature and quantum of future demand for employment lands and the ability of those industrial precincts to accommodate future employment growth.
- *Alternate Use Options Study 2016* - This study examines the market capacity of Melrose Park to accommodate alternative uses that will allow it to transition and be economically viable in the future and accommodate some of the economic and population growth projected for the Parramatta LGA.

These studies inform the Economic Impact Assessment (EIA) that demonstrates the Planning Proposal can accommodate 1,478 - 1,873 jobs on the Site, representing a net increase of 504 - 899 direct jobs and an intensification of land use.

The revised economic assessment prepared by AEC finds that the number of direct jobs has increased as a result of the revised Planning Proposal. The Proposal will provide 1,538 - 1,932 direct jobs on the Site, which will result in a net increase of jobs on the site.

These studies show that traditional industrial and manufacturing jobs are not viable in this location, also indicative by the changing nature of the industry and current extensive vacancies, with falling jobs occurring at the Site over time (expected to continue in decline without change). This is consistent with Council's ELS as summarised below:

Employment Lands Strategy 2016

The Employment Lands Strategy (ELS) 2016 was formally adopted by Council on 11 July 2016. The ELS identified 11 actions that have been developed to guide the future of employment lands, including the Melrose Park Precinct.

An analysis of the Planning Proposal in relation to the ELS is provided in sections 6.7 and 9.3.3 of this report.

Further, an examination of the land uses adjoining the Parramatta River identifies that Melrose Park has the potential to meet residential targets and to provide for higher employment densities to facilitate contemporary employment opportunities.

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

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

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

- former Industrial lands at Camellia
- Cumberland Hospital, Parramatta

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

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

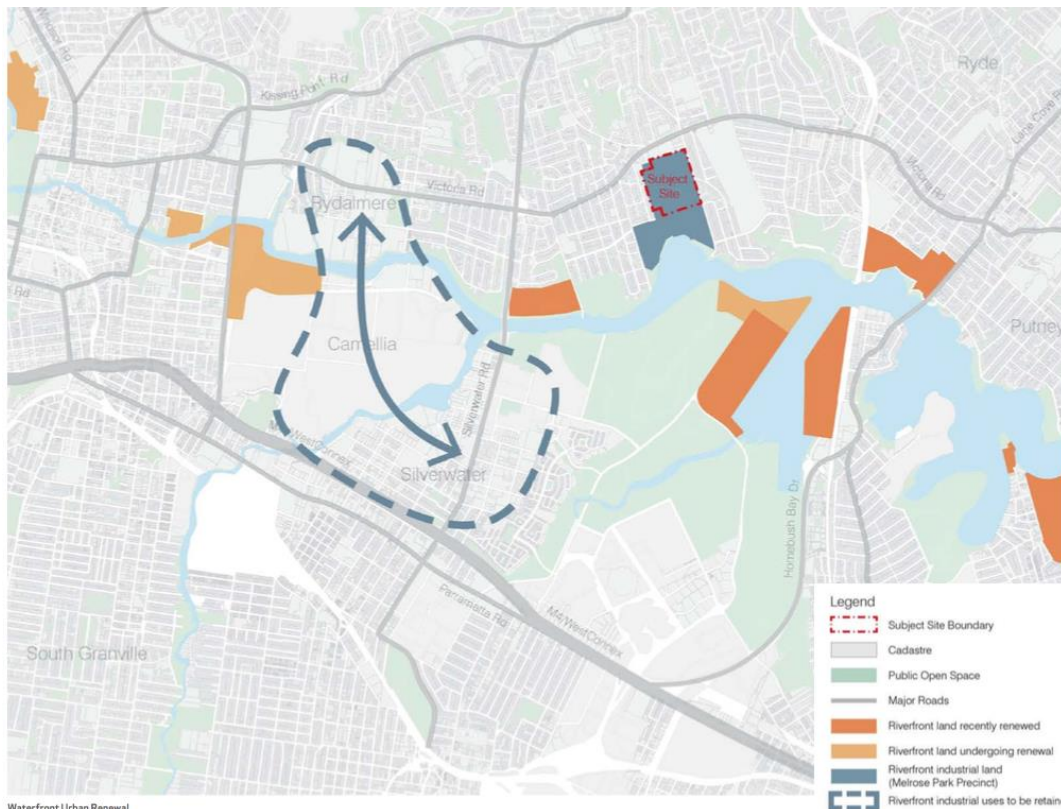


Figure 64: Urban Renewal along the Parramatta River (Source: AJC 2016)

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

The Planning Proposal is the best and most appropriate means of achieving the desired future redevelopment of the Site. As demonstrated in this Proposal, the current zoning and built form controls do not allow the Site to be developed in a manner that will deliver a sustainable urban framework, built form outcomes, open space or sufficient employment densities.

The current zoning and landuse controls sterilises the Site for future mixed use and residential outcomes to meet the future population demands of the Parramatta LGA and broader region.

The economic justification in this Proposal and accompanying technical reports undertake an evidence-based approach which responds to the changing market of the pharmaceutical industry – historically a dominant land use on the Site. Further investigation into other employment uses for the Site indicate that a mixed use centre with commercial, retail and residential uses will provide the amenity sought by contemporary employment uses, combined with a new Town Centre and community uses for the Site to support a new residential community.

This issue is recognised by Council in its ELS that recommends a *Structure Plan* be prepared for the Melrose Park Precinct.

The existing planning controls do not adequately address the required landuses to deliver a new centre, residential and contemporary employment uses or the required built form controls to ensure traffic, environmental and other potential impacts on adjoining properties and surrounding neighbourhood can be comprehensively addressed and mitigated.

Accordingly, the proposed rezoning of the Site through an amendment to the PLEP 2011 is considered the most appropriate method to deliver the desired outcomes.

9.3.2 Section B - Relationship to Strategic Planning Framework

Is the Planning Proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?

Premier's Priorities

In June 2018, the Premier provided an update on the 12 Premier's Priorities. Government's key areas of focus include transport, health, education, environment, police and justice, infrastructure, family and community services, economy and accountability.

- Creating jobs
- Delivering infrastructure
- Driving public sector diversity
- Improving education results
- Improving government services
- Improving service levels in hospitals
- Keeping our environment clean
- Making housing more affordable
- Protecting our kids
- Reducing domestic violence
- Reducing youth homelessness
- Tackling childhood obesity

The Revised Planning Proposal is consistent with the relevant priorities namely, creating jobs; delivering infrastructure; tackling childhood obesity (through improved open space, active choices and healthy environments); and keeping our environment clean.

Greater Sydney Region Plan

The *Greater Sydney Region Plan* (Region Plan) outlines how Greater Sydney will manage growth and change in the context of social, economic and environmental matters. It sets the vision and strategy for Greater Sydney, to be implemented at a local level through District Plans.

The Revised Planning Proposal is consistent with the Region Plan as detailed in the Table below.

Direction	Response
A City supported by infrastructure	The Planning Proposal strongly aligns with this Direction by providing: <ul style="list-style-type: none"> • significant infrastructure provision • new pedestrian and cycle connections • free shuttle bus service to train station/s and Wharf
A collaborative City	The Planning Proposal strongly aligns with this Direction. PAYCE is working collaboratively with Council, TNSW, RMS and other government agencies
A City for people	The Planning Proposal strongly aligns with this Direction by providing: <ul style="list-style-type: none"> • a new Town Centre • community facilities

Direction	Response
	<ul style="list-style-type: none"> • open space/parks • active transport provision • dedication of land for a public school
Housing in the City	<p>The Planning Proposal strongly aligns with this Direction as follows:</p> <ul style="list-style-type: none"> • provides high density housing • provides affordable rental housing • satisfies the criteria for 'urban renewal' given its location on a regional transport link, adjacent strategic centre with connections to walking and cycling routes
A City of great places	<p>The Planning Proposal strongly aligns with this Direction by:</p> <ul style="list-style-type: none"> • increasing the provision of open space • providing a new Town Centre and community facilities • providing a mix of land uses and activities that provide opportunities for social connection in walkable, human scale, fine grain neighbourhoods
A well-connected City	<p>The Planning Proposal strongly aligns with this Direction as follows:</p> <ul style="list-style-type: none"> • the Site is within walking distance of Victoria Road Major Transport Corridor and can be totally integrated with the Parramatta Light Rail Stage 2 Corridor • the Site connects and contributes to cycleway and pedestrian pathways • contributes to the key outcome of population within 30 minute public transport access to the metropolitan cluster of Parramatta
Jobs and skills for the City	<p>The Planning Proposal strongly aligns with this Direction as follows:</p> <ul style="list-style-type: none"> • it is an effective use of industrial and urban services land to provide significant commercial and retail employment opportunities in the Town Centre • it provides a new centre for people to live and work • it supports the continued economic development and diversity of Greater Parramatta
A City in its landscape	<p>The Planning Proposal strongly aligns with this Direction:</p> <ul style="list-style-type: none"> • the Revised Planning Proposal provides for significant areas of open space, landscaping and the provision of urban vegetation
An efficient City	<p>The Planning Proposal aligns with this Direction as follows:</p> <ul style="list-style-type: none"> • the Site is in close proximity to major transport corridors (Victoria Road and proposed Gateway Bridge and is supported by a TMAP to reduce high dependence on private vehicle travel • ESD to reduce waste and energy usage will be incorporated at detailed design at later stages
A resilient City	<p>The Planning Proposal aligns with this Direction as redevelopment of the Site can be designed to adapt to the impacts of urban and natural hazards</p>

Table 6: Alignment with the Greater Sydney Region Plan (Source: Keylan)

Central City District Plan

The *Central City District Plan* (District Plan) reinforces the key planning directions and objectives outlined in the Greater Sydney Region Plan.

The District Plan provides broad strategic directions to support the Central City. The District Plan consists of key planning priorities and actions for achieving a liveable, productive and sustainable future for the Central City.

The District Plan places a significant focus on productivity, including the recognition of the importance of *Greater Parramatta and the Olympic Peninsula Area* (GPOP).

A summary of the Revised Planning Proposal and Masterplan's ability to contribute to the objectives of the District Plan is detailed below:

Key Direction	Planning Priority	Objectives	Ability of the Planning Proposal and Revised Masterplan to contribute to the Plan
Infrastructure and collaboration	Planning Priority C1 Planning for a city supported by infrastructure	Objective 1: Infrastructure supports the three cities Objective 2: Infrastructure aligns with forecast growth Objective 3: Infrastructure adapts to future needs Objective 4: Infrastructure use is optimised	Strong The Planning Proposal provides the following contributions toward infrastructure: <ul style="list-style-type: none"> • Contributions to significant enabling infrastructure to support the urban renewal of the precinct • road intersection/upgrades • public open space
	Planning Priority C2 Working through collaboration	Objective 5: Benefits of growth realised by collaboration of governments, community and business.	Strong The Planning Proposal is a result of many years work in collaboration with Council and agencies, recently resulting in the Gateway Determination for the Melrose Park North Planning Proposal and TMAP for the broader Melrose Park Precinct PAYCE is continuing to work collaboratively with Council, TNSW, RMS, agencies, community and other stakeholders
	Planning Priority C3	Objective 6: Services and infrastructure meet	Strong

Key Direction	Planning Priority	Objectives	Ability of the Planning Proposal and Revised Masterplan to contribute to the Plan
	Providing services and social infrastructure to meet people's changing needs	communities' changing needs.	The Revised Planning Proposal provides the opportunity for the provision of social infrastructure including affordable housing, child care centres, public open space and community facilities
	Planning Priority C4 Fostering healthy, creative, culturally rich and socially connected communities	Objective 7: Communities are healthy, resilient and socially connected. Objective 8: Greater Sydney's communities are culturally rich with diverse neighbourhoods.	Strong The Planning Proposal incorporates: <ul style="list-style-type: none"> • housing diversity • affordable housing • public open space • pedestrian and cycle connections
		Objective 9: Greater Sydney celebrates the arts and supports creative industries and innovation.	Strong The proposed zoning regime for Melrose Park allows for a mix of contemporary employment use in an accessible location with high worker amenity
	Planning Priority C5 Providing housing supply, choice and affordability, with access to jobs, services and public transport	Objective 10: Greater housing supply. Objective 11: Housing is more diverse and affordable.	Strong The Plan identifies that urban renewal should be located in areas supported by existing and planned infrastructure The Site satisfies the locational criteria for an urban renewal area, in that the Site is within walking distance of a new centre with buses, rail and regional transport
	Planning Priority C6 Creating and renewing great places and local centres, and respecting the District's heritage	Objective 12: Great places that bring people together. Objective 13: Environmental heritage is identified, conserved and enhanced.	Strong The Planning Proposal provides a holistic approach to the renewal of the Site, incorporating employment areas, housing, open space and major infrastructure upgrades
Productivity	Planning Priority C7 Growing a stronger and more competitive Greater Parramatta	Objective 19: Greater Parramatta is stronger and better connected. Objective 21: Internationally competitive health,	Strong The Planning Proposal is representative of the District Plans' goal of transitioning from industrial to a mixed use urban renewal precinct

Key Direction	Planning Priority	Objectives	Ability of the Planning Proposal and Revised Masterplan to contribute to the Plan
		education, research and innovation precincts.	The redevelopment of the Site will provide housing opportunities for a residential population within 30-minutes of Parramatta
	Planning Priority C8 Delivering a more connected and competitive GPOP Economic Corridor	Objective 15: The Eastern, GPOP and Western Economic Corridors are better connected and more competitive.	Moderate The Site is close to GPOP It will improve connections to and the competitiveness of the corridor. A new transport bridge to Sydney Olympic Park is also proposed to ensure well-connected places
	Planning Priority C9 Delivering integrated land use and transport planning and a 30-minute city	Objective 14: A Metropolis Of Three Cities – integrated land use and transport creates walkable and 30-minute cities.	Strong The Planning Proposal: <ul style="list-style-type: none"> • supports the 30 minute city as detailed in the TMAP • improves access to local jobs • provides numerous walking and cycling connections
		Objective 16: Freight and logistics network are competitive and efficient.	N/A
	Planning Priority C10 Growing investment, business opportunities and jobs in strategic centres	Objective 22: Investment and business activity in centres	Moderate/Strong The Planning Proposal aligns with the actions identified including: <ul style="list-style-type: none"> • co-locating of a wide mix of activities, including residential • improving walkability • improving the cycling network The new Town Centre will be developed as a vibrant urban place with high amenity for future residents and workers
	Planning Priority C11 Maximising opportunities to attract advanced	Objective 23: Industrial and urban services land is planned, retained and managed.	N/A – Gateway Determination has been made following Council and Department detailed assessment in accordance with Council's ELS

Key Direction	Planning Priority	Objectives	Ability of the Planning Proposal and Revised Masterplan to contribute to the Plan
	manufacturing and innovation in industrial and urban services land		and other strategic planning documents.
	Planning Priority C12 Supporting growth of targeted industry sectors	Objective 24: Economics sectors targeted for success (Tourism, Agriculture, Mineral resources)	N/A
Sustainability	Planning Priority C13 Protecting and improving the health and enjoyment of the District's waterways	Objective 25: The coast and waterways are protected and healthier.	N/A
	Planning Priority C14 Creating a Parkland City urban structure and identity, with South Creek as a defining spatial element	Objective 26: A cool and green parkland city in the South Creek corridor.	N/A
	Planning Priority C15 Protecting and enhancing bushland, biodiversity and scenic and cultural landscapes	Objective 27: Biodiversity is protected, urban bushland and remnant vegetation is enhanced. Objective 28: Scenic and cultural landscapes and protected.	N/A
	Planning Priority C16 Increasing urban tree canopy cover and delivering Green Grid connections	Objective 30: Urban tree canopy cover is increased. Objective 32: The Green Grid links parks, open spaces, bushland, and walking and cycling paths.	Strong The Planning Proposal incorporates substantial tree planting across the Site and improved public domain, increased setbacks and increased areas for street trees and more efficient use of open space
	Planning Priority C17	Objective 31: Public Open Space is accessible, protected and enhanced	Strong

Key Direction	Planning Priority	Objectives	Ability of the Planning Proposal and Revised Masterplan to contribute to the Plan
	Delivering high quality open space		New public open space areas are part of the Planning Proposal
	Planning Priority C18 Better managing rural areas	Objective 29: Environmental, social and economic values in rural areas are protected and enhanced.	N/A
	Planning Priority C19 Reducing carbon emissions and managing energy, water and waste efficiently	Objective 33: A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change. Objective 34: Energy and water flows are captured, used and re-used. Objective 35: More waste is re-used and recycled to support the development of a circular economy.	Strong Future development envisaged in the Planning Proposal is capable of satisfying ESD objectives.
	Planning Priority C20 Adapting to the impacts of urban and natural hazards and climate change	Objective 36: People and places adapt to climate change and future shocks and stresses. Objective 37: Exposure to natural and urban hazards is reduced. Objective 36 [sic]: Heatwaves and extreme heat are managed.	Strong Future development can incorporate appropriate responses to these issues
Implementation	Planning Priority C21 Preparing local strategic planning statements informed by local strategic planning	Objective 39: A collaborative approach to city planning	Strong The Planning Proposal includes a comprehensive assessment of economic, social and environmental matters in the area PAYCE is liaising with Council and State agencies, community and other stakeholders to address any key issues including infrastructure requirements

Key Direction	Planning Priority	Objectives	Ability of the Planning Proposal and Revised Masterplan to contribute to the Plan
	Planning Priority C22 Monitoring and reporting on the delivery of the Plan	Objective 40: Plans are refined by monitoring and reporting.	N/A

Table 7: Alignment with the Central City District Plan (Source: Keylan)

NSW Draft Centres Policy 2009

In 2009, the then Department of Planning released the *Draft Centres Policy – Planning for Retail and Commercial Development*. The document was released as a *Consultation Draft* and endorsed *Not Government Policy*. Notwithstanding its current status (presently unknown), the Draft policy outlines key principles which should apply to the planning of centres:

- retail and commercial activity should be located in centres to ensure the most efficient use of transport and other infrastructure, proximity to labour markets, and to improve the amenity and livability of those centres
- the planning system should be flexible enough to enable centres to grow, and new centres form
- the market is best placed to determine the need for retail and commercial development
- the role of the planning system is to regulate the location and scale of development to accommodate market demand
- the planning system should ensure that the supply of available floorspace always accommodates the market demand, to help facilitate new entrants into the market and promote competition
- the planning system should support a wide range of retail and commercial premises in all centres and should contribute to ensuring a competitive retail and commercial market
- retail and commercial development should be well designed to ensure it contributes to the amenity, accessibility, urban context and sustainability of centres

The Draft Policy also introduces the concept of a *Net Community Benefit Test* (NCBT), noting that net community benefit arises when the sum of the benefits of a rezoning are greater than the sum of all costs from a community welfare perspective.

Both the *Economic Impact Assessment* prepared by AEC and the *Economic Impact Assessment – Proposed Retail* prepared by Leyshon Consulting undertake an analysis of the Proposal in relation to this policy and the NCBT. These studies conclude that the Proposal is consistent with the policy as detailed in this Report.

A Plan for Growing Sydney 2014

A *Plan for Growing Sydney* is the former Metropolitan Plan for Sydney and was prepared by DP&E It outlined 4 key Goals - supported by a number of directions and actions, covering the following:

- Economy
- Housing
- Liveability
- Natural Environment

A response to the relevant Goals, Directions and Actions in the Plan follows:

Goal, Direction, Action	Response
Goal 1 Sydney's Competitive Economy	<ul style="list-style-type: none"> • An overriding Goal identifies Western Sydney as the key to Sydney's success. • The Proposal supports this fundamental policy setting by successfully transitioning an existing outdated industrial land to provide for a contemporary employment area with 1,478 - 1,873 jobs to support Western Sydney in terms of housing (quantity, affordability & choice) and employment opportunities to meet future population • The revised economic assessment prepared by AEC finds that the revised Planning Proposal accommodates a higher number of workers - 1,538 to 1,932 compared to 1,478 to 1,873 in the March 2017 Planning Proposal.
Direction 1.2: Grow Greater Parramatta – Sydney's second CBD	<ul style="list-style-type: none"> • The Site's location close on the edge of the extended Global Economic Corridor, Parramatta CBD and potential long term future connections to Sydney Olympic Park will support a greater Parramatta in terms of increased housing choice and economic drivers from an increased workforce for the Site.
Direction 1.3: Establish a New Priority Growth Area– Greater Parramatta to the Olympic Peninsula	<ul style="list-style-type: none"> • The Plan outlines actions to deliver housing and employment in this area through the priority revitalisation projects (Wentworth Point, Carter Street, Sydney Olympic Park and Camellia). • The Site is not located within this growth area, however due to its proximity and ability for future connections (both road and river) can support this new corridor.
Action 1.3.4: Grow the knowledge economy as part of the extension of the global economic corridor	<ul style="list-style-type: none"> • The Site is located in the edge of the extended Global Economic Corridor and will encourage employment opportunities, including potentially the retention of existing major companies that have a long standing presence in the locality. • Two existing companies have indicated interest to remain on Site subject to the timely provision of suitable facilities and improved amenity as detailed in the proposed Masterplan (Attachment 2).

