



PLANNING PROPOSAL

**246-264 Woodville Road, 2-4, 8-8A and
14-16 Lansdowne Street, and 19
Highland Street, Merrylands
John Cootes Site**

Planning Proposal drafts

Proponent versions:

No.	Author	Version
1.	Knight Frank Town Planning	May 2015
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Council versions:

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1.	Parramatta City Council	7 December 2015 - Council Meeting recommending Gateway Determination

Contents

INTRODUCTION.....	4
Background and context	4
PART 1 – OBJECTIVES OR INTENDED OUTCOMES.....	5
PART 2 – EXPLANATION OF PROVISIONS	5
2.1 Other relevant matters	5
PART 3 – JUSTIFICATION	5
3.1 Section A - Need for the planning proposal	6
3.2 Section B – Relationship to strategic planning framework	6
3.3 Section C – Environmental, social and economic impact	16
1.4 Section D – State and Commonwealth Interests	19
PART 4 – MAPPING.....	19
4.1 Existing controls	19
4.2 Proposed controls	25
PART 5 – COMMUNITY CONSULTATION	28
PART 6 – PROJECT TIMELINE	28

INTRODUCTION

This Planning Proposal explains the intended effect of, and justification for, the proposed amendment to *Parramatta Local Environmental Plan 2011*. It has been prepared in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979* and the Department of Planning and Environment guides, 'A Guide to Preparing Local Environment Plans' (April 2013) and 'A Guide to Preparing Planning Proposals' (October 2012).

Background and context

On 12 October 2015, Council received a Planning Proposal and supporting documents from Knight Frank Town Planning on behalf of landowners affecting land at 246-264 Woodville Road, 2-4, 8-8A and 14-16 Lansdowne Street, and 19 Highland Street, Merrylands. The site is shown in Figure 1.



Figure 1 – Site at 246-264 Woodville Road, Merrylands subject to the Planning Proposal

Under *Parramatta Local Environmental Plan 2011* (Parramatta LEP 2011), the site:

- is zoned part B6 Enterprise Corridor and part R2 Low Density Residential (refer to Figure 2 in Part 4 – Mapping);
- has a maximum building height of part 12m (4 storeys) and part 9m (3 storeys) (refer to Figure 3 in Part 4 – Mapping); and
- has a maximum floor space ratio (FSR) of part 1.5:1 and part 0.5:1 (refer to Figure 4 in Part 4 – Mapping).

PART 1 – OBJECTIVES OR INTENDED OUTCOMES

The Planning Proposal seeks to facilitate the future re-development of the site for mixed use purposes comprising residential, community, recreation and commercial uses. Specific objectives and outcomes of the Planning Proposal are:

- To facilitate the development of a key site along the Woodville Road for mixed use purposes and in doing so become the catalyst for further urban renewal along the corridor.
- Improved accessibility via a range of street and connectivity works including contributions toward the proposed main street between Woodville Road and Highland Street, and a local street connecting Lansdowne Street to the central park.
- Improved public transport connections such