Goal, Direction, Action	Response
<p>Direction 1.6: Expand the Global Economic Corridor</p> <p>Direction 1.7: Grow strategic centres – providing more jobs closer to home</p> <p>Action 1.7.2: Improve Councils’ access to data on the demand and supply of homes, office and retail space</p> <p>The Government will: work with councils through the Employment Lands Development Program to provide a stronger evidence base for evaluation decisions in relation to proposed and existing industrial land by providing demand and supply data sets on industrial development, including freight and logistics</p>	<ul style="list-style-type: none"> • The Site is located immediately adjacent to the extended Global Economic Corridor from Macquarie Park to Sydney Olympic Park and can support surrounding strategic centres through direct and indirect economic impacts and increased housing choice. • The Site is not located within a Strategic Centre – which are identified for future economic and housing growth, although Action 1.7.2 requires Government to work with Councils on improved data for decisions around industrial land. • This Proposal is supported by comprehensive Economic studies undertaken by AEC which concludes the Site is in transition and it is not viable to continue as industrial uses, with the proposed development allowing for 1,478 – 1,873 new full time jobs representing an additional 504 - 899 jobs and intensification of employment density. • The revised economic assessment prepared by AEC finds that the number of direct jobs has increased as a result of the revised Planning Proposal. The revised Planning Proposal will provide 1,538 – 1,932 direct jobs on the Site, which will result in a net increase of jobs on the site.
<p>Direction 1.9: Support priority economic sectors</p> <p>Action 1.9.2: Support key industrial precincts with appropriate planning controls</p> <p>The Industrial Lands Strategic Assessment Checklist will guide the assessment of proposed rezonings of industrial lands. It poses questions about whether the Site is near or within direct access to key economic infrastructure, how it contributes to a significant industry cluster, and how the proposed rezoning would impact on industrial land stocks and employment objectives in each subregion. The Checklist allows for evidence-based decisions and aims to prevent encroachment on important industrial sites.</p> <p>The Government will: undertake an analysis of Sydney’s stock of industrial zoned land to identify key industrial precincts and use the findings to:</p> <ul style="list-style-type: none"> • determine where improved planning controls are required to better protect industrial land from conversion to other uses; 	<ul style="list-style-type: none"> • Any rezoning of industrial land must address specific actions and undertake an assessment under the <i>Industrial Lands Strategic Assessment Checklist</i> as detailed in Action 1.9.2. • A detailed response to the Checklist is provided in Table 12. • This is strongly supported by the AEC and Leyshon reports, which provides the evidence base to support a rezoning from industrial to a mixed use precinct.

Goal, Direction, Action	Response
<ul style="list-style-type: none"> • identify where improved and innovative planning controls will allow for the ongoing evolution of industrial activities to more intensive commercial activities; and • update the Industrial Lands Strategic Assessment Checklist. • assess new Proposals to convert existing industrial zoned land to other uses under the Industrial Lands Strategic 	
Goal 2 Sydney's housing choices	<ul style="list-style-type: none"> • This report strongly argues that the Proposal meets these objectives to justify reduction of IN1 industrial land.
Direction 2.1: Accelerate housing supply across Sydney Action 2.1.1: Accelerate housing supply and local housing choices	<ul style="list-style-type: none"> • The Proposal is consistent with this direction by accelerating housing supply through the provision of approximately 5,000 residential apartments. • An indicative apartment mix is likely to be in the range of: <ul style="list-style-type: none"> • Studio apartment – 2% • 1 bedroom apartments – 25% • 2 bedroom apartments – 65% • 3 bedroom apartments – 5% • 4 bedroom apartments – 3% • Affordable rental housing – 145 apartments.
Action 2.1.2: Accelerate new housing in designed infill areas (established urban areas) through the priority precincts and Urbangrowth NSW programs ...Locations with large lots within the existing urban area that are close to centres on the rail, light rail and rapid bus systems are particularly suited to urban renewal...	<ul style="list-style-type: none"> • The 25 ha Site in single ownership provides an excellent opportunity to deliver sustainable urban renewal outcomes. • Although the Site is not identified as a Priority Precinct, this report demonstrates that it can support other identified precincts as well as provide for suitable infill development within an existing urban area and close to strategic transport corridors and existing services. • This action also relates to the Site as the Victoria Road Corridor (Parramatta to the Sydney CBD via Ryde) is identified as a long-term opportunity for Rapid Bus transit (RBT) and possible light rail to support urban renewal opportunities.
Direction 2.2: Accelerate urban renewal across Sydney – providing homes closer to jobs Action 2.2.2: Undertake urban renewal in transport corridors which are being transformed by investment, and around strategic centres Future investments in rail and light rail corridors identified in the Long Term Transport Master Plan and the Rebuilding NSW -State Infrastructure Strategy 2014	<ul style="list-style-type: none"> • The Proposal is located on the edge of the extend Global Economic Corridor in close proximity to Victoria Road, a major connector from Parramatta to the Sydney CBD and other identified strategic centres at Sydney Olympic Park and the Camellia urban renewal area. • The redevelopment of the Site will support the NSW Government's strategic transport initiatives identified in the Long Term Transport Masterplan, including response to: <ul style="list-style-type: none"> • Sydney's Rail Future • Sydney's Light Rail Future

Goal, Direction, Action	Response
<p>have significant potential to act as a catalyst for new housing development and will give new communities shorter commutes to major job centres. The scale of investment will mean these corridors are transformational in nature. They offer the potential to deliver homes close to jobs and give residents the choice to walk or use public transport. They will provide a legacy for future generations.</p> <p>The subregional planning process may identify additional opportunities for significant urban renewal along other transport corridors.</p> <p>Direction 2.3: Improve housing choice to suit different needs and lifestyles</p> <p>Action 2.3.1: Require local housing strategies to plan for a range of housing types</p> <p>Action 2.3.3: Deliver more opportunities for affordable housing</p>	<ul style="list-style-type: none"> • Sydney's Bus Future • Sydney's Ferry Future • A detailed analysis of the Site in the context of these transport initiatives is provided in Sections 7.7 and 7.8 of this Report. • Further, the proposed public transport initiatives as part of the public benefit strategy for the Site (i.e. private bus services), will support the urban transformation of Melrose Park. • The Proposal includes the provision of 145 affordable rental housing apartments. This is generally consistent with best practice measures comparable with other major urban renewal precincts including Green Square and Redfern Waterloo. There is also scope for further affordable rental housing on the Site subject to feasibility and future planning initiatives for the Site.
<p>Goal 3 Sydney's great places to live</p>	
<p>Direction 3.1: Revitalise existing suburbs</p>	<ul style="list-style-type: none"> • The Masterplan will provide significant opportunities for new housing and community benefits such as affordable rental housing choice, retail opportunities, retention of existing employment and opportunities for new jobs within the Site through the creation of up to 1,478 - 1,873 jobs. • The revised economic assessment prepared by AEC finds that the revised Planning Proposal accommodates a higher number of workers - 1,538 to 1,932 compared to 1,478 to 1,873 in the March 2017 Planning Proposal. • The Proposal also provides a number of social benefits to existing and new communities through new open space and active parks. • Section 8 of this report outlines improved social and community benefits resulting from the Proposal.
<p>Direction 3.2: Create a network of interlinked, multipurpose open and green spaces across Sydney</p> <p>Direction 3.3: Create healthy built environments</p>	<ul style="list-style-type: none"> • The Proposal creates 4.65 ha of new parkland and open space within the Site to be dedicated to Council for the community.

Table 8: Consideration of a Plan for Growing Sydney 2014

Draft West Central District Plan

The *Draft West Central District Plan* outlines the Greater Sydney Commission’s (GSC) vision for the Blacktown, Cumberland, Auburn, Parramatta and The Hills Local Government Areas.

This vision includes cementing the West Central District as Sydney’s economic powerhouse, supported by planned investment in new transport infrastructure, the provision of new and diverse housing options, and the expansion and diversification of employment opportunities that build on and respect the regions significant cultural and landscape assets.

It seeks to provide the district level planning framework to implement the goals and directions outlined in *A Plan for Growing Sydney* and is intended to be used to inform the preparation of Local Environmental Plans, Planning Proposals, and strategic land use and transport and infrastructure planning.

The productivity, liveability and sustainability goals relevant to the assessment of this application include:

Productivity

- Driving the growth of the Central City
- Growing the West Central Districts with a smart jobs economy
- Improving access to a greater number of jobs and centres within 30 minutes
- Attracting employment and urban services activity

Liveability

- Improving housing choice
- Improving housing diversity and affordability
- Creating great places
- Fostering cohesive communities
- Respond to the need for additional services

Sustainability

- Delivering Sydney’s Green Grid
- Creating an efficient West Central District

The Draft Plan’s key goals are to provide a **productive, liveable and sustainable city**. An assessment of compliance with the productivity, liveability and sustainability priorities relevant to the assessment of this Planning Proposal are summarised in the Table below.

Priority	Response
Productivity Priority 1: Integrate Transport and Land Use Strategy Any relevant land use and transport initiatives in Council’s Strategic Plan and Local Environmental Plan should align with the updated future Transport Strategy and	<ul style="list-style-type: none"> • The Proposal is near Victoria Road, a major strategic transport corridor from Parramatta to the Sydney CBD. • The Site is within general proximity to the Camellia and Rydalmere transport corridors and is within proximity to the proposed Western Sydney Light Rail network which is currently

Priority	Response
<p>planning principles for the priority growth areas across the District.</p>	<p>being investigated by TNSW, DP&E and Parramatta Council.</p> <ul style="list-style-type: none"> The redevelopment of the Site will support the NSW Government's strategic transport initiatives identified in the Long Term Transport Masterplan via the creation of: <ul style="list-style-type: none"> A new private shuttle bus service to Meadowbank Railway Station and wharf
<p>Productivity Priority 2: Deliver housing diversity</p> <p>Relevant planning authorities should consider the needs of the local population base in their local housing strategy and how to align controls that:</p> <ul style="list-style-type: none"> Address housing diversity that is relevant to the needs of the existing and future local housing market. Deliver quality design outcomes for both buildings and places. 	<ul style="list-style-type: none"> The Proposal has been designed to accommodate high density residential accommodation, with a range of potential apartment types and sizes, consistent with local housing needs. The Northern Structure Plan, Masterplan and Landscape Masterplan demonstrate a high quality design outcome will be achieved for both buildings and public spaces/places.
<p>Productivity Priority 3: Manage growth and change in strategic and district centres and, as relevant local centres</p> <p>Planning Proposals should consider:</p> <ul style="list-style-type: none"> Opportunities for existing centres to grow and new centres to be planned to meet the forecast demand across a range of retail types. The need to reinforce the suitability of centres for retail and commercial uses while encouraging a competitive market. The commercial requirements of retailers and commercial operators. How a Proposal will deliver on the strategic and district centre's job targets. Meet the retail service needs of the community. Facilitate the reinforcement and/or expansion of allied health and research activities. Promote the use of walking, cycling and integrated public transport solutions. Provide urban spaces such as meeting places and playgrounds. Respond to the centre's heritage and history. Promote community arts and cultural activities. Reflect crime prevention through environmental design (CPTED) principles. 	<ul style="list-style-type: none"> The Proposal will facilitate the creation of a new Town Centre within proximity to existing and proposed strategic transport links. The supporting Northern Structure Plan and Masterplan were tested to ensure the commercial requirements of retail and commercial operators can be accommodated on-Site. The Planning Proposal will facilitate up to 1,478 to 1,873 new jobs which will assist in achieving the 2036 job target of 156,000 jobs identified in the District Plan. The revised economic assessment prepared by AEC finds that the revised Planning Proposal accommodates a higher number of workers - 1,538 to 1,932 compared to 1,478 to 1,873 in the March 2017 Planning Proposal. The Retail Assessment prepared to support the Planning Proposal demonstrates the creation of up to 15,000m² of new retail floor space will not result in any adverse impacts at existing or planned retail centres. Further, the Proposal will ensure sufficient floorspace is provided to meet the retail and service needs of existing and future residents within Melrose Park. The Northern Structure Plan and Masterplan have been designed to provide shared access routes for bicycles and pedestrians. These routes connect with existing and proposed bus stops/routes to promote walking, cycling and increased public transport use within the Site. The Proposal also provides an opportunity to improve through site connectivity between

Priority	Response
<ul style="list-style-type: none"> Manage the transition between higher intensity activity in and around a centre and lower intensity activity that frames the centre. 	<p>Hughes Avenue, Wharf Road and the Parramatta River foreshore.</p> <ul style="list-style-type: none"> The Proposal seeks to create 4.65 ha of open space for active and passive recreation. As evidenced in the Northern Structure Plan and Masterplan, this land may also accommodate new Western Parklands, a local nursery, and an amphitheatre, to promote community interaction. The Heritage Assessment prepared to support the Proposal concludes the Site is not located in an area of Aboriginal cultural heritage or archaeological significance. Further, subject to the implementation of the management and mitigation measures outlined in the Assessment, the Proposal will have a negligible impact on local heritage item 311 in the PLEP 2011. The Structure Plan, Masterplan and Landscape Masterplan include best practice design principles to ensure future buildings are designed to minimise opportunities for crime. The proposed height limits will facilitate the construction of taller buildings within the central portion of the Site to create an articulated skyline that transitions sensitively to the adjacent neighbourhoods.
Productivity Priority 4: Plan for a growing and vibrant Parramatta City	<ul style="list-style-type: none"> N/A – this Site is not located within the Parramatta CBD.
Productivity Priority 5: Expand health and education activities in Westmead	<ul style="list-style-type: none"> N/A – this Site is not located in Westmead.
Productivity Priority 6: Grow economic activities in Blacktown Strategic Centre	<ul style="list-style-type: none"> N/A – this Site is not located within the Blacktown Strategic Centre.
Productivity Priority 7: Grow economic activities in the Norwest Strategic Centre	<ul style="list-style-type: none"> N/A – this Site is not located in the Norwest Strategic Centre.
Productivity Priority 8: Prioritise the provision of retail floor space in centres Planning Proposals should address: <ul style="list-style-type: none"> Existing and future supply and demand for retail floor space within the District based on the Department of Planning and Environment’s medium population growth scenario. The accessibility of different types of retail and commercial floor space to communities Opportunities to allow retail and commercial activities to innovate. The impacts of new retail and commercial Proposals to the viability and vitality of existing and planned centres. 	<ul style="list-style-type: none"> The Retail Assessment concludes the proposed retail floor space will not compromise the viability and vitality of existing or planned retail centres within the Melrose Park trade area. The new roads, walking/cycling and public transport connections outlined in the supporting Northern Structure Plan and Masterplan demonstrate the Town Centre will be highly accessible for residents and workers within and external to the Site. The Melrose Industrial Precinct has been in a state of decline since 2011, with approximately 1,195 of the 2,690 jobs within the precinct lost since 2011. The introduction of new retail and commercial floor space will reverse this decline by providing up to 504-899 new jobs (or a total of up to 1,873 jobs) on-Site. AEC have undertaken a revised economic impact assessment to support the revised

Priority	Response
<ul style="list-style-type: none"> The need for new retail development to reinforce/enhance the public domain. The net social, economic and environmental benefits of new supply within different locations. 	<p>Planning Proposal. This revised economic assessment finds that the number of direct jobs has increased and the 30,000m² of non-residential uses will provide 1,538 – 1,932 direct jobs on the Site, which will result in a net increase of jobs on the site.</p> <ul style="list-style-type: none"> The Northern Structure Plan and Masterplan demonstrate the Proposal will facilitate the provision of a suitable mix of retail uses.
<p>Productivity Priority 9: Protect and support employment and urban services land</p> <ul style="list-style-type: none"> Relevant planning authorities should take a precautionary approach to rezoning employment and urban support lands or adding permissible uses that would hinder their role and function. Proposals to rezone employment and urban services land maybe supported where a net community benefits assessment is provided, and an alternate strategy has been endorsed by the relevant planning authority. 	<ul style="list-style-type: none"> As outlined in Section 7.7, Parramatta Council adopted <i>the Employment Lands Strategy 2016</i>. This strategy responds to the policy directions and actions outlined in <i>A Plan for Growing Sydney</i> and the findings of the <i>Employment Lands Development Program Update Report 2014</i>. Specifically, the Strategy seeks to: <ul style="list-style-type: none"> Facilitate the growth of Parramatta as Australia’s next great city Promote opportunities for employment and economic growth Facilitate the renewal of employment land precincts to attract business and investment Protect strategically important employment lands Facilitate the preparation of structure plans for key employment precincts Due to the investigations undertaken during the preparation of the Strategy, Council identified that existing employment lands within the local government area (LGA) are well utilised and aligned with demand, and the LGA could accommodate a net reduction of up to 15 per cent of existing employment lands over the long-term. In terms of Melrose Park, the Strategy acknowledges the Precinct accommodates a large concentration of pharmaceutical companies, however, recent restructuring within this industry has affected the viability of the precinct for employment generating uses. Accordingly, the Strategy recommends the preparation of a Structure Plan to investigate opportunities for urban renewal, including the provision of space for smaller biotech firms and specialised research infrastructure. PAYCE prepared several studies to identify the highest and best use for the Site and identify the benefits associated with rezoning the Site for high density residential and mixed uses. These studies concluded the Proposal will facilitate the transition of the Precinct to meet floorspace requirements of key growth industries of employment in Parramatta, as well

Priority	Response
	<p>as meet the evolving nature of floorspace requirements of pharmaceutical companies who would otherwise completely transition off the Precinct.</p>
<p>Livability Priority 1: Deliver West Central's five year housing targets</p>	<ul style="list-style-type: none"> To date, five year housing targets have not been identified. The Planning Proposal will assist with the creation approx. 5,000 new dwellings which represents approximately 2.5% of the 202,500 new dwellings targeted within the West Central District by 2036.
<p>Livability Priority 2: Deliver Housing Diversity</p> <p>Planning Proposals should demonstrate:</p> <ul style="list-style-type: none"> Housing diversity that is relevant to the needs of the existing and future local housing market. Deliver quality design outcomes for both buildings and places. 	<ul style="list-style-type: none"> The Planning Proposal will facilitate a range of built forms and housing choices on-Site, with 145 affordable dwellings proposed to be accommodated on-Site. As outlined in Sections 4.3 and 8, the Northern Structure Plan and Masterplan have been designed to provide a high quality built form that seamlessly integrates with the adjoining development to the residential development located immediately north, east and west of the Site.
<p>Livability Priority 3: Implement the Affordable Rental Housing Target</p> <ul style="list-style-type: none"> A target of 5 to 10 per cent of new floor space will be applied at the rezoning stage, where appropriate research identifies a current or future need for affordable rental housing, or for land within a new urban renewal or greenfield area. 	<ul style="list-style-type: none"> The provision of 145 affordable rental housing are proposed to be secured via a VPA. Of the 145 affordable apartments, 20 apartments will be dedicated to Council in perpetuity and 125 apartments will be managed by a Community Housing Provider (up to 15 years).
<p>Livability Priority 4: Increase social housing provision</p>	<ul style="list-style-type: none"> N/A - This Site is not a Site with a high concentration of social housing.
<p>Livability Priority 5: Facilitate the development of safe and healthy places</p> <p>Planning Proposals should demonstrate:</p> <ul style="list-style-type: none"> How the development will facilitate a healthy and safe built environment. Consider the inclusion of planning mechanisms such as floor space bonuses to incentivise the provision of: <ul style="list-style-type: none"> Neighbourhoods with good walking and cycling connections, particularly to schools. Social infrastructure such as public libraries or child care. Urban agriculture, community and roof gardens for productive food systems. 	<ul style="list-style-type: none"> The Proposal will facilitate the creation of a high quality, safe and healthy built environment via: <ul style="list-style-type: none"> The provision of active streetscapes at a human scale New areas of public open space with space for Western Parklands In addition, the Proposal will facilitate more than \$24.1 million in new open space and upgrades to existing open space. A contribution of \$3 million is proposed for the delivery of the Ermington Community Hub. It will also facilitate the provision of new private shuttle bus to connect Melrose Park with the Meadowbank rail stations, the Meadowbank Wharf as well as the Parramatta CBD ferry service (\$5.4 million).
<p>Livability Priority 6: Facilitate enhanced walking and cycling connections</p>	<ul style="list-style-type: none"> As outlined above, the Proposal will create permeability through the Site and will provide new walking and cycling connections that link in

Priority	Response
<ul style="list-style-type: none"> Planning Proposals should demonstrate how enhanced walking and cycling outcomes will be provided to deliver District and regional connections and walkable neighbourhoods. 	<p>with existing local, district and regional transport infrastructure and open spaces.</p>
<p>Livability Priority 7: Conserve Heritage and unique local characteristics</p> <p>Planning Proposals should:</p> <ul style="list-style-type: none"> Demonstrate adaptive re-use of historic and heritage listed buildings and structures in a way that enhances and respects heritage values. Protect Aboriginal cultural and natural heritage places, spaces and qualities. 	<ul style="list-style-type: none"> As outlined in Section 4.3.8 of this Report, the Site contains a local heritage item (Item 311) which comprises landscape planting and two moveable heritage items. There are no known Aboriginal cultural heritage or archeological resources on-Site. The Heritage Assessment prepared to support the Proposal concludes the Proposal is acceptable subject to the recommended management measures.
<p>Livability Priority 8: Foster the creative arts and culture</p> <p>Planning Proposals should:</p> <ul style="list-style-type: none"> Integrate arts and cultural outcomes into urban development through Planning Proposals that nurture a culture of art in everyday local spaces and enhance access to the arts in all communities. Give due consideration to the inclusion of planning mechanisms that would incentivise the establishment and resourcing of creative hubs and incubators and accessible artist run spaces. 	<ul style="list-style-type: none"> As evidenced in the Northern Structure Plan and Masterplan, the Site has been designed to accommodate floor space for community facilities to promote community interaction, the arts and cultural activities.
<p>Livability Priority 9: Share resources and spaces</p> <p>Planning Proposals should:</p> <ul style="list-style-type: none"> Consider the delivery of shared local facilities and public libraries as multifunctional shared spaces. 	<ul style="list-style-type: none"> The proposal will contribute \$3 million towards upgrading the Ermington Library and Community Hub, which will upgrade this facility to a district level community facility. The proposal will also dedicate land for a future public school. Subject to consultation with the Department of Education and Council, shared access arrangements may be negotiated to use the school spaces for community uses.
<p>Livability Priority 10: Support innovative school planning and delivery</p>	<ul style="list-style-type: none"> N/A The Proposal does not generate the requirement for new schools. Notwithstanding, the proposed VPA will facilitate a contribution of \$930,000 to improve educational outcomes at Melrose Park Public School. PAYCE also proposes to dedicate approximately 10,940m² of land for the purposes of a new public school.
<p>Livability Priority 11: Support planning for emergency services</p>	<ul style="list-style-type: none"> N/A – the Proposal will not generate the need for new emergency services in the locality.
<p>Livability Priority 12: Support planning for cemeteries and crematoria</p>	<ul style="list-style-type: none"> N/A.

Priority	Response
Sustainability Priority 1: Maintain and improve water quality and waterway health	<ul style="list-style-type: none"> The Site has key potential benefits in terms of water quality and water treatment to improve runoff and better connections to and along the harbour foreshores.
Sustainability Priority 2: Protect and conserve the values of the Parramatta River and Sydney Harbour Planning Proposals should: <ul style="list-style-type: none"> Conserve and interpret Aboriginal and European heritage. Protect and enhance aquatic and terrestrial biodiversity. Enhance access to and along the foreshore and provide connected green space around the foreshore. 	<ul style="list-style-type: none"> As previously outlined, the Site does not contain any known items of Aboriginal cultural or archaeological significance. Further, appropriate measures are proposed to protect the European historic heritage values of the Site. The flora and fauna assessments prepared to support the Proposal demonstrate there are no significant biodiversity values on-site. The Proposal will provide new through Site connections to the foreshore and will enhance public access to this valuable resource. This will also facilitate a key priority project (upgrading access to the Parramatta foreshore from Westmead to Rhodes, as identified in the District Plan.
Sustainability Priority 3: Enhance access to the Parramatta River and Sydney Harbour foreshore and waterways Planning Proposals should consider ways to manage competing demands placed on Sydney Harbour including: <ul style="list-style-type: none"> Growth in boat ownership. Change in boat size. Demand for moorings and marinas dinghy storage and other boat support infrastructure. Demand for on-street boat parking. Public access to the foreshore and waterway. Protection of flora and fauna. 	<ul style="list-style-type: none"> The Planning Proposal is supported by a regular and fast private shuttle bus service, to augment and connect with the strategic corridor along Victoria Road, and link to other centres, heavy rail and ferries, including Meadowbank Railway Stations and Meadowbank Wharf. The service will be owned, operated and funded by PAYCE.
Sustainability Priority 4: Avoid and minimize impacts on biodiversity	<ul style="list-style-type: none"> N/A – as outlined above, the Site has no known biodiversity values.
Sustainability Priority 5: Align strategic planning to the vision for the green grid	<ul style="list-style-type: none"> The Proposal will assist with the on-going implementation of Sydney's Green Grid by creating 4.65 ha of new open space
Sustainability Priority 6: Protect, enhance and extend the urban canopy Planning Proposals should consider: <ul style="list-style-type: none"> How tree canopy cover in land release and established urban areas can be protected and increased, with a focus on providing shade to streets. Councils should include green cover and shade tree planning along major transport corridors in local infrastructure investment planning, development control and design. 	<ul style="list-style-type: none"> The Structure Plan, Masterplan and Landscape Masterplan identify the locations for tree planting within the public domain. The Proposal will increase the canopy cover across the Site by providing 900 additional (1,200 total) trees on-Site, consistent with the objective of this priority.

Priority	Response
Sustainability Priority 7: Improve protection of ridgelines and scenic areas	<ul style="list-style-type: none"> N/A the Site is not located within a scenic area.
Sustainability Priority 8: Discourage urban development in the Metropolitan Rural Area	<ul style="list-style-type: none"> N/A this Site it not located in the Metropolitan Rural Area.
Sustainability Priority 9: Consider environmental, social and economic values when planning for the Metropolitan Rural Area	<ul style="list-style-type: none"> N/A this Site it not located in the Metropolitan Rural Area.
Sustainability Priority 10: Provide for rural residential development while protecting the values of the Metropolitan Rural Area	<ul style="list-style-type: none"> N/A this Site it not located in the Metropolitan Rural Area.
Sustainability Priority 11: Support opportunities for District waste management	<ul style="list-style-type: none"> N/A this Site it not located near any District waste management facilities.
Sustainability Priority 12: Mitigate the urban heat island effect Planning Proposals should: <ul style="list-style-type: none"> Consider where the urban heat island effect is experienced, and the location of vulnerable communities and use strategic plans to reduce impacts from extreme heat. 	<ul style="list-style-type: none"> Significant landscaping treatments are proposed to mitigate the urban heat island effect, with particularly reference to the climatic conditions of Western Sydney. The mitigation of urban heat will also extend to proposed materials in both the built form and public domain elements.
Sustainability Priority 13: Integrate land use and transport planning to consider emergency evacuation needs Planning Proposals should: <ul style="list-style-type: none"> Consider land use and local road planning so that it is integrated with emergency evacuation planning and considers the cumulative impact of growth on road evacuation capacity 	<ul style="list-style-type: none"> The Traffic Report demonstrates the Proposal will not result in any adverse traffic impacts, subject to the implementation of the recommended road upgrades and travel demand management measures. The TMAP prepared for the Precinct addresses this issue to support the proposed road network's integration into the existing local network to allow for acceptable accessibility for emergency vehicles.
Sustainability Priority 14: Use buffers to manage the impacts of rural activities on noise, odour and air quality	<ul style="list-style-type: none"> N/A this Site it not located within proximity to rural lands.
Sustainability Priority 15: Assist local communities to develop a coordinated understanding of natural hazards and responses to reduce that risk	<ul style="list-style-type: none"> N/A this action relates to work being undertaken by the GSC.

Table 9: Consideration of the Draft West Central District Plan 2016

Is the Planning Proposal Consistent with a Council's Local Strategy or Other Local Strategic Plan?

Parramatta 2038 Community Strategic Plan

The *Parramatta 2038 Community Strategic Plan* is a 25 year Plan for the City of Parramatta. The Plan contains 6 strategic objectives and formalises several big and transformational ideas for Parramatta and Western Sydney.

Parramatta is the second fastest growing LGA in NSW, growing at 3% per annum. The Plan identifies ways in which the City will manage this growth and maintain its liveability, including the plan to provide an additional 50,000 jobs by 2038.

The Planning Proposal is considered to meet the strategy objectives by allowing for a new Town Centre for Melrose Park. The Proposal also allows for increased housing with improved connections to public transport and other strategic centres.

Parramatta Economic Development Strategy (2011-2016)

This Strategy was prepared in response to the NSW Government's previous State Plan and the Metropolitan Plan seeking the creation of 280,000 net additional jobs in Western Sydney, including 27,000 new jobs in Parramatta CBD and 7,000 in Westmead by 2036.

The Strategy states that by 2036 Parramatta will consist of four specialised and interconnected employment centres including: Parramatta CBD, Westmead, Rydalmere and Camellia. It envisages that these centres will accommodate many jobs in the Parramatta LGA. The Strategy identifies six priorities, of relevance is the priority area *to promote and accommodate jobs growth and house the workforce of the future*.

The Economic Impact Assessment prepared by AEC notes the following priority areas that are relevant to the economic report in terms of providing employment lands within the LGA:

- Activating the CBD property market

Recognising the significant amount of Council owned land in the CBD, Council plans to convert them to valuable residential, commercial and public open space in the next 5-10 years. These Sites include: Civic Place alongside the station, a series of city centre carpark Sites and large parcels of the Parramatta River foreshore.

- Renewing three specialist employment precincts

The Strategy identifies that treating Rydalmere, Camellia and Westmead as potential 'specialised centres' will give Parramatta the best chance of exceeding job targets, maximising the city's university asset, broadening the city's economic base and projecting a knowledge-based identity to the outside world. It will also provide an advantage for Sydney by increasing employment in one of Sydney's most highly accessible locations.

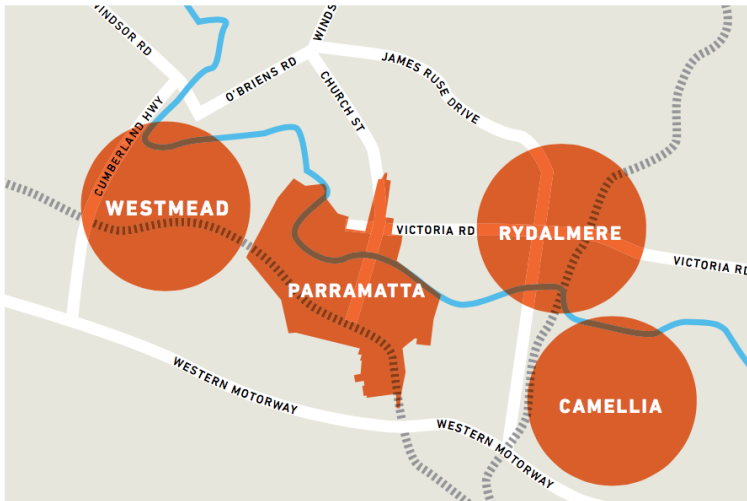


Figure 65: Specialist employment precincts (Source: COP)

The recommendations in the AEC report are consistent with these priority areas by supporting Parramatta through the urban renewal of the Melrose Park Precinct to support these centres and offset the rezoning of this former industrial land to mixed uses and contemporary employment opportunities.

Parramatta Employment Lands Strategy 2016

The Employment Lands Strategy (ELS) 2016 (adopted July 2016) identified 11 Actions that have been developed to guide the future of employment lands. The Planning Proposal is consistent with the relevant Actions and Directions of the ELS as detailed in Section 9.3.3 of this report and Table below.

Action	Direction	Comment
A1 – Protect Strategically Important Employment Lands Precincts	Protect strategically important employment lands precincts that provide industrial activities linked into broader metropolitan and global markets and supply chains and those serving the local population catchment area through the provision of urban services.	<p>The Proposal is consistent with this Direction.</p> <p>The Site is not considered to be strategically important considering its existing or future employment potential, location to existing markets and provision of urban services.</p> <p>The AEC report outlines the changing face of the existing industrial uses on the Site and makes the case for change to a mixed uses development with specific allocation for new commercial employment and retail areas.</p> <p>Of relevance are the attributes of the precinct, which in combination with market shifts in the pharmaceutical industry, is considered to have contributed to its decline.</p> <p>The Melrose Park Precinct does not benefit from the following factors:</p>

Action	Direction	Comment
		<ul style="list-style-type: none"> • Location directly off major arterial corridors facilitating unrestricted access. • Ability to operate in a conflict-free environment with sufficient buffer from residential. • Critical mass of lands to enable clustering activity of businesses. • Diversity of occupiers (by industry) to mitigate against vacancy risk following structural changes in a particular industry. • Generic buildings that can be easily re-purposed following relocation of occupiers. <p>These weaknesses have become apparent in recent years following the departure of several large businesses and the cessation of manufacturing activities for pharmaceutical occupiers.</p>
A2 - Allow for a net reduction (10-15%) of existing employment lands	Allow for a net reduction of 10-15% of existing zoned industrial/employment lands over the long term, going from 665 hectares down to 565-598 hectares.	<p>The Proposal is consistent with this Direction.</p> <p>The Site accounts for only 3.75% of existing industrial/employment land in the Parramatta LGA.</p> <p>Given the findings of the AEC reports, the changing nature of the pharmaceutical industry and the rezoning of 25 ha of industrial land at Melrose Park to a mixed use zoning to include employment opportunities for a minimum of 15,000m² of commercial and 15,000m² of retail space is well within the proposed net reduction of 10-15% of existing industrial / employment lands in the Parramatta LGA.</p>
A3 - Rezoning to zones that facilitate higher employment densities	When considering rezoning of industrial zoned lands, rezoning to B5 Business Development, B6 Enterprise Corridor or B7 Business Park must first be considered to facilitate higher employment densities and an increased range of services and economic activities, rather than zones that permit residential uses. This includes consideration of office/service based employment to meet the additional 51,640 jobs	<p>The Proposal is consistent with this Direction.</p> <p>A consideration of the proposed B5, B6 and B7 zones has been undertaken.</p> <p>The most appropriate zones to deliver employment outcomes are detailed below.</p> <p>The Masterplan demonstrates that the proposed zoning can accommodate 1,478 - 1,873 jobs that align with the evidence based economic and traffic reports supporting this Planning Proposal.</p>

Action	Direction	Comment
	forecast for the Parramatta LGA by 2041.	AEC have undertaken a revised economic impact assessment to support the revised Planning Proposal. This revised economic assessment finds that the number of direct jobs has increased and the 30,000m ² of non residential uses will provide 1,538 – 1,932 direct jobs on the Site, which will result in a net increase of jobs on the Site.
A4 - Facilitate renewal of isolated industrial precincts	Facilitate the rezoning of smaller, isolated industrial precincts that are wholly surrounded by residential development and are no longer viable to alternate, complementary uses.	<p>The Proposal is consistent with this Direction.</p> <p>The Site is surrounded by residential uses with no direct access to strategic corridors.</p> <p>As demonstrated by the AEC reports, the continued use of the land for industrial uses is not considered viable.</p> <p>Extracts from the AEC report illustrating this point are detailed below:</p> <p><i>...Owing to the dominance of pharmaceutical and hygiene products jobs in the Precinct (80%), structural changes in these industries have had significant impact on the future sustainability of the Precinct.</i></p> <p><i>In its current form, the Precinct is not competitive due to its small scale and unsuitability of the existing precinct buildings for re-purpose. By its comparatively isolated location, limited public transport options and lack of worker amenity, market appeal as a business park and office precinct is conceivably limited.</i></p> <p><i>Furthermore, the lack of direct access from major highways and location abutting residential uses makes it unattractive to industrial users, this already apparent from the lack of and muted interest in industrial space currently available in the Precinct....</i></p> <p><i>...It is apparent from the analysis that employment uses that are 'population driven' have the best potential for success in the Precinct, leveraging its location close to existing residential uses.</i></p> <p><i>...The Masterplan will assist in the transition and sustainability of the Precinct to accommodate a range of uses i.e. housing, mixed business including retail, entertainment and leisure uses etc.</i></p>

Action	Direction	Comment
		<i>Allowing for a mix of uses to occur in declining industrial areas allows them to become self-sustaining, i.e. residents who live there have all their day-to-day needs met including employment, shopping, services and recreation needs. Facilitating a mix of residential, shopping, entertainment and commercial uses can ensure a critical mass of residents and local jobs to support a vibrant precinct...</i>
A5 - Use of light industrial zone to facilitate increased range of employment uses	Facilitate an increased amount of light industrial zoned land, to provide for an increase in the range of high employment uses, including offices.	Not applicable.
A6 - Prepare Structure Plans for Key Employment Precincts which are undergoing economic change	Prepare Structure Plans for key employment lands precincts, including Camellia/Rosehill, Rydalmere, South Granville/Chester Hill and Melrose Park, which are undergoing economic change, restructuring of key industries and are of significant scale and size to support urban renewal and increased employment densities.	<p>The Proposal is consistent with this Direction.</p> <p>A Northern Structure Plan, Masterplan and Landscape Masterplan have been prepared to support this Planning Proposal for the Site consistent with the Structure Plan principles, Directions and Actions in the ELS.</p> <p>Further details on the Northern Structure Plan is provided in Section 8 of this report</p>
A7 - Prepare Structure Plans for Key Employment Precincts located on key arterials	Prepare Structure Plans for key employment lands precincts which are located on key arterials on Parramatta Road and Woodville Road and need significant urban renewal.	Not applicable.
A8 - Structure Plan precincts will not result in a decrease to employment density	Prepare Structure Plans for key employment lands precincts which are located on key arterials on Structure Plan precincts will not result in a decrease to the employment density within the precinct as identified in the Precinct recommendations to ensure that the resulting land use outcomes at the very least will not reduce existing employment levels. This will ensure that future development will continue to contribute towards Metropolitan and Sub-Regional employment targets.	<p>The Proposal is consistent with this Direction.</p> <p>The Planning Proposal is supported by the Northern Structure Plan as adopted by Council as part of a 2 part structure plan process for the Melrose Park Precinct.</p> <p>The Northern Structure Plan nominates the location of the new Town Centre in close proximity to the Victoria Road Corridor to provide employment opportunities to increase employment densities and create contemporary jobs supported by a new urban environment with high amenity and transport options to support the 30 minute city.</p>
A9 - Investigate potential for	Investigate the potential for a business park around the University of Western Sydney at	Not applicable.

Action	Direction	Comment
business park around UWS	Rydalmere linked to the specialisations of the University.	
A10 - Advocate to State Government for infrastructure improvements	Advocate to State Government for infrastructure improvements which will facilitate improved access to Council's employment lands, including for freight and employees.	Not applicable.
A11 - Proposed rezoning must be supported by an Economic Impact Study	Any proposed rezoning of industrial land must be supported by an Economic Impact Study, which as a minimum, addresses the following Industrial Lands Strategic Assessment Checklist	<p>The Proposal is consistent with this Direction.</p> <p>This Planning Proposal is supported by a comprehensive and evidence based Economic analysis including the following reports prepared by the AEC Group:</p> <ul style="list-style-type: none"> • Background Paper: outlines the economic structure of Melrose Park, the issues that challenge its occupiers and what it means for Melrose Park's sustainability in the long term. This provides the background and evidence base for the Employment Lands Study. • Employment Lands Study: examines the role and function of Melrose Park in the context of other industrial precincts in the Parramatta LGA, investigating the likely nature and quantum of future demand for employment lands and the ability of those industrial precincts to accommodate future employment growth. • Alternate Use Options Study: examines the market capacity of Melrose Park to accommodate alternative uses that will allow it to transition and be economically viable in the future and accommodate some of the economic and population growth projected for the Parramatta LGA. • Economic Impact Assessment: analyses the economic impacts likely to result from the proposed planning controls amendments and subsequent redevelopment of the Site. The economic impacts that could result from a redevelopment of the Site are analysed in the context of the proposed Masterplan.

Table 10: Consideration of the ELS

The proposed future land use zones and key amendments to the PLEP 2011 are detailed in Section 9.2 of this report. In response to Action A3 of the ELS, a review of the suggested B5, B6 and B7 zones and their applicability to the Site is detailed below:

Zone B5 Business Development

1 Objectives of zone

- *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 maintain the economic strength of centres by limiting retailing activity.*
- *To enable land uses that provide facilities or services to meet the day to day needs of workers in the area.*
- *To encourage a range of tourism, recreation, function and entertainment uses in proximity to the Rosehill Racecourse, the Parramatta River and the University of Western Sydney.*

2 Permitted without consent

Nil

3 Permitted with consent

Building identification signs; Bulky goods premises; Business identification signs; Child care centres; Food and drink premises; Garden centres; Hardware and building supplies; Kiosks; Landscaping material supplies; Markets; Neighbourhood shops; Passenger transport facilities; Plant nurseries; Respite day care centres; Roads; Self-storage units; Timber yards; Vehicle sales and hire premises; Warehouse or distribution centres; Water recycling facilities; Any other development not specified in item 2 or 4

4 Prohibited

Agriculture; Air transport facilities; Airstrips; Animal boarding or training establishments; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electric Hybridity generating works; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Funeral homes; Heavy industrial storage establishments; Helipads; Highway service centres; Home-based child care; Home businesses; Home industries; Home occupations; Home occupations (sex services); Industrial retail outlets; Industrial training facilities; Industries; Information and education facilities; Jetties; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Port facilities; Research stations; Residential accommodation; Restricted premises; Retail premises; Rural industries; Sewerage systems; Sex services premises; Signage; Storage premises; Transport depots; Truck depots; Vehicle body repair workshops; Waste or resource management facilities; Water recreation structures; Water supply systems; Wharf or boating facilities

Comment on B5 Business Development Zone for the Site

The objectives of the *B5 Business Development* zone are generally inconsistent with the proposed Northern Structure Plan and Masterplan and case for change for the Site.

The future landuses and development outcomes envisaged by this zone are inconsistent with the findings of the economic analysis supporting this report. Viable future employment for the Site is considered more appropriate through other zones that allow a more contemporary commercial employment uses.

AEC investigated several alternate uses as part of the economic analysis for the Site, which generally found the retention of industrial uses unviable. In terms of warehousing and other similar uses, the report found:

...New industrial development requires large land parcels (e.g. minimum 20ha) to facilitate the large scale nature of the warehouses and distribution centres required as well as sufficient hardstand space to move containers and trucks. Additionally, easy access to major highways is critical for these types of logistics operations.

Melrose Park lacks the sufficient size and direct access to major highways to be appealing to this market segment. Areas such as Eastern Creek, Erskine Park and the broader Outer West and South West are much more suitable and competitive for these uses...

The objectives that limit retail development will not allow the required retail uses to support the new Town Centre and future population growth as detailed in the Retail Assessment.

The objectives relating to Rosehill Gardens Racecourse are not relevant to the Site.

Zone B6 Enterprise Corridor

1 Objectives of zone

- *To promote businesses along main roads and to encourage a mix of compatible uses.*
- *To provide a range of employment uses (including business, office, retail and light industrial uses).*
- *To maintain the economic strength of centres by limiting retailing activity.*

2 Permitted without consent

Nil

3 Permitted with consent

Building identification signs; Bulky goods premises; Business identification signs; Business premises; Community facilities; Food and drink premises; Garden centres; Hardware and building supplies; Hotel or motel accommodation; Kiosks; Landscaping material supplies; Light industries; Neighbourhood shops; Passenger transport facilities; Plant nurseries; Roads; Self-storage units; Timber yards; Vehicle sales or hire premises; Warehouse or distribution centres; Water recycling facilities; Any other development not specified in item 2 or 4

4 Prohibited

Agriculture; Air transport facilities; Airstrips; Animal boarding or training establishments; Amusement centres; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electric Hybridity generating works; Entertainment facilities; Exhibition homes; Exhibition villages; Extractive industries;

Farm buildings; Forestry; Freight transport facilities; Function centres; Heavy industrial storage establishments; Helipads; Highway service centres; Home-based child care; Home businesses; Home industries; Home occupations; Home occupations (sex services); Industrial retail outlets; Industries; Information and education facilities; Jetties; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Port facilities; Recreation facilities (major); Research stations; Residential accommodation; Restricted premises; Retail premises; Rural industries; Sewerage systems; Sex services premises; Signage; Storage premises; Transport depots; Waste or resource management facilities; Water recreation structures; Water supply systems; Wharf or boating facilities

Comment on B6 Enterprise Corridor zone for the Site

The objectives of the *B6 Enterprise Corridor* and intended development outcomes are not considered appropriate or relevant for this Site for the following key reasons:

- the Site is not located directly along a main road corridor, although proposed future connections; and
- the adjoining Site to the north (former Bartlett Park site), which does have frontage to a main road corridor was rezoned as B4 Mixed Use and therefore a B6 Enterprise Corridor would not be a logical extension adjacent to the B4 mixed use zone.

Zone B7 Business Park

Direction.

The following must be included as either “Permitted without consent” or “Permitted with consent” for this zone:

Roads

1 Objectives of zone

- *To provide a range of office and light industrial uses.*
- *To encourage employment opportunities.*
- *To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.*

2 Permitted without consent

Not defined in SI

3 Permitted with consent

Child care centres; Light industries; Neighbourhood shops; Office premises; Passenger transport facilities; Respite day care centres; Warehouse or distribution centres

4 Prohibited

Not defined in SI

Comment on B7 Business Park Zone for the Site

It's noted that the B7 Business Park zone has not currently been adopted in the PLEP 2011. The use of the Site as a Business Park was investigated as part of the *AEC Alternate Use Options Study*.

The report undertook a broad market investigation and case study analysis which outlined the characteristics of successful business parks, including:

- Size and scale
- Existing landuses
- Lot and landownership
- Public transport and worker amenity

The report concluded that due to the relatively smaller size of the Site, the redevelopment to a business park would be challenging. It also found that cost and revenue implications limited its success as a Business Park due to its lack of critical mass to provide and contribute to worker amenity.

On this basis, the use of the *B7 Business Park* zone is not considered appropriate to deliver future and higher employment densities for the Site or the wider precinct.

Summary

It is considered that these zones are not appropriate and/or required for the Site to deliver the Masterplan and ensure the facilitation of higher employment densities for the following 3 key reasons:

- the Proposal is not considered to be consistent with the overall objectives of each of the B5, B6 and B7 zones
- the B5, B6, and B7 zones are not considered to compliment the surrounding zones
- the B5, B6 and B7 zones are not consistent with the findings of the reports undertaken to support the Planning Proposal (in particular the economic analysis) adopted Northern Structure Plan and Masterplan in terms of objectives and permissible uses

Is the Planning Proposal consistent with Applicable State Environmental Planning Policies?

SEPP 19 – Bushland in Urban Areas

State Environmental Planning Policy No 19 – Bushland in Urban Areas applies to the Parramatta LGA and applies to urban remnant bushland, seeking to appropriately protect and preserve bushland and habitat. The Site is not zoned open space and is not identified as having biodiversity significance. As outlined in the *Flora and Fauna Report* by UBM the vegetation is relatively recent.

Where trees exist on the Site they are generally in the landscaped setback area to the east of the Site, which is respected in the Northern Structure Plan by a linear Park. The Planning Proposal, in-principle, is consistent with the SEPP.

Draft State Environmental Planning Policy (Environment)

Draft State Environmental Planning Policy (Environment) (Environment SEPP) aims to promote the protection and improvement of key environmental assets for their intrinsic value and the social and economic benefits they provide. Once adopted it will consolidate the following existing SEPPs:

- *State Environmental Planning Policy No.19 – Bushland in Urban Areas*
- *State Environmental Planning Policy (Sydney Drinking Water Catchment) 2011*
- *State Environmental Planning Policy No.50 – Canal Estate Development*
- *Greater Metropolitan Regional Environmental Plan No.2 – Georges River Catchment*
- *Sydney Regional Environmental Plan No.20 – Hawkesbury-Nepean River (No.2-1997)*
- *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005*
- *Willandra Lakes Regional Environmental Plan No.1 – World Heritage Property*

As discussed above, the Site is not zoned open space and is not identified as having biodiversity significance. As outlined in the Flora and Fauna report by UBM Ecological Consultants, the vegetation is relatively recent.

Where trees exist on the Site, they are generally in the landscaped setback area to the east of the Site, which is respected in the Northern Structure Plan by a linear Park. The Planning Proposal, in-principle, is consistent with the Draft SEPP.

(Former) SEPP 32 – Urban Consolidation (Redevelopment of Urban Land)

The former *State Environmental Planning Policy No 32 – Urban Consolidation (Redevelopment of Urban Land)* aimed to promote the orderly and economic use and development of land (an Object of the EP&A Act) by enabling urban land that is no longer required for the purpose for which it is zoned or used for to be redeveloped for multi-unit housing and related development (objective 2(1)(a)).

The land is no longer suited for General Industrial purposes for which it is zoned. The Proposal is wholly consistent with the objectives of SEPP 32 and supports urban consolidation on an appropriate site, to reduce reliance on outlying “greenfield” development sites and to make efficient use of infrastructure.

SEPP 55 – Remediation of Land

State Environmental Planning Policy No 55 – Remediation of Land aims to provide for a State-wide consistent planning approach to the remediation of contaminated land, with various objectives and provisions, particularly to reduce the risk of harm to human health and the environment.

Clause 6 of SEPP 55 states that an environmental planning instrument should not include a zone that would change the use of the land, particularly for residential, educational, childcare or hospital uses unless the planning authority is satisfied that the potential risk to human health has been considered.

Similarly, Clause 7 of the SEPP requires the Council to consider whether a Site is contaminated and whether the Site is suitable for the proposed use (before or after remediation). In this regard, a Contamination Report has been undertaken by GHD and finds:

A Remediation Strategy has been prepared by Senversa, following a review of previous studies regarding the Site (Attachment 12). The strategy outlines a detailed process to ensure compliance with applicable legislation. An accredited Site auditor has reviewed the Strategy.

This is far more detailed than would ordinarily occur at a Planning Proposal stage.

Further, the Site auditor concludes:

The remedial strategy provided by Senversa is a systematic, staged approach that is consistent with the data collection (and assessment) and remediation methods presented in guidelines made or endorsed by the NSW EPA. Based on the information and program articulated in Senversa's remediation strategy, the Site can be made suitable for the proposed residential rezoning following completion of all necessary assessment, remediation and validation works."

The work undertaken is, including early involvement by a Site auditor, consistent with the provisions and guidelines associated with SEPP 55 and the *Contaminated Land Management Act 1997*. For the purposes of the SEPP, it is reasonable to conclude that the Site will be able to be made suitable for the proposed uses.

Draft Remediation of Land State Environmental Planning Policy

Draft Remediation of Land State Environmental Planning Policy (Remediation SEPP) aims for better management of remediation works by aligning the need for development consent with the scale, complexity and risks associated with the proposed works.

Once adopted, the Draft Remediation SEPP will:

- Provide a state-wide planning framework for the remediation of land
- Require consent authorities to consider the potential for land to be contaminated when determining DAs
- Clearly list the remediation works that require development consent
- Introduce certification and operational requirements for remediation works that can be undertaken without development consent

As discussed above, the Site is capable to be made suitable for the proposed uses.

SEPP 65 – (Design Quality of Residential Apartment Development)

State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development and the supporting *Apartment Design Code* (ADG) seek to improve the design quality of residential apartment development in New South Wales. Nine *Design Quality Principles* are established in the SEPP, while the ADG provides further guidance in expanding upon and meeting such principles.

The Northern Structure Plan and Masterplan are designed to have close regard to SEPP 65 and associated ADG (See Section 9.3.3 of this report).

The Masterplan is generally compliant with the ADG. The project team is confident the matters relevant in SEPP 65 will not be problematic at development stage, based on the Structure Plan provided. Naturally, details and provisions will need to be carefully considered as the Proposal continues to develop.

SEPP (Affordable Rental Housing) 2009

State Environmental Planning Policy (Affordable Rental Housing) 2009 has 7 aims, including to facilitate the effective delivery of new affordable rental housing by providing incentives by way of expanded zoning permissibility, floor space ratio bonuses and non-discretionary development standards. There is currently no affordable rental housing on the Site.

The City of Parramatta Council has an *Affordable Housing Policy* (May 2009), which aims to encourage and facilitate the provision of affordable rental housing in collaboration with others. One identified role of the Council in the Policy is “*Promoting affordable housing provision by the private sector*”.

There is no statutory requirement to provide affordable rental housing in the development. Notwithstanding, PAYCE has guaranteed to provide 145 dwellings rented at discount market rental as affordable rental housing (to be secured through a VPA).

The affordable rental housing would be owned by PAYCE, held for up to 15 years as affordable rental housing and managed by a registered Community Housing Provider (CHP). The management by a CHP will ensure the housing is made available to those in need, and is consistent with the provisions of the SEPP and governing regime established by NSW Housing.

The Revised Planning Proposal, and provision of affordable rental housing, is consistent with the SEPP (Affordable Rental Housing) and the Council’s *Affordable Housing Policy*.

Council’s *Planning Agreements Policy 2018* was adopted on 26 November 2018, in which a contribution of 10% of value uplift as affordable housing is to be applied to any Planning Agreement associated with Planning Proposals which have not received a Gateway Determination at the date of the resolution (26 November 2018).

This Planning Proposal received a Gateway Determination on 27 September 2017, and therefore this policy does not apply to this Planning Proposal.

SEPP (Building Sustainability Index: BASIX)

State Environmental Planning Policy (Building Sustainability Index: BASIX) aims to minimise the demand of residential development upon energy demand and the State’s potable water supply, particularly by setting a target of 40% reduced water use and 20% less energy use compared to average usage and verification through a Certification system. Future development applications will need to demonstrate that the BASIX requirements are met.

The requirements of BASIX will be met in the development phase of the Proposal.

SEPP (Infrastructure) 2007

State Environmental Planning Policy (Infrastructure) 2007 aims to facilitate the effective delivery of infrastructure across the State. This includes identifying matters to be considered in the assessment of development adjacent to types of infrastructure development, and providing for consultation with relevant public authorities about certain development during the assessment process or prior to development commencing.

Many of the provisions relate to development by the Crown and exempt development of certain development by on behalf of the Crown, which is not relevant to the Proposal.

Clause 104 of Division 17 identifies the capacity or size of developments that should be referred to RMS. The RMS and Transport for NSW will need to continue to be closely consulted throughout the Planning Proposal process, given the potential impacts (and opportunities) of the development up on Victoria Road, and wider commitments for public transport enhancement associated with the Planning Proposal.

In terms of noise considerations, the Site is approximately 100 metres from Victoria Road and is not subject to aircraft noise limitations. Noise considerations to and from the proposed development can be addressed through the detailed design stage and would not be a determinative factor in rezoning the Site.

SEPP (State and Regional Development) 2011

State Environmental Planning Policy (State and Regional Development) 2011 outlines criteria and processes associated with certain types of development (or within certain areas) deemed to be of State or Regional Significance, and the associated determination regime for such development.

Future development applications for the Site would be subject to the SEPP and are proposed to be determined under Part 4 of the EP&A Act.

Where development has a capital investment value exceeding \$20 million, Council staff would undertake the assessment although the determination function would be exercised by the Sydney West Central Planning Panel.

At this stage, it is not envisaged that any development applications of the Site would be considered as State Significant.

Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005

The Site is not within a zoned area of *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005*, although the generic provisions of the deemed SEPP apply.

The Proposal is fully land-based and is around 300-500 metres from the foreshore at the closest Hope Street frontage.

The Site does not adjoin the Harbour, and will not affect any foreshore access or natural systems. Indeed, the proposed public benefits will improve foreshore access and connections, one of the key objectives of the REP.

There are provisions within Part 2 of the Plan which outline principles within the wider catchment (Clause 13) and Waterway Area (Clause 14).

The Proposal is consistent with these principles. Part 3 of the Plan deals with land zoned in the Plan and associated objectives. The Site is not zoned in the Plan. Clause 18(2) deals with matters which Council must consider in assessing all development covered by the Plan.

There are 12 objectives related to the Sydney Harbour Catchment in Clause 13 of the Plan. The Planning Proposal reasonably considers these matters and development of the Site has key potential benefits in terms of water quality and water treatment to improve runoff and better connections to and along the harbour foreshores.

Taller buildings within the Site will be visible from parts of the Harbour/waterway. However, such impact will not be immediate and will be within an urban backdrop.

Given the separation from the Harbour waters (and commitment to design excellence for taller buildings), the design aspects can be considered at development stage.

The Plan is also accompanied by Sydney Harbour Foreshores and Waterways Area Development Control Plan (the DCP). As stated in the DCP itself (Part 1.1), it *principally relates to the waterway and adjoining land identified on the maps accompanying this plan*. The land is not in the waterway and does not immediately adjoin Harbour land.

State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017

State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017 (Vegetation SEPP) applies to the Parramatta LGA.

As discussed in Section 4.3.4 of this Report, the Flora and Fauna report prepared by UBM Ecological Consultants found that the Site does not retain any remnant native vegetation.

There are no mapped areas of remnant vegetation on the Site within maps published by the NSW Office of Environment and Heritage. Where trees exist on the Site, they are generally in the landscaped setback area to the east of the Site, which is respected in the Northern Structure Plan by a linear Park.

There is the possibility of some habitat by fauna. Overall, this is likely to be low due to the nature of past development of the Site and lack of overall vegetation.

Is the Planning Proposal consistent with applicable Ministerial Directions (s9.1 directions)?

The Proposal is consistent with the relevant Local Directions issued by the Minister for Planning under section 9.1 of the EP&A Act as detailed in the Table below:

Ministerial Direction	Consistent	Comment
1. Employment and Resources		
1.1 Business and Industrial Zones		
	Yes	<p>The Proposal complies with this objective.</p> <p>The proposed urban renewal of the Site is consistent with the objectives of the zone as follows:</p> <ul style="list-style-type: none"> • The Proposal seeks to provide for new employment growth to support the new Town Centre at Melrose Park and support nearby strategic centres • The Proposal provides for up to 1,478 - 1,873 new jobs which exceeds the existing jobs on the Site (974 jobs) to transition the Site to a more contemporary employment centre • AEC have undertaken a revised economic impact assessment to support the revised Planning Proposal. This revised economic assessment finds that the number of direct jobs has increased and the 30,000m² of non residential uses will provide 1,538 – 1,932 direct jobs on the Site, which will result in a net increase of jobs on the site. • The Proposal is supported by studies that indicate that it will support the viability and seeks to protect existing identified centres of West Ryde, Meadowbank and Ermington <p>The Proposal is justified by several studies to support the rezoning of the Site from an IN1 General Industrial Zone to a combination of business, mixed use and residential zones, namely various economic studies prepared by AEC and Retail economic analysis prepared by Leyshon Consulting.</p>

Ministerial Direction	Consistent	Comment
Objective: Encourage employment growth in suitable locations		<p>The Proposal complies with this objective.</p> <p>The Site currently contains several old purpose- built industrial buildings. Combined, the buildings currently located on the Site can accommodate approximately 974 jobs. The Proposal envisages development of the Site to accommodate:</p> <ul style="list-style-type: none"> • a minimum of 15,000m² of commercial floorspace • 15,000m² of retail floorspace <p>The proposed floorspace combined will accommodate 1,478 - 1,873 jobs on Site, representing a net increase of 504 - 899 direct jobs.</p> <p>The revised economic assessment prepared by AEC finds that the number of direct jobs has increased as a result of the revised Planning Proposal. The Proposal will provide 1,538 - 1,932 direct jobs on the Site, which will result in a net increase of jobs on the site.</p>
Objective: Protect employment land in business and industrial zones		<p>The Proposal complies with this Objective.</p> <p>The proposed planning amendment will lead to a decrease in the quantum of land zoned for employment generating land uses in the Parramatta LGA. However, the total number of jobs generated on the Site is estimated at 1,478 - 1,873 jobs, representing a net increase of 504 - 899 jobs and an intensification of land use.</p> <p>The revised economic assessment prepared by AEC finds that the number of direct jobs has increased as a result of the revised Planning Proposal. The Proposal will provide 1,538 - 1,932 direct jobs on the Site, which will result in a net increase of jobs on the site.</p> <p>This is supported by an evidence based study demonstrating that the type of industrial jobs are not viable in this location, also shown by the changing nature of the industry and current extensive vacancies.</p>

Ministerial Direction	Consistent	Comment
Objective: Support the viability of identified strategic centres		<p>The Proposal complies with this objective.</p> <p>The Proposal consolidates new homes, jobs and investment in Parramatta in accordance with <i>A Plan for Growing Sydney</i> which states that Greater Parramatta should:</p> <p style="text-align: center;"><i>...provide capacity for additional mixed-use development in Parramatta CBD and surrounding precincts including offices and retail in Parramatta CBD, health services in Westmead, an education hub around the new University of Western Sydney Campus, a technology and education precinct in Rydalmere, arts and culture in Parramatta, a sports precinct around Parramatta Stadium and housing in all precincts.</i></p> <p>The Proposal increases the quantum of retail expenditure generated by workers and residents and provide a net positive addition to the pool of expenditure available to be captured by local businesses.</p>
1.2 Rural Zones	N/A	N/A
1.3 Mining, Petroleum Production and Extractive Industries	N/A	N/A
1.4 Oyster Aquaculture	N/A	N/A
1.5 Rural Lands	N/A	N/A
2. Environment and Heritage		
2.1 Environment Protection Zones	N/A	N/A
2.2 Coastal Protection	N/A	N/A
2.3 Heritage Conservation	Yes	<p>The Proposal complies with this objective.</p> <p><i>A detailed heritage assessment of heritage impacts has been undertaken for the Site by Geoffrey Britton.</i></p> <p>The Heritage Assessment concluded that subject to several recommendations there is likely to have minimal heritage impact on the LEP listed Item 311 or the two moveable heritage items located nearby at the former Reckitt Benckiser Site resulting from the proposed redevelopment of the Site.</p>
2.4 Recreation Vehicle Areas	N/A	N/A
3. Housing, Infrastructure and Urban Development		

Ministerial Direction	Consistent	Comment
3.1 Residential Zones	Yes	<p>The Proposal complies with this objective.</p> <p>The proposed Masterplan supported by guiding principles and Urban Design Report for the Site allows a wide range of residential apartment types which met existing market demand.</p> <p>The Proposal is supported by an adopted Northern Structure Plan, Masterplan and Landscape Masterplan which will inform a future DCP to deliver high quality and sustainable residential outcomes with appropriate access to existing infrastructure and services.</p>
3.2 Caravan Parks and Manufactured Estates	N/A	N/A
3.3 Home Occupations	N/A	<p>The Proposal complies with this objective.</p> <p>The Proposal will allow home occupations in accordance with the provisions of PLEP 2011.</p>
3.4 Integrating Land Use and Transport	Yes	<p>The Proposal complies with this objective.</p> <p>The Proposal is consistent with this Direction and meets the objectives as detailed below:</p> <ul style="list-style-type: none"> • The Proposal includes several transport and traffic initiatives including road intersection upgrades, upgrades to the Parramatta River cycle way, new private shuttle bus services to existing rail stations and potentially to other strategic centres. • The Proposal will seek to provide increased choice in public transport through the above initiatives as well as other sustainable measures including permeable urban design for bikes and walking, green travel club for residents and employers to reduce car dependency. Further details are provided in the Traffic and Transport analysis in Section 9.3.3 of this Report.
3.5 Development Near Licensed Aerodromes	N/A	N/A
3.6 Shooting Ranges	N/A	N/A
4. Hazard and Risk		
4.1 Acid Sulphate Soils	Yes	<p>The Proposal complies with this objective.</p> <p>The Site has a low Classification of 5. The soil type and likely groundwater is such that this issue is not critical and able to be managed with new development Proposals.</p>
4.2 Mine Subsidence and Unstable Land	N/A	N/A
4.3 Flood Prone Land	Yes	<p>The Proposal complies with this objective.</p> <p>There are no flooding maps in PLEP 2011.</p> <p>There are no flooding maps in PLEP 2011, the Site is not below the 1/100 year flood level and the Site is not known to be flood liable.</p>

Ministerial Direction	Consistent	Comment
4.4 Planning for Bushfire Protection	N/A	N/A
5. Regional Planning		
5.1 Implementation of Regional Strategies	N/A	N/A
5.2 Sydney Drinking Water Catchments	N/A	N/A
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	N/A	N/A
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	N/A	N/A
5.5 Development in the vicinity of Ellalong, Paxton and Millfield (Cessnock LGA)(Revoked 18 June 2010)	N/A	N/A
5.6 Sydney to Canberra Corridor (Revoked 10 July 2008. See amended Direction 5.1)	N/A	N/A
5.7 Central Coast (Revoked 10 July 2008. See amended Direction 5.1)	N/A	N/A
5.8 Second Sydney Airport: Badgerys Creek	N/A	N/A
5.9 North West Rail Link Corridor Strategy	N/A	N/A
6. Local Plan Making		
6.1 Approval and Referral Requirements	Yes	The Proposal complies with this objective. The Proposal does not include consultation, concurrence or referral above and beyond the provisions of the PLEP 2011. The Proposal does not include designated development.
6.2 Reserving Land for Public Purposes	Yes	The Proposal complies with this objective. The Proposal seeks to rezone existing private land to RE1 Public Recreation with the relevant approval of COP and the other authorities as required.
6.3 Site Specific Provisions	Yes	The Proposal complies with this objective. The Proposal seeks to rezone the Site to several zones in accordance with the Standard Instrument (SI) and is not seeking any additional controls than those contained in the SI or PLEP 2011.

Ministerial Direction	Consistent	Comment
7. Metropolitan Planning		
7.1 Implementation of A Plan for growing Sydney	Yes	The Proposal is consistent with the relevant Goals and directions in the Strategy as outlined in Section 9.3.1 of this report.

Table 11: Consideration of Local Planning Directions

9.3.3 Section C - Environmental, Social and Economic Impact

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

There is no known critical habitat or threatened species, populations or ecological communities, or their habitats likely to be adversely affected as a result of the Proposal. As detailed in the Flora and Fauna report by UBM Ecological Consultants (Attachment 14), the development and clearing of the Site has resulted in little remaining remnant vegetation.

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

The Site is not identified on the Natural Resources – Biodiversity map, nor the Natural Resources – Riparian Land and Resources Map in PLEP 2011. The report by UBM states:

...(The Site) was landscaped in the early 1950 with a mixture of non-local native trees and shrubs with an exotic understorey of horticultural species. This quasi-native landscaping style was popular in the mid-20th Century when the trend for using 'broadly Australian plants' was at its height. The landscaping on the Pfizer property is well maintained by garden staff, while the other properties appear to have been neglected for some time.

As can be seen from the aerial photos (in the UBM report), the majority of existing tree cover occurs along the eastern end of the Site (part of the landscaped setback identified as having heritage significance)...

This has been respected by the Northern Structure Plan underpinning the Masterplan, which provides a landscaped setback and buffer zone to the east of the Site.

There is the possibility of some habitat for fauna within the Site. Overall, this is likely to be very low due to the nature of development of the Site and lack of overall vegetation and could be verified through the Planning Proposal process by further survey and fieldwork on the Site, including nocturnal surveys.

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

Built Form and Amenity

The Northern Structure Plan and Masterplan are designed to have close regard to SEPP 65 and associated ADG. This seeks to reduce impacts to adjoining properties and ensure high levels of amenity for future communities.

Key areas of the built form that respond to SEPP 65 and the ADG are detailed below:

Ensure Excellent Orientation of Buildings

- a mix of east/west and north/south building orientations provide a variety of living conditions
- all buildings over 10 storeys are orientated along a north-south axis to minimise overshadowing, maximise solar access and encourage view sharing to open spaces and regional landmarks

Appropriate Height and Proportions Relative to Open Space and the Public Domain

- taller residential buildings are proposed to address the Main Street, Park Boulevard or one of the major parks.
- buildings have been orientated on a north south axis to minimise overshadowing of the open spaces

A Circulation Pattern and Through Site Links to Engage Buildings with the Public Domain, Various Services and Recreational Facilities

- the proposed road network aims to integrate Melrose Park into the existing local road network
- a new Central Park, with direct links to the Town Centre
- through-site links to increase permeability for pedestrians and cyclists, while respecting private open space for future communities

Compliance with Building Separation Controls

- for facing buildings (habitable to habitable), the Masterplan proposed a minimum separation of 18m for buildings up to 8 stories and min 24m for buildings 9 storeys and over
- for 'bookend' facades (habitable to non-habitable) a minimum building separation of 9m for up to 4 storeys, a minimum building separation of 12m for 5-8 storeys and a minimum building separation of 18m for 9 storeys and over in accordance with section 2F of the ADG (Figure below)

Depth of Buildings

- the Plan proposes 18 metres for buildings oriented on an east/west axis and 20 metres for buildings oriented on a north/south axis

Generous Apartment Size and Ceiling Heights

- the Masterplan assumes the average apartment size of 88m² GFA to allow flexibility in design layout and mix and ability to meet minimum size requirements
- the Masterplan assumes the following floor to floor levels: 4.5m ground floor, 3.1m L1+ and 2.4m lift overrun

FSR Assumption

- realistic assumptions regarding FSR relationship to envelopes to allow good articulation with residential 75% and commercial 85% Gross Building Area (GBA) to Gross Floor area (GFA) assumptions



Figure 66: Building Separation Map (Source: AJC 2019)

Overshadowing

A key consideration for the development of the Site is the impact on the surrounding residential properties. In relation to built form, the size and nature of the Site combined with careful urban design and Site planning ensure no unacceptable impacts on surrounding properties in particular Hughes Avenue and Wharf Road.

The overshadowing analysis in the Urban Design Report reveals that overshadowing impacts on adjoining residential properties are reasonable, with no overshadowing impacts on adjoining residents on Hughes Avenue after 10am in mid winter.

Residents on Wharf Road are only affected from 3pm onwards in mid-winter. A shadow and impacts study was undertaken to determine the effects of overshadowing during the winter solstice between 9am and 3pm. The results indicate the following:

- the maximum shadow impact around the Sites' surrounding area will be during the winter period of June 21st at 9am and 3pm
- the Proposal will create some overshadowing impacts to existing properties along Hughes Avenue at 9am, however, after 10am there is no overshadowing of these properties
- by 3pm, existing properties along Wharf Road will begin to be affected by overshadowing of the Proposal
- the public open spaces achieve an average of at least 50% direct sunlight between 10-2pm in mid-winter
- the assessment clearly illustrates that due to the orientation and size of the proposed building envelopes that building shadows will move quickly across the Site between the hours of 9am-3pm

Heritage

A detailed assessment of heritage impacts has been undertaken for the Site by Geoffrey Britton (Attachment 3). Key findings and observations are detailed below.

The Site is classified as low sensitivity with limited potential to contain items of Aboriginal heritage. There are no known Aboriginal cultural heritage resources relevant to the Melrose Park Site and given the history of significance disturbance of the Site it is considered unlikely to contain any items of Aboriginal heritage. Based on the Heritage Study undertaken for the Site, no further assessment of aboriginal heritage has been undertaken for the purpose of this report.

Part of the Site includes a local heritage item listed as Item 311 on the PLEP 2011. The heritage item is described as *landscaping (including millstones at Reckitt)* under Item 311 on Schedule 5 of the PLEP 2011 and as having cultural value at a Local level.

The assessment undertaken by Geoffrey Britton observed that the heritage item 311 is shown to be a number of remnant mature trees from the 1960s and 1970s that represent a relatively early use of Australian native plant species in the site planning and design of large-scale industrial sites within the Parramatta LGA.

The Heritage Assessment concluded that subject to several recommendations there is likely to be minimal heritage impact on the LEP listed Item 311 or the two moveable heritage items

located nearby at the Reckitt Benckiser site resulting from the proposed redevelopment of the area. A summary of the proposed 5 recommendations follows:

- Recommendation 1* Revise the existing heritage listing to more accurately cover the remnant mature trees and the two moveable heritage items.
- Recommendation 2* The proposed redevelopment of the Site should incorporate the larger mature trees as outlined in the Heritage Report in its detailed Site planning and design.
- Recommendation 3* The vintage mobile fire pump should be properly conserved and housed under cover with consideration given to donating the unit to the Powerhouse Museum.
- Recommendation 4* The existing millstones should be considered for incorporation within an appropriate public precinct or consideration given to donating the millstones to either the National Museum of Australia or Powerhouse Museum.
- Recommendation 5* There is an opportunity to engage future communities through appropriate and informative interpretive material about both the natural and cultural history of the overall Site. Ideally interpretation would be part of a broader, integrated program of cultural and natural heritage interpretation for the Parramatta LGA.

This report endorses and supports the above recommendations and seek that they be implemented as part of the Planning Proposal process for the Site.



Figure 67: Moveable Heritage Items on Site (Source: GB 2016)

Transport and Traffic

A Transport Management Accessibility Plan (TMAP) has been prepared by Jacobs, in collaboration with DP&E, Council, RMS and PLR, for the Melrose Park North and South Precincts, following the Gateway Determination.

The Draft TMAP outlined a number of key conclusions to support the Masterplan proposed by the Northern Precinct as well as noting the Draft Structure Plan for the Southern Precinct (currently seeking Council to endorsement).

Importantly, the Revised Planning Proposal has proceeded through the Gateway, which has determined that the Planning Proposal may proceed to public exhibition subject to

conditions. Alternatively, the Southern Precinct is yet to receive Council endorsement for a Structure Plan which is required prior to considering a Planning Proposal for this part of the overall Precinct.

The delivery of transport infrastructure upgrades is critical to support the timing and roll out of dwellings across the Precinct. In particular the TMAP analysis recognises the importance of the Gateway Bridge to supporting the 11,000 dwellings for the Precinct, with Parramatta Light Rail Stage 2 providing further opportunity for increased densities. The TMAP also notes the provision of a Shuttle Bus Service (i.e. multiple buses).

In terms of staging and implementation, Jacobs confirmed the key findings of the TMAP are as follows:

- the Precinct can support approximately 11,000 dwellings with or without the Parramatta Light Rail Stage 2
- the entire Precinct can support a total of 35,000m² of retail and commercial uses, with 15,600m² of retail space and 19,400m² of commercial space
- the TMAP provided the various scenarios for the entire Melrose Park Precinct (both North & South):
- Road upgrades - approximately 7,000 dwellings
- Road upgrades and the Gateway Bridge with buses only - 11,000 dwellings
- Road upgrades, Gateway Bridge and with Parramatta Light Rail Stage 2 - in excess of 11,000 dwellings

The TMAP has thoroughly assessed connectivity, demand management and transport linkages, as well as traffic infrastructure augmentations and considerations. The TMAP has been developed to encourage and develop initiatives to maximise public transport use.

The key findings of the investigations undertaken as part of the TMAP are as follows:

- *Based on the nominated service levels for the surrounding road network, the upgrade of Victoria Road intersections (Wharf Road and Kissing Point Road) will be required in order to efficiently service the Melrose Park precinct*
- *The road network analysis has identified that the remainder of the existing surrounding road network is able to cater for traffic generated by the proposed development, with no significant impacts when compared to a future 'do minimum' scenario*
- *Increased bus service frequencies on Victoria Road are required to support development and achieve mode share targets. Investigations have confirmed the required bus service levels are feasible*
- *A new bridge crossing (public and active transport only) across the Parramatta River linking Melrose Park to Wentworth Point is required by 2028 (approximately 6,700 dwellings) to enable connections between residential and employment areas to key public transport nodes including the planned Sydney Metro West station at Sydney Olympic Park.*
- *New bus services between Top Ryde and Concord Hospital via Melrose Park are proposed to operate via the new bridge*
- *Shuttle services between Melrose Park and Meadowbank station are proposed to operate prior to the implementation of the new bridge. Proposed operations can be implemented without significant works or impacts*
- *Ferry user patronage demand from Melrose Park is likely to be small. A new bridge across the Parramatta River will provide access to the newly upgraded Sydney Olympic Park and proposed new ferry wharf at Rhodes East*

- *As development progresses and activity increases, a light rail corridor is being proposed by TfNSW established through the core of the development. This would bring light rail services through the heart of Melrose Park with direct access to the proposed Sydney Metro West station at Olympic Park*
- *The introduction of PLR Stage 2 leads to a number of access implications along Boronia Street, Hope Street and Waratah Street which will need to be carefully managed*
- *The public transport network for Melrose Park has been planned to cater for the full development (11,000 dwellings) without the need for light rail but has been planned to accommodate light rail through the precinct*
- *The northern precinct structure plan maintains a corridor on Hope Street between Hughes Avenue and Waratah Street to enable the implementation of light rail. The southern precinct allows for light rail along Waratah Street.*
- *Key elements of Stage 1 - Prior to bridge (up to 6,700 dwellings):*
 - *Stage 1A, Stage 1B and Stage 1C Victoria Road upgrades*
 - *Enhanced Victoria Road bus services to serve both background growth and Melrose Park demand*
 - *Shuttle services to Meadowbank Station*
- *Key elements of Stage 2 - After new bridge (more than 6,700 dwellings)*
 - *New high frequency services (bus or light rail) over the bridge*
 - *Continued enhancement of Victoria Road bus services*

Further, the TMAP concludes the following:

- *The scale of development envisaged for Melrose Park presents significant but manageable challenges for transport infrastructure and services for both the road and public transport network*
- *The additional traffic demands as a result of Melrose Park development on the surrounding local road network fall within acceptable capacity thresholds*
- *Sydney Metro West will deliver significant benefits for residents from Melrose Park with high-capacity and more frequent services between Parramatta CBD, Sydney Olympic Park and Sydney CBD*
- *A new active and public transport bridge across Parramatta River will provide substantial connectivity improvements between Melrose Park, Rhodes and Sydney Olympic Park before light rail is implemented*
- *The increased frequency of the T1 Northern Line (to 8 services per hour) will provide capacity to support the development and will continue once Sydney Metro North West opens in 2019*
- *Parramatta Light Rail Stage 2 would provide a direct link to the Parramatta CBD, and connect to Sydney CBD via the broader rail and metro networks*
- *The new bridge across Parramatta River will provide fast, direct, high frequency services linking Melrose Park to Rhodes Station and future metro station at Sydney Olympic Park. The full development (11,000 dwellings) can be supported by either bus or light rail services across the bridge.*
- *Substantial resources will need to be devoted to improving the public transport servicing and infrastructure in the study area, with significant support and funding contributions from the various agencies, proponents and authorities*
- *An integrated package of measures needs to be implemented as the development progresses, with the package containing a mix of policy, infrastructure and transport services measures*
- *The measures presented within the TMAP need to be integrated comprehensively and consistently over the life of the development if the mode split targets as outlined in the TMAP are to be achieved.*
- *The TMAP recommends a total off-street parking supply of 9,441. A total on-street parking supply of approximately 700 and 500 spaces is being proposed for the northern and southern precincts respectively. It is proposed to initially provide levels of parking in accordance with CoP*

DCP, and gradually decrease parking provision as the public transport initiatives are implemented.

TMAP - Staging and Delivery

The TMAP also considers staging in the context of the required transport infrastructure to support the development. Critically, it recommends a broad 2 stage approach as follows:

- Stage 1 – Accessible and connected bus network
- Stage 2 – Integrated network with Parramatta Light Rail Stage 2

The TMAP assumes the following parameters for Stage 1:

- forecast year is 2026
- development of the precinct is 50% complete
- the bridge across Parramatta River connecting Melrose Park and Wentworth Point is complete
- Sydney Metro Northwest and City and Southwest are complete providing some relief to the T1 Northern rail line
- Parramatta Light Rail Stage 1 is completed

The TMAP recognises long established planning principles contained in *State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development* (SEPP 65) and the *Apartment Design Guide* (ADG). Fundamentally, this recommends higher density development close to existing public transport infrastructure to support new communities and reduce car dependency.

The location of the Northern Precinct supports its early development to lead the urban renewal of the broader Melrose Park Precinct. Further, the Site includes improved connections to Victoria Road Major Transport Corridor through the coordination of the adjoining (recently approved) Victoria Road Mixed Use development. This is evident in the TMAP, which identifies that the Northern Precinct should proceed early until major public transport infrastructure (i.e. Gateway Bridge and Parramatta Light Rail Stage 2) is completed.

A relevant extract of the TMAP is provided below (**BOLD** our emphasis):

*...stage 1 assumes that a new bridge across the river is complete. **In the interim, any development should be focused to the north of the precinct as the M52 bus route along Victoria Road will provide the highest level of accessibility until the bridge is complete.** It is also recommended that an on-site bus shuttle is provided to connect Melrose Park to Meadowbank and West Ryde stations...*

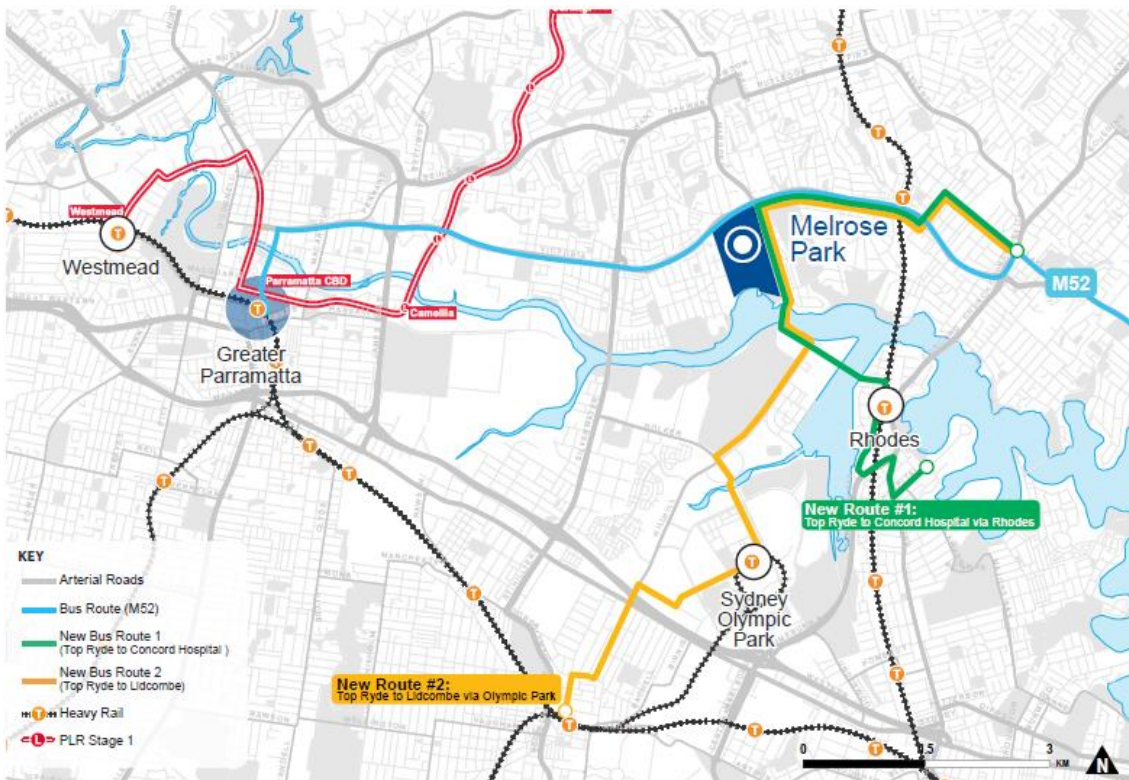


Figure 68: Draft Melrose Park TMAP Stage 1 Public Transport Network (Source: Draft Melrose Park TMAP, Jacobs)

The TMAP assumes the following parameters for Stage 2:

- forecast year is 2036
- development of the precinct is 100% complete
- Parramatta Light Rail Stage 2 is complete (noting that additional density in excess of 11,000 dwellings can be justified)
- Sydney Metro West is complete

To support the key stages for infrastructure delivery, the TMAP also considers 2 fundamental development staging scenarios. These development scenarios will be further refined during the progression of the Planning Proposal and delivery of infrastructure to enable the early development of the Northern Precinct. The TMAP provides more detailed delivery of development, with the following assumptions across the Precinct as detailed in the relevant extract below:

...A multi-decade development framework has been proposed to enable development flexibility and to complement future transport initiatives planned within the study area. For the purposes of assessing the transport infrastructure and service requirements the following staging elements have been examined:

- 4,000 dwellings to be developed by 2020
 - Commercial 7,900 m² GFA
 - Retail 6,000 m² GFA
- 7,000 dwellings to developed by 2026
 - Commercial 13,500 m² GFA
 - Retail 10,200 m² GFA

- 11,000 dwellings full build-out by 2036
 - Commercial 19,600 m² GFA
 - Retail 14,600 m² GFA

The Melrose Park structure plans for the north and south precincts ensures that in the early years and through to full development, public transport and active transport will be an integral part of the structure plan...

The Revised Planning Proposal is consistent with the TMAP in terms of landuses. The timing and delivery of the required infrastructure will be further discussed as part of VPAs and satisfactory arrangement provisions in the LEP as required by the Gateway Determination conditions.

The staging scenarios propose development fronts in the **Northern Precinct** (subject of the Revised Planning Proposal) directly related to the development along the Victoria Road Major Transport Corridor and the new Town Centre. The rationale for this staging strategy can be summarised in the following extract from the Draft TMAP:

...The indicative staging described below has been formulated in conjunction with the establishment of the road network and public transport facilities to ensure that Melrose Park evolves in a coherent and efficient manner...

The TMAP concludes that at 2036 the precinct will support the **30 minute city** by providing jobs and homes within the catchment of Greater Parramatta as detailed below (**BOLD** our emphasis):

*... approximately 175,000 jobs will be accessible within a 30-minute public transport journey from Melrose Park by 2036. Further, more than 200,000 people will live within a 30-minute public transport journey. **This indicates that the proposed public transport network combined with a new bridge over the Parramatta River will ensure that Melrose Park is a highly accessible precinct for both residents and visitors. The delivery of regionally significant infrastructure in conjunction with the Melrose Park development will also have wide reaching benefits for surrounding communities...***



Figure 69: Single and two front staging scenarios (Source: Draft Melrose Park TMAP, Jacobs)

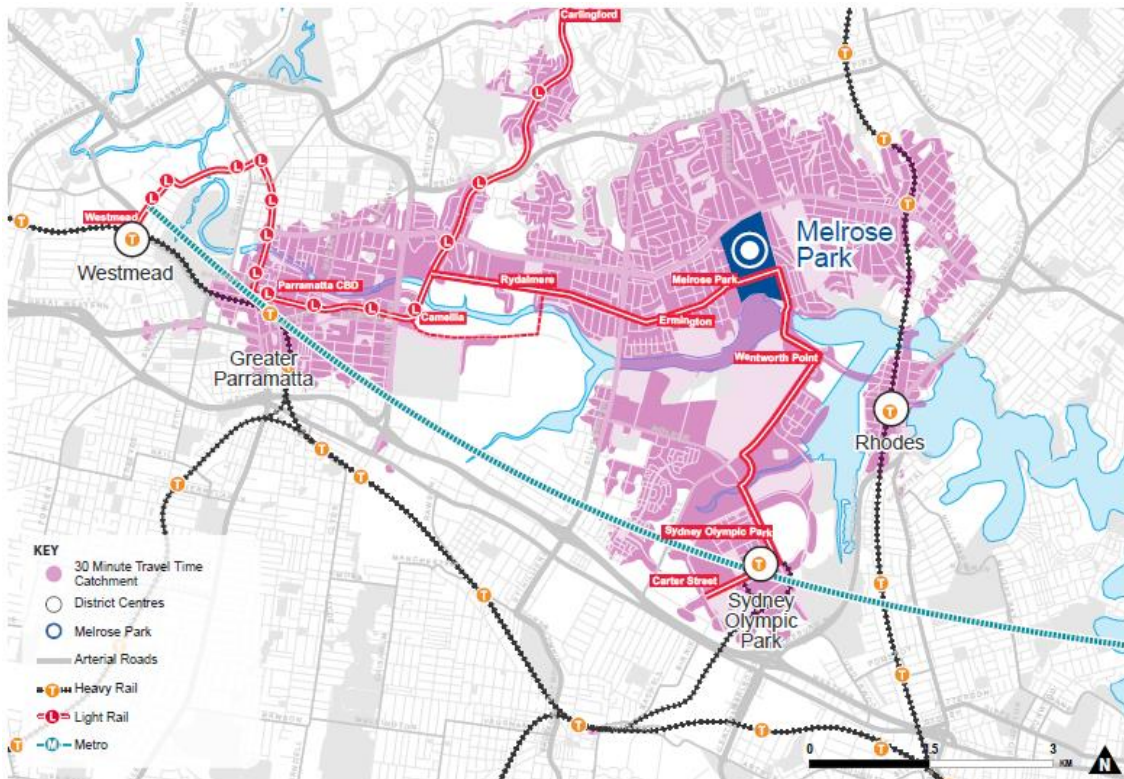


Figure 70: Melrose Park 30 minute PT catchment 2036 (Source: Draft Melrose Park TMAP, Jacobs)

AECOM Traffic and Transport Study

Prior to the TMAP, AECOM prepared a Traffic and Transport Study to support the Planning Proposal Key findings and matters of relevance within the AECOM report still remain relevant and include:

- the key issue regarding traffic impact relates to the capacity of Victoria Road. From a local perspective, spreading traffic and improving intersection performance on Victoria Road, while also linking through the adjoining site to the north (657 – 661D Victoria Road and 4-6 Wharf Road), are sensible outcomes in reducing traffic through local roads
- allowing transformation of the employment at the Site from industrial to higher order jobs will provide the opportunity to remove larger trucks from the local network and Victoria Road
- the development for industrial purposes to full capacity under current planning controls would more than double the traffic compared to that proposed
- the Government's efforts to date, expected to be sustained into the future given the strategic transport framework, have resulted in a decrease in road traffic along Victoria Road (averaging a reduction of 1% per annum between 1989 and 2005)
- with the connections in the Masterplan/Structure Plan and recommended traffic measures incorporated (and utilising assumptions on proportional distribution of traffic within the network based on ABS journey-to-work data), the Proposal will result in some increases in wait times and queuing, but within acceptable limits (to be confirmed in the TMAP)

There is an opportunity to provide leading demand management measures with the development, which would be formalised through the TMAP and as part of the Planning Proposal consideration and/or future VPA, as appropriate. Some are outlined in the Transport and Traffic Report and could include (in addition to private bus shuttle services and internal autonomous bus service initiatives previously outlined):

- Travel Passes for residents and workers (for the private bus shuttle services) and potential provision of pre-paid Opal Cards for new residents
- reduced parking rates (resident and visitor) and reduced on-street parking where appropriate
- car sharing scheme initiatives for residents and workers of Melrose Park to reduce dependency on car use
- provision of high internal amenity, social services, education, childcare, jobs, retailing and open space to reduce reliance on wider travel needs
- bicycle-sharing initiatives
- consideration of centralised locations for visitor parking
- new and improved connections to local and regional cycleways on Hope Street, Cobham Street, extending to Marsden Road
- completion of a Parramatta River Foreshore pathway connection to Parramatta
- additional bike parking facilities within the development and at nearby train and ferry interchanges
- *TravelSmart* - involving a range of information and education initiatives

Land Contamination

A detailed Remediation Strategy has been completed by Senversa (Attachment 12). This has been prepared following a review of past studies relevant to contaminants of the Site, meaning there is a good understanding of the contaminants involved (to be verified by further analysis prior to and during any works, in accordance with legislative requirements).

Previous environmental site assessments have been undertaken for Sites related to the former Reckitt Benckiser, Pfizer and Big Sister sites. Some of these have identified the presence of contaminated soil, groundwater and soil vapour. The most significantly contaminated area is a solvent plume originating in the former Reckitt Benckiser Site and migrating east to the Pfizer Site. A Remediation Action Plan has been prepared to address this issue and is being audited.

An Accredited Site Auditor has reviewed the Remediation Strategy prepared by Senversa. This is far more detailed than would ordinarily occur at a Planning Proposal stage. The Site Auditor concludes:

...The remedial strategy provided by Senversa is a systematic, staged approach that is consistent with the data collection (and assessment) and remediation methods presented in guidelines made or endorsed by the NSW EPA...

...On the basis of the information and program articulated in Senversa's remediation strategy, the Site can be made suitable for the proposed residential rezoning following completion of all necessary assessment, remediation and validation works...

The work undertaken including early involvement by a Site Auditor is consistent with the provisions and guidelines associated with SEPP 55 and the *Contaminated Land Management Act 1997*. For the purposes of the SEPP, it is reasonable to conclude that the Site will be able to be made suitable for the proposed uses.

Stormwater & Flooding

There are no flooding maps in PLEP 2011, the Site is not below the 1/100 year flood level and the Site is not known to be flood liable.

There are stormwater assets across and surrounding the Site. The redevelopment of the Site provides a significant opportunity to improve water absorption within the Site (and reduce the estimated 60-70% of water leaving the Site) and also improve water quality leaving the Site, through appropriate treatment, detention and management of water within the Site.

PAYCE will commit to sustainability measures as outlined in the Sustainability Summary Report prepared by Northrop (Attachment 17).

These include many measures to reduce the ecological footprint of the proposed development including energy efficiency and carbon footprint reductions, efficiency of building design and waste avoidance, reduced embodied energy in materials and sustainable procurement.

In terms of wastewater, the *Sustainability Masterplan* outlines the proposed initiatives to be investigated for the Site including a project-wide wastewater strategy to optimise the amount of non-potable water available for landscape irrigation and toilet flushing and will comprise of active wastewater treatment technologies and landscape filtration.

Specific measures include:

- Clean stormwater runoff before it enters waterways
- Harvest rainwater for reuse on-Site
- Active treatment of Site-generated wastewater, for re-use in toilet flushing and irrigation
- Water polishing embedded in landscape design and features
- Low flush and low flow bathroom fixtures in dwellings
- Water sensitive landscape planting and irrigation systems

The Northrop report outlines potential water sensitive urban design practices that seek to reduce the reliance of stormwater infrastructure while supporting the biodiversity of the Site. This includes identification of internal roads within the Site for stormwater runoff treatment and consideration of options including rain garden, tree gardens/pits and bio swales.

Servicing and Survey Report

A report regarding services on and to the Site has been provided by Northrop (Attachment 15). This report describes the services available on and to the Site, outlines easement constraints and assesses the capacity of the services.

There are numerous easements protecting existing services and public assets across the Site, as detailed on the land survey by LTS Lockley. There are stormwater assets within and surrounding the Site, including a stormwater easement across the middle of the Site.

The Site is largely covered by buildings and concrete/paving with approximately 70-80% of the Site being impervious. In terms of stormwater, there are two overland paths traversing the Site. Northrop estimates that 60-70% of stormwater leaves the Site. The proposed redevelopment, by provision of open space, leading public domain design and On Site Detention (OSD) has the potential to significantly reduce runoff and improve water quality.

There is an existing 900mm sewer main located through the middle of the Site, which is protected by easement and is a significant piece of Sydney Water infrastructure. This may be diverted around the Site, or concrete-encased, to make areas of the Site available for development. This will be subject to discussion and agreement from Sydney Water.

In terms of potable water, there are no known water easements or bore licenses affecting the Site. Water mains ranging from 110mm - 1.2 metre exist in Hope Street and Wharf Road. There is an existing 200mm water main in Wharf Road, which may need to be upgraded to service the proposed development.

Such requirements are normal for such a redevelopment and the cost and implementation would need to be fully met by the developer and to Sydney Water's requirements.

The provision of water and sewer services (and the management of new development considering existing easements) can be managed through the Planning Proposal and direct engagement with Sydney Water.

There are gas services available to the Site (to the south and west) and telecommunication services would be enabled for the proposed redevelopment. The Site is serviced by telecommunications infrastructure (Telstra, Optus and Vodafone) A telecommunications mobile tower is in the south west corner of the Site. There is an easement associated with the tower and conduits.

The Site is well serviced by Electric Hybridity, with 9 sub-stations (owned by Endeavour Energy) currently across the Site. There are high voltage overhead transmission wires (132kV), owned by Ausgrid, along the western portion of the Site. This area is being protected from development with a minimum 15 metre setback from the easement edge as required. The area beneath the wires can be used for public open space, recreation and access purposes.

Has the Planning Proposal Adequately Addressed Any Social and Economic Effects?

Economic Impact Assessment

An Economic Impact Assessment (EIA) has been prepared by the AEC Group (Attachment 5) to analyse the economic impacts likely to result from the proposed planning controls amendments and subsequent redevelopment of the Site. The economic impacts have been analysed in the context of the proposed Masterplan as detailed in Section 8 of this report.

This work was informed by background research undertaken by AEC in 2014, 2015 & 2016 that examined the role and function of Melrose Park in the context of other industrial lands in the Parramatta LGA and an Alternative Use Options Study to examine other viable uses for the Site. These studies have been provided as part of this Planning Proposal to support the case for change for the Site.

The Melrose Park Industrial Precinct has undergone significant change. In 2011, the Precinct employed 2,690 people with more than 70% in manufacturing and 12% in wholesale trade.

Since that time the precinct has lost a number of large long term occupiers including Pfizer, Reckitt Benckiser (health and hygiene products) and Big Sister Foods (bakery products) from the Site the subject of this Planning Proposal. These changes represent a 29% loss of jobs since 2011 from the Precinct. Pfizer and Reckitt Benckiser are considering remaining in Melrose Park subject to their new accommodation requirements being met by the proposed Masterplan (and the timely delivery of the development).

AEC advise that based on discussions with select businesses, it is understood that this job number further dropped to a loss of 40% or 414 jobs by the end of 2016. It is understood that this figure is likely to further reduce, particularly for the Site should it remain in its current state.

This significant shift in the industrial uses for the Site aligns with the changing profile of Parramatta's projected growth.

The EIA notes that this growth is driven by the following number of key industries:

- Health care and social assistance (10,099 additional jobs or 49% increase)
- Education and training (4,826 additional jobs or 83% increase)
- Public administration and safety (3,953 additional jobs or 26% increase)
- Professional, scientific and technical services (5,400 additional jobs or 75% increase).
- Retail trade (4,727 additional jobs or 59% increase)
- Accommodation and food services (4,312 additional jobs or 87% increase)

The EIA notes that the Melrose Park Industrial precinct is expected to continue to experience a decline in employment towards 2036. This follows a detailed investigation considering other nominated employment areas (namely Camellia, Rydalmere and North Parramatta) and key challenges identified for the Site, including its location, current buildings, structural changes in the industry, size and proximity to existing markets and freight transport corridors.

Business	Employees (2011)	Employees (2014)	Change (2011-2014)	Comments
Pfizer	1,110	767	-343	Since 2011 Pfizer has shed 343 jobs in manufacturing.
Big Sister	110	0	-110	Since 2011 the business has gone into liquidation.
Reckitt Benckiser	424	207	-217	Following reduction in manufacturing capacity and relocation of jobs off-shore, employee numbers have decreased to 207.
Eli Lilly	300	200	-100	Series of redundancies following worldwide contraction.
Ermington Industrial Centre	54	43	-11	A reduction of 11 jobs following the use of modern technology and automation.
Others (unknown)*	1,074	692	-	Information unavailable
Total Precinct	2,690	1,909	-781	Reduction of 29% jobs since 2011.

*Refers to employees of businesses that have not been interviewed
 Source: AEC & Colliers

Business	Employees (2014)	Employees Expected (2016)	Change (2014-2016)	Comments
Pfizer	767	617	-150	The loss of 150 manufacturing jobs has been announced as the site will no longer carry out manufacturing. The remaining 617 jobs will be in office/administration.
ETP Electron Multipliers	25	0	-25	ETP expects to relocate their business to Granville.
Nuss Removals Justice Health ETP Electron King & Wilson	39	0	-39	The property at 4 Hope Street is currently on the market for sale. Discussions with the owner suggests consolidation into one location with tenants expected to vacate the premises.
Ermington Industrial Centre	43	0	-43	The property is currently on the market for sale. The businesses within the estate could conceivably relocate following sale.
Reckitt Benckiser	207	0	-207	The remaining employees at the Reckitt site will depart following facility closure.
Eli Lilly	200	250	+50	Through the acquisition of Novartis, Eli Lilly expects to accommodate additional 50 jobs on-site.
Others (unknown)*	628	628	-	Information unavailable
Total	1,909	1,495	-414	Reduction of 40% jobs since 2014.

*Refers to employees of businesses that have not been interviewed

Source: AEC & Colliers

Figure 71: Known and Projected Employment in Melrose Park 2014-2016 (AEC 2016)

Following a detailed investigation on the relevant planning policies, historical and future growth of Parramatta, alternative land uses and analysis of the future projections for the Site, the EIA concludes that the Proposal will make a significant contribution to the Parramatta LGA economy through its construction phase and the ongoing activities.

As part of the assessment, the EIA estimates a low and high range for future employment for the Site as detailed below:

...In developing the estimates of activity for the redeveloped Site, a 'steady state' of operations (whereby all facilities have been developed and long-term average utilisation rates prevail) has been assumed across High and Low occupancy scenario outcomes (predicated on different intensity of occupancy ratios see Table 6.4...

Once the redevelopment is completed and fully operational, the redeveloped Site (low and high scenarios) is estimated to **directly and indirectly** support:

- \$870.5 million - \$ 1.1 billion in output
- \$476.4 million - \$617.3 million contribution to Gross Regional Product (GRP)
- \$249.5 million - \$322.6 million in incomes and salaries paid to local workers
- 2,945 – 3,777 Full time equivalent (FTE) jobs.

The Proposal will provide 1,478 - 1,873 (1,676 average jobs) jobs on Site which represents a net increase of 504 - 899 jobs and a far greater increase if nothing is done and jobs continue to decline at the Site.

AEC have undertaken a revised economic impact assessment to support the revised Planning Proposal. This revised economic assessment finds that the number of direct jobs has increased and the 30,000m² of non residential uses will provide 1,538 – 1,932 direct jobs on the Site, which will result in a net increase of jobs on the site.

The Proposal facilitates the transition of the Precinct to meet floorspace requirements of key growth industries of employment in Parramatta, as well as meet the evolving nature of floorspace requirements of pharmaceutical companies who would otherwise completely transition off the Site.

As part of the EIA, AEC undertook an assessment against the **Industrial Lands Checklist** in accordance with *A Plan for Growing Sydney*. This confirms that the Proposal is consistent with this policy and supports the rezoning of industrial land to a mixed use development providing contemporary employment opportunities to respond to the constraints of the Site, changing nature of the area's economic and demographic profile and shift in the manufacturing industry for the Site.

Checklist	Consistency
Consistency with State or Council Strategies	<p>The Proposal is consistent with this requirement.</p> <p>The Proposal consolidates new homes, jobs and investment in Parramatta in accordance with <i>A Plan for Growing Sydney</i> which states that Greater Parramatta should:</p> <p style="text-align: center;"><i>...provide capacity for additional mixed-use development in Parramatta CBD and surrounding precincts including offices and retail in Parramatta CBD, health services in Westmead, an education hub around the new University of Western Sydney Campus, a technology and education precinct in Rydalmere, arts and culture in Parramatta, a sports precinct around Parramatta Stadium and housing in all precinct...</i></p> <p>The Proposal is consistent with the adopted Parramatta Employment Lands Strategy (2016) which acknowledges that major restructuring is occurring and will affect the land use needs of this precinct's future and recommends that a Structure Plan is prepared for Melrose Park, which considers future uses in the precinct and opportunities for renewal.</p> <p>The Proposal is also consistent with the Greater Sydney Region Plan and Central City District Plan, as it provides dwellings and jobs within 30 minutes by public transport of a metropolitan centre.</p>
Location of the Precinct <ul style="list-style-type: none"> • close to key economic infrastructure • contributing to a significant industry cluster 	<p>While the Melrose Park Precinct is centrally located, the Precinct is challenged by the following factors:</p> <ul style="list-style-type: none"> • Location directly off major arterial corridors facilitating unrestricted access. • Ability to operate in a conflict-free environment with sufficient buffer from residential. • Critical mass of lands to enable clustering activity of businesses. • Diversity of occupiers (by industry) to mitigate against vacancy risk following structural changes in a particular industry. • Generic buildings that can be easily re-purposed following relocation of occupiers. <p>These weaknesses have become apparent in recent years following the departure of several large businesses and the cessation of manufacturing activities for pharmaceutical occupiers.</p>

Checklist	Consistency
	<p>In its current form, the Precinct is not competitive due to its small scale and unsuitability of the existing precinct buildings for re-purpose. By virtue of its comparatively isolated location, limited public transport options and lack of worker amenity, the market appeal as a business park and office precinct is conceivably limited.</p> <p>Furthermore, the lack of direct access from major highways and location abutting residential uses makes it unattractive to industrial users. This is already apparent from the lack of and muted interest in industrial space currently available in the Precinct.</p>
<p>Impacts to industrial land stock in the Subregion / Region and ability to meet future demand for industrial lands?</p>	<p>The Proposal results in a reduction to industrial stock in the Subregion, however, the employment projections and employment land use projections demonstrate that precincts such as Melrose Park and Chester Hill/South Granville are projected to record negative demand for floorspace over the projection period.</p> <p>Whereas, the precincts of Rosehill/Camellia and Rydalmere are projected to record the highest increase in GFA demand.</p> <p>Furthermore, it is important to note that the other employment precincts investigated (i.e. Parramatta CBD, Granville, North Parramatta, Westmead and UWS) are projected to absorb a greater amount of growth in comparison to the areas zoned for industrial uses (Precincts 1-21). Combined these precincts are projected to account for around 69% (or 1,026,189sqm) of total additional GFA demand between 2011 and 2031.</p> <p>As such, the LGA and Subregion will be able to cater to employment land demand in the future.</p>
<p>Impact to Subregional / Regional employment targets and objectives?</p>	<p>The Proposal will be more favourable with regard to meeting employment targets by resulting in 1,478 - 1,873 direct jobs, representing a net increase of 504 - 899 jobs.</p> <p>The revised economic assessment prepared by AEC finds that the number of direct jobs has increased as a result of the revised Planning Proposal. The Proposal will provide 1,538 - 1,932 direct jobs on the Site, which will result in a net increase of jobs on the site.</p>
<p>Compelling argument that the industrial land cannot be used for industrial purposes now or in the foreseeable future? Are there opportunities to redevelop the land for high tech or creative industries?</p>	<p>The EIA demonstrates why the industrial land cannot be used for industrial purposes now or in the foreseeable future.</p> <p>In its current form, the Precinct is not competitive due to its small scale and unsuitability of the existing precinct buildings for re-purpose. By its comparatively isolated location and lack of worker amenity, market appeal as a business park and office precinct is conceivably limited. Furthermore, the lack of direct access from major highways and location abutting residential uses makes it unattractive to industrial users. This is already apparent from the lack of and muted interest in industrial space currently available in the Precinct.</p> <p>The main challenge with Melrose Park is that the base locational characteristics required for each of the alternative use options (i.e. business park, office buildings, new industrial) are not present. These include a lack of public transport options and worker amenity.</p>

Checklist	Consistency
	<p>Furthermore, its small size and scale severely limits the employment uses the Precinct can be put to.</p> <p>It is apparent from the analysis that employment uses that are 'population driven' have the best potential for success in the Precinct, leveraging its location close to existing residential uses.</p> <p>The Masterplan will assist in meeting the changing employment needs of the Parramatta LGA by providing a range of uses including: retail, commercial, community uses and residential.</p>
Is the Precinct critical to meeting the need for land for an alternative purpose identified in other NSW Government or endorsed Council Strategies?	Rezoning the Site will be critical to ensuring that the industries which are forecast to grow the most overtime are adequately catered for into the future.

Table 12: Industrial Lands Strategic Checklist (Source: AEC 2015)

In 2009, the then Department of Planning released the *Draft Centres Policy – Planning for Retail and Commercial Development* as a *Consultation Draft* only. The Draft Policy introduces the concept of a **Net Community Benefit Test (NCBT)**, noting that net community benefit arises when the sum of the benefits of a rezoning are greater than the sum of all costs from a community welfare perspective.

The EIA has undertaken an assessment of the Proposal against the NCBT in support of the Proposal as detailed in the Table below.

Consideration	Explanation
Will the LEP facilitate a permanent employment generating activity or result in a loss of employment lands?	<p>The Proposal will be more favorable about meeting employment targets by will resulting in 1,478 - 1,873 direct jobs representing a net increase of 504 - 899 jobs.</p> <p>The revised economic assessment prepared by AEC finds that the number of direct jobs has increased as a result of the revised Planning Proposal. The Proposal will provide 1,538 – 1,932 direct jobs on the Site, which will result in a net increase of jobs on the site.</p>
Will the LEP impact upon the supply of residential land and therefore housing supply and affordability?	<p>The Greater Sydney Region Plan (Region Plan) sets out State government objectives for the Central City over a period of 5 and 20 years (by 2021 and 2036). The Region Plan sets a housing target of 53,500 additional dwellings by 2021 and 207,500 additional dwellings by 2036.</p> <p>The Central City District Plan sets a housing target of 21,650 additional dwellings in the Parramatta LGA by 2021.</p> <p>The provision of approx 5,000 residential dwellings on the Site constitutes a strong positive economic impact.</p>
Will the LEP be compatible/complementary with surrounding land uses? What is the impact on amenity in the location and wider community?	Providing homes close to jobs, public transport, civic functions, retail and entertainment options is a community benefit. Doing so lowers the needs for residents to travel to access employment and the other services they require and promotes public transport use. As a result, negative externalities of travel in terms of lost time commuting, monetary expenses of travel, pollution, congestion, traffic, noise and so on are minimised.

Consideration	Explanation
<p>Will the public domain improve?</p>	<p>For this reason, the Greater Sydney Region Plan aims to provide homes closer to jobs (Direction A well-connected city) and focus new housing in centres which have public transport that runs frequently and can carry large numbers of passengers.</p> <p>Furthermore, the Central City District Plan highlights having a greater number of jobs and centres within 30 minutes of where residents live.</p> <p>Parramatta LGA is an ideal place to concentrate new housing development. Amendments to the planning controls of the Site and subsequent development of approximately 5,000 apartments in this location in addition to new employment opportunities on Site constitutes a strong positive economic impact.</p>
<p>Will the Proposal increase choice and competition by increasing the number of retail and commercial premises operating in the area?</p>	<p>The Proposal envisages provision of 15,000m² of new retail floorspace. This will undoubtedly increase consumer choice and promote competition, all of which are associated with positive economic impacts. Notwithstanding, the issue of acceptable impact to existing centres is a relevant planning consideration.</p> <p>According to a Retail Impact Assessment (Leysdon Consulting, 2017), it is considered that the proposed rezoning of land at Melrose Park to provide for a new retail centre of some 15,000m² GFA; is justified based on the existing demand for retail services in the area and substantial growth in demand which will occur if the residential components of the proposed development are approved.</p> <p>The Assessment states that the impact of the proposed development in 2021 will not give rise to adverse economic impacts on existing centres.</p> <p>The substantial growth in available resident spending associated with the residential component of PAYCE's Melrose Park project will generate an estimated \$133 million of additional available retail spending (\$2018) after 2026. This will directly benefit not only the proposed centre but other existing centres at nearby Ermington, West Ryde and Top Ryde in particular.</p>

Table 13: Net Community Benefit Test (Source: AEC 2017)

Retail Assessment

The key principle of the proposed re-development of the Site is the introduction of a new Town Centre which will support existing and new communities and new employment areas on the Site. The proposed Structure Plan and Masterplan both nominate a new Town Centre in this location.

The Melrose Park Town Centre proposes up to 10,500m² of new retail space as part of the new Town Centre for Melrose Park consisting of:

- a full line supermarket
- supporting retail shops and services

To determine the potential impacts associated with the proposed retail uses, a Revised Economic Impact Assessment of the proposed retail uses has been prepared by Leyshon Consulting (Attachment 6).

The Retail Assessment examines the local retail facilities, noting the closest retail/commercial centres of significance are West Ryde, Ermington and Meadowbank. Other major centres reviewed include Top Ryde, Carlingford, Rhodes and Eastwood. Leyshon's inspection of these centres indicate there is currently a very low level of vacant floorspace, which suggests prima facie that existing centres are currently trading at acceptable levels.

A trade analysis was undertaken to establish primary and secondary trade areas for the Site, as shown in the Figure below, including identification based on generally accepted criteria of:

- competitive retail centres in the surrounding region;
- the arterial and sub-arterial road system; and
- barriers to movement

Outcomes of the trade area analysis indicate that the primary trade area were broadly similar to the broader Sydney Region, with key differences in the eastern Secondary trade areas attributes to increased residential development that suggest:

- higher proportion of persons between 20-29
- higher incomes
- higher proportions of persons employed as professionals
- lower unemployment rates

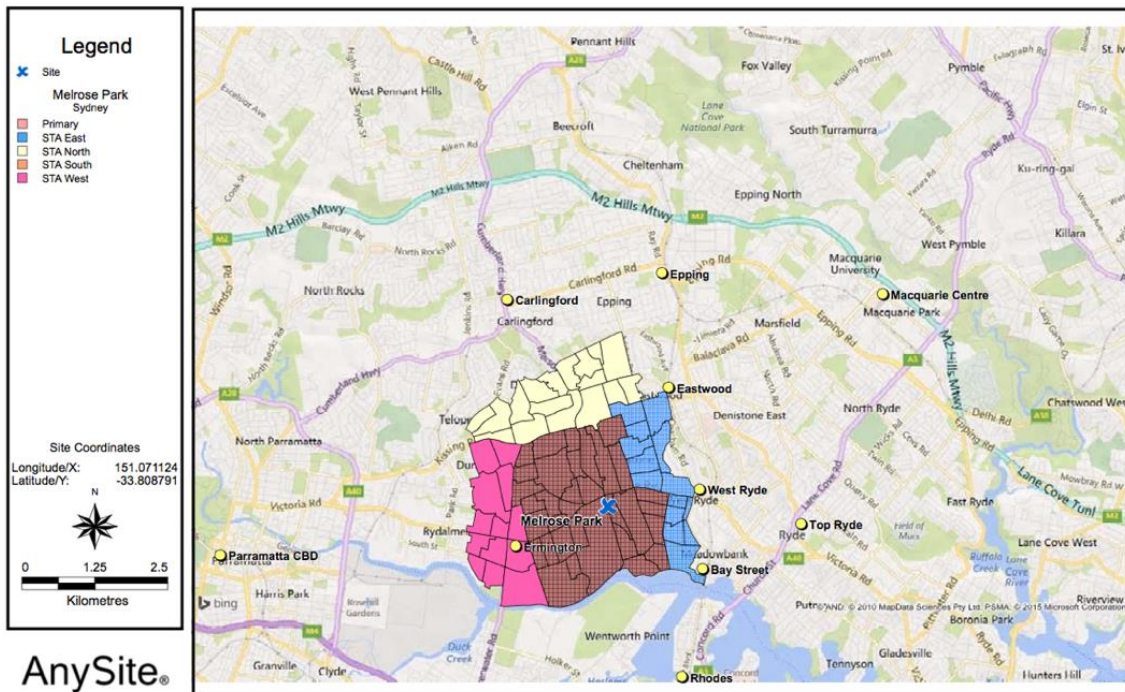


Figure 72: Melrose Park Trade Area (Source: Leyshon Consulting 2019)

Leyshon notes that differing demography of the STA East compared with the trade area provides some insight into what may eventuate if Melrose Park is redeveloped primarily to residential development.

Leyshon also observes that it is likely that under such a scenario the incoming population would have a higher socio-economic status than does the existing resident population in the area surrounding the subject Sites.

Accordingly, it could be expected any such new population will have a potentially higher average demand for retail goods and services.

A demand analysis based on the trade areas and population demographic indicate that the total available annual supermarket spending in the Melrose Park trade area is estimated to increase by +\$97.4 million (\$2016) between 2014-21.

Importantly, following an analysis of the supportable retail floorspace considering demand and supply, Leyshon concludes:

- there is considerable potential demand for retail floorspace to be provided within the Melrose Park trade area
- there will be a need for an additional 14,970m² Net Leasable Area (NLA) of retail floorspace due to population growth alone in the Melrose Park trade area between 2014-21 based on an increase in annual available spending during this period
- the estimated demand for additional retail floorspace does not rely on the redevelopment of land in the Melrose Park Industrial Area for residential uses other than the former Bartlett Park site

- the increase in demand for retail floorspace between 2014-21 (14,970m²) justifies the proposed PAYCE development (8,450m² NLA).

Similarly, the Retail Assessment concludes that a full line supermarket would be supported on the Site based on current and projected demand.

The Retail Assessment undertakes an analysis on the existing centres as detailed above. The report notes that the impact on existing centres in 2021 fall into either the very low or the low/medium category of impact.

The Assessment concludes the impacts of the Proposal are not of a scale which would warrant refusal of the proposed development on economic impact grounds and existing centres which do experience an impact (Ermington and West Ryde) will substantially benefit beyond 2021 from the proposed residential development at Melrose Park.

The report also undertakes an assessment against the Draft Centre Policy NCBT, noting that the Proposal will exhibit a positive *net community benefit* when assessed against the criteria based on the following:

- the residential component of the proposal is of a scale to justify the provision of the proposed retail centre;
- the substantial increase in the residential population which will result from the project proceeding means additional retail floorspace needs to be provided to service both these new residents as well as the existing residential community in Melrose Park and adjacent areas;
- the proposed development will address an existing significant shortfall in retail floorspace in general and supermarket floorspace in particular within the MTA;
- the proposed retail floorspace and the associated community and commercial facilities will provide a new focus for the existing and future community at Melrose Park;
- the proposed development will create substantial on-Site employment both during its construction phase and, more importantly, once the centre is completed. This is estimated to be in the order of 324-368 jobs; and
- the Proposal's impacts on existing centres are not of a scale which would give rise to concerns about any adverse economic impact which possibly could undermine the viability of existing centres.

The Assessment concludes the impact of the proposed development in 2021 will not give rise to adverse economic impacts on existing centres. In contrast, the Assessment finds that substantial growth in available resident spending associated with the residential component of the Melrose Park project will in itself generate an estimated \$117.0 million of additional available retail spending (\$2016) after 2021.

Finally, the Assessment finds that this additional spending from the resultant population will directly benefit not only the proposed centre but other existing centres at nearby Ermington, West Ryde and Top Ryde in particular and will negate any impact of the proposed centre on other existing centres.

AEC have undertaken a revised economic impact assessment to support the revised Planning Proposal. This revised economic assessment finds that the number of direct jobs has increased in response to the 30,000m² of non residential uses to 1,538 – 1,932 direct jobs on the Site, which will result in a net increase of jobs on the site.

Leyshon has also reviewed an updated retail analysis which concludes that the impact of the proposed development in 2026 will not give rise to unacceptable adverse economic impacts on existing centres.

The Assessment finds that the revised approximate 12,750m² NLA is justified based on the existing

In contrast, the Assessment finds that substantial growth in available resident spending associated with the residential component of the Melrose Park project will in itself generate an estimated \$133 million of additional available retail spending (\$2018) after 2026.

Social Impact Assessment

A Social Impact Assessment (SIA) for the Site was undertaken by Urbis (Attachment 9). The SIA is high level and preliminary, yet comprehensive for a Planning Proposal (when also combined with the Community Facilities Study undertaken by Elton Consulting).

The SIA outlines the potential benefits and impacts from the Proposal. Based on information available and ongoing mitigation and management measures, the SIA concludes:

...This development has the capacity to deliver far reaching benefits to the community...

The SIA can be further developed upon progress of the Planning Proposal at the community engagement phase and upon meeting any Council requirements.

In terms of social impact, the Revised Proposal has the potential for overall positive social impacts and wider public benefits, with social impact assessment being an ongoing aspect to guide development of the Site.

Community, Sport and Recreation Facilities, Open Space and Educational Analysis

A Community, Sport and Recreation Facilities and Open Space Analysis was undertaken by Elton Consulting. Elton has a strong understanding of social and facilities planning from prior work done in the Parramatta LGA. The Site has a wide range of surrounding services, ranging from community facilities, childcare, primary and secondary schools and recreational assets within the Parramatta and Ryde Council areas.

The new community will bring increased demand for community facilities, although a principle underpinning the Proposal is to provide, augment and complement existing facilities and infrastructure, to benefit the wider community. To this end, leading benchmarks or guidelines have been used in the formulation of facilities on the Site, with the provision of public benefits as outlined in this Planning Proposal.

The Analysis identified the future community (approximately 10,600 people) will generate demand for the following community infrastructure:

- Library services (partial)
- Multipurpose community centre space
- Childcare centre places
- Local parks, higher order passive open space and active/sporting open space (including sports fields and courts)
- Indoor sport and recreation facilities

Elton have undertaken a revised analysis which has identified the following proposed approaches to address community needs:

Community Infrastructure	Recommended Approach/Planning Proposal Inclusions
Community centre	<p>Planning Proposal inclusion: A contribution of \$3 million to the Ermington Library and Community Hub to upgrade this to a district level community facility. It is proposed needs for community centre space would be met off-site.</p> <p>It is also recommended that the development provides spaces within the town centre and open space that are suitable for community gatherings, and that access is provided to a large multipurpose hall or performance space by negotiating shared access arrangements with the school proposed for the site.</p>
Library	<p>Planning Proposal Inclusion: A contribution of \$3 million to the Ermington Library and Community Hub to upgrade this to a district level community facility. It is proposed library service needs would be met off-site.</p>
Childcare	<p>Planning Proposal inclusion: A childcare centre is being developed directly to the north of the Site. It is the intention that this centre will be owned by PAYCE and operated by private or not-for-profit providers in the future. There is also the potential for additional childcare centres within the Northern Precinct.</p>
Affordable Housing	<p>Planning Proposal inclusion: 145 units of affordable rental housing, 20 to be dedicated to Council for affordable housing in perpetuity and 125 to be retained by PAYCE for affordable housing for a 15 year period.</p>
Local Open Space	<p>Planning Proposal inclusion: A range of local open spaces are proposed for the Site (illustrated on the Masterplan). The range of open space for the Site will be important places for the new community living in this higher density development. They will also be important offerings to residents in surrounding areas and address the existing gap in local open space provision.</p>
Active Open Space	<p>Planning Proposal inclusions:</p> <p>A total of 7.5 ha of open space across the Site, with over 4.65 ha of open space available for public recreation comprising of the following areas dedicated to Council:</p> <ul style="list-style-type: none"> • A new 13,214m² Central Park for public recreation land • A new 12,212m² know as the Western Parklands • A new 5,400m² Common dedicated to Council as public recreation land

Community Infrastructure	Recommended Approach/Planning Proposal Inclusions
	<ul style="list-style-type: none"> • Retain and improved Wharf Road heritage landscaped area (Wharf Road Gardens) as 4,746m² of publicly accessible land • A 10,940m² Playing field along the south eastern boundary, including amenities and embellishment. • Provision of over 2km of cycleways <p>The Planning Proposal includes a contribution of \$24.1 million towards these works. In addition to meeting the needs of the development's new community, this approach will provide significant benefits to the broader community.</p>
Education Establishment	<p>Planning Proposal inclusion: PAYCE have proposed to dedicate approximately 10,496m² of land for the provision of a new public school.</p> <p>PAYCE will also make a \$930,000 contribution to upgrading the Melrose Park Public School.</p>

Table 14: Summary of Proposed Community Infrastructure (Source: Elton 2017)

9.3.4 Section D – State and Commonwealth interests

Is there Adequate Public Infrastructure for the Planning Proposal?

Yes. As detailed in sections regarding services, community facilities and traffic/transport, the Proposal can be supported by the existing infrastructure, subject to implementation of augmentation and enhancements identified in the Planning Proposal and associated reports.

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

PAYCE has consulted with the following state agencies during the preparation of this report.

- DP&E
- TNSW
- RMS
- Department of Education

These agencies have not expressed formal views on the Proposal. Further consultation with the Greater Sydney Commission and other State and Commonwealth agencies will be undertaken following Gateway determination as part of the formal public exhibition.

9.4 Environmental Sustainability

Environmental Sustainability is a guiding principle in the development of the Northern Structure Plan, Masterplan and Landscape Masterplan.

This principle carries through every aspect of the Planning Proposal both at a macro and micro level from the introduction of the private shuttle bus service and other public transport initiatives to building design and public domain, open space and increased areas for active public recreation.

The Planning Proposal includes a Sustainability Report prepared by Northrop (Attachment 17).

These reports outline a number of sustainability objectives, measures and initiatives to be further developed during the development of the Site. These objectives have also been adopted in AJC's Urban Design Report to inform the Masterplan and Landscape Masterplan.

These sustainability objectives to be incorporated into the planning for the Site include:

- Fresh Air and Natural Ventilation
- Sunlight and Daylight
- Energy & Carbon Efficiency
- Immersed in Nature
- Wastewater Ecology
- Food Resilience
- Sustainable Construction
- Social Value
- Waste Avoidance
- Innovation Catalyst

Further, Northrop have provided a number of sustainability initiatives to reduce the impact on the environment, and enhance the quality of living for the precinct. These key areas have a common theme with the sustainability objectives:

Sustainability Initiative	Areas of future investigation for Melrose Park
Energy Efficiency	<ul style="list-style-type: none"> • Passive design to respond to prevailing winds and Site conditions for optimal natural ventilation • HVAC systems for zoned air conditioning and energy efficiency • Investigation of solar photovoltaic cells, central domestic hot water systems • Integrated renewable energy generation, building integrated wind turbines and tri-generation systems for air conditioning
Indoor Environment Quality	<ul style="list-style-type: none"> • Thermal comfort through use of suitable building materials • Cross ventilation/ natural lighting in future building design
Water Management	<ul style="list-style-type: none"> • High rating fittings and fixtures throughout the development • Water recycling including rainwater harvesting • Grey and Black Water recycling • Water Sensitive Urban Design through rain gardens, bio swales and tree gardens/pits to be integrated into the development
Sustainable Transport	<ul style="list-style-type: none"> • New private shuttle buses and charging stations to service the development

Sustainability Initiative	Areas of future investigation for Melrose Park
	<ul style="list-style-type: none"> • Consideration of electric car charging points for residents • Cyclist facilities for residents at end point destinations
Waste Minimisation	<ul style="list-style-type: none"> • Waste sortation for residents to enable recycling and organic waste stream to a communal compost system
Materials Selection	<ul style="list-style-type: none"> • Sustainable construction methods, seeking to achieve 60-80% recycling • Sustainable use of resources with low embodied CO₂, regard to health impacts, suitable environmental accreditation and recycled content in future development
Land Use and Ecology	<ul style="list-style-type: none"> • Masterplan that provides increased ecological value through the transformation of a former industrial land to providing parks and ovals, bio-retention basin, street landscaping and roof gardens • Reducing the heat island effect through landscaping and increased vegetation and water features
Community and Liveability	<ul style="list-style-type: none"> • Building a sense of community through communal gardens and facilities • Community environmental education • Innovative way finding for residents and visitors

Table 15: Sustainability Initiatives (Source: Northrop 2016)

Future detailed design stages of the development will explore integrating these sustainability principles including implementation strategies to be covered in the site specific DCP for the Site.

9.5 Mapping

The Planning Proposal is accompanied by zoning, height and FSR maps, which have been prepared in accordance with the Planning Proposal guidelines and if approved will be consistent with the standard technical requirements for LEP maps:

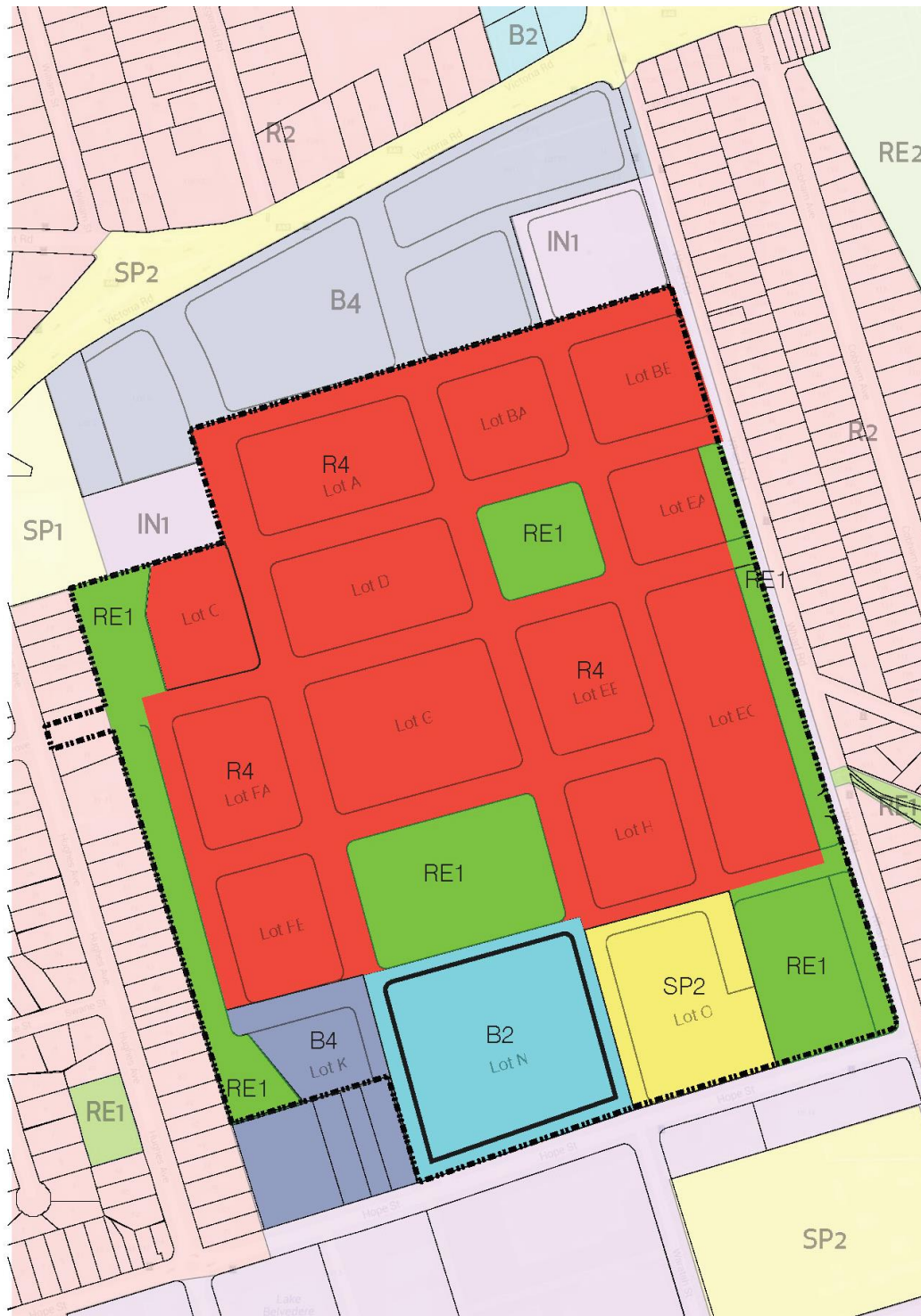


Figure 73: Proposed Zoning Map (Source: AJC)

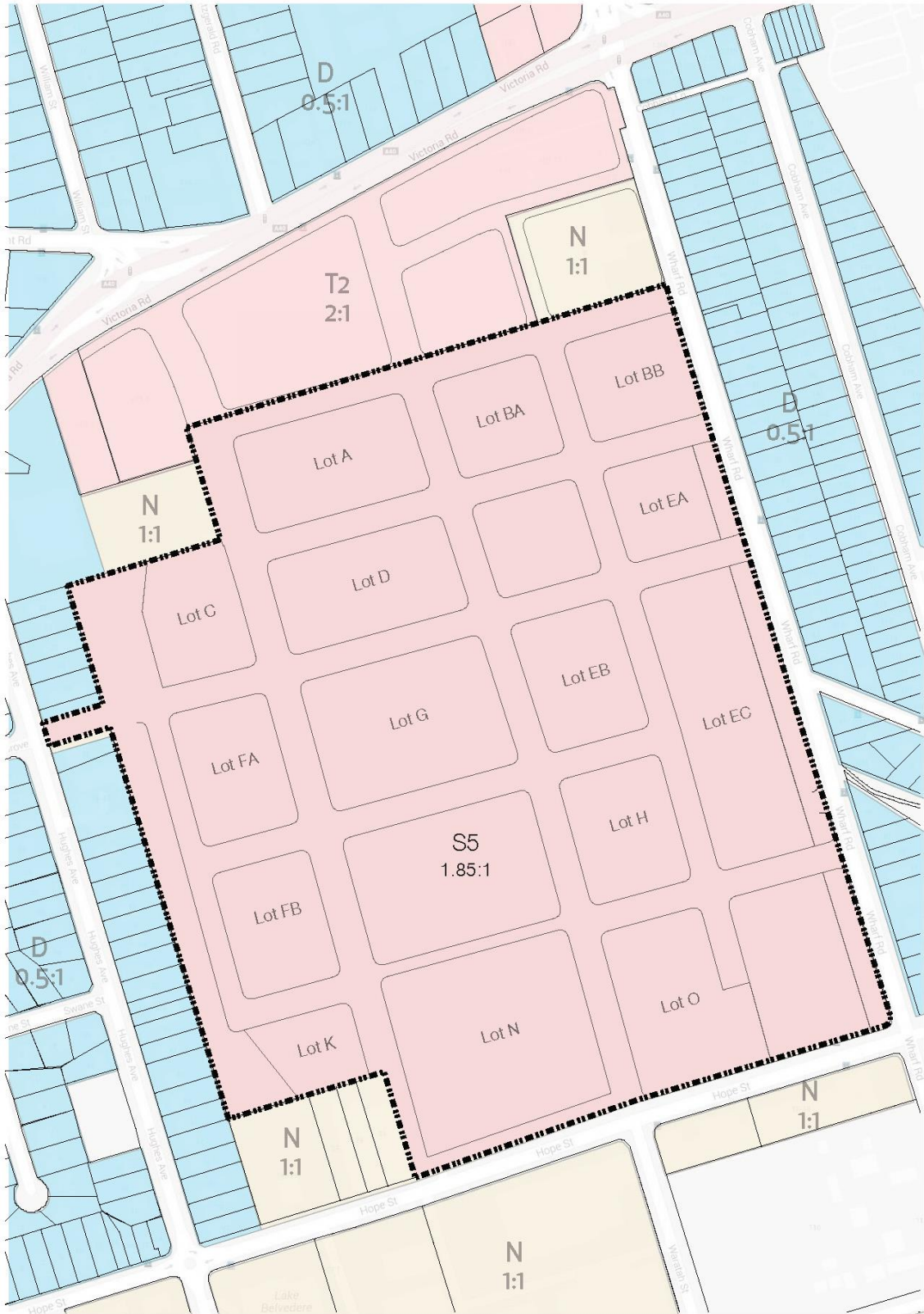


Figure 75: Proposed FSR Map (Source: AJC)

10. Community consultation

Elton Consulting have prepared a *Community and Stakeholder Engagement Approach* (Attachment 7) for the Planning Proposal. This strategy outlines key stakeholders for the Site, noting existing residential and industrial uses that stretch across both the City of Parramatta Council and Ryde City Council LGAs.

This approach outlines the principles and key stakeholders to enable the development of a community and stakeholder engagement strategy for the Site.

The strategy recognises the Site's potential to support the long-term renewal of the Melrose Park Precinct by creating a new Town Centre and residential uses to meet future demand for housing and employment.

PAYCE propose to work in collaboration with Council and the Melrose Park community. Consultation will be supported by communications and information distribution, encouraging full community participation in the process. Community and stakeholder engagement are essential parts of successful and sustainable urban development.

PAYCE has built a reputation around engaging with local communities in the delivery of urban renewal projects, with recent projects in Ermington, Wentworth Point, Riverwood and Victoria Park.

Future community engagement for the Site will be based on the following principles:

- **Proactive** - Communicate with communities and relevant stakeholders. Ensure they remain informed through the provision of timely, relevant and targeted information. Identify and report issues and special needs to build solutions into the program where possible
- **Inclusive** - Ensure all communities and key stakeholders have easy access to information about the program to ensure there are 'no surprises' and they do not feel that they are being 'left in the dark'
- **Accessible** - The team will be accessible for the duration of the development of the project
- **Transparent and accountable** - Record, publish and make information publicly available. Ensure that the community and stakeholders are provided with information on the decision making processes during the delivery of the project
- **Responsive** - Respond in an effective manner to individual concerns. Ensure every reasonable effort is made to resolve issues to the satisfaction of all involved in the shortest time possible
- **Reliable** - Honour all commitments and be consistent in communication and interaction with communities and stakeholders
- **Organised** - Record engagement activities to ensure that all issues are properly dealt with and documented for future reference

10.1 Project Timeline

The proposed project timeframe for the completion of the Planning Proposal is dependent on the complexity of the project and the nature of any additional information that may be required by the Council and/or DP&E including the need for agency and community consultation.

PAYCE proposes to work in collaboration with Council, DP&E and other relevant agencies on a proposed project timeline which will include the following key milestones:

Milestone	Status/Timing
Gateway Determination	Completed 2017 Updated 2019
Finalisation of the TMAP for the Melrose Park Precinct	Completed 2018 Council to review DP&E to endorse
Timeframe for government agency consultation (pre and post exhibition as required by Gateway determination)	Commenced and ongoing
Commencement and completion dates for public exhibition period	TBC
Timeframe for consideration of submissions	TBC
Timeframe for the consideration of the Proposal post exhibition	TBC
Date of submission to the DP&E to finalise the Local Environmental Plan (LEP)	TBC
Anticipated date Relevant Planning Authority (RPA) will make the plan (if delegated)	TBC
Anticipated date RPA will forward to the DP&E for notification.	TBC

Table 16: Project Timeline

11. Conclusion

This Revised Planning Proposal has been prepared pursuant to Section 3.33 of the *Environmental Planning and Assessment Act 1979* and in accordance with the provisions of the Department of Planning and Environment's - *A Guide to Preparing Planning Proposals October (2012)*.

The Proposal seeks an amendment to *Parramatta Local Environmental Plan 2011* for land at 38-42, 44 and, 44A Wharf Road, Melrose Park (the Site). The primary purpose of the Planning Proposal is to rezone the Site from the *IN1 General Industrial* zone to a range of business, mixed use, residential and open space zones to facilitate the urban renewal of the Site.

The Proposal also seeks more appropriate built form controls, seeking a new maximum height limit of up to 70 metres (18 storeys), with a floorspace ratio of 1.85:1. It also seeks to insert design excellence provisions for the Site to guide future development outcomes.

Key public benefits, valued at approximately \$222.6 million, would be secured through a Voluntary Planning Agreement, in close consultation with the Council and State agencies.

This Proposal has taken an evidence-based approach to deliver a vision for the Site in the context of the wider Melrose Park Precinct and Parramatta Local Government Area. This report clearly articulates the case for change for the Melrose Park Precinct, in response to significant global and national shifts within the pharmaceutical industry.

The adopted Northern Structure Plan and Masterplan demonstrate the redevelopment of the Site can provide appropriate services and employment opportunities to arrest the decline in employment. This will also ensure higher contemporary employment densities that suit the resident profile in the area and changing employment characteristics, while appropriately responding to the Site's opportunities and constraints.

The Masterplan seeks to deliver world class urban renewal accompanied by an extensive range of public benefits for new and existing residents and workers. The proposed suite of transport initiatives and traffic mitigation measures seek to address potential traffic impacts whilst connecting the Site to surrounding strategic centres to support Parramatta and Western Sydney.

The report is accompanied by a comprehensive range of specialist expert reports to support the proposed new planning regime for the Site. These reports guide the Proposal to ensure it maximises the opportunities for benefits delivered with the Site, responds to its existing constraints as well as ensuring that the future use as a mixed use precinct will have acceptable impacts on the environment, infrastructure and surrounding development/communities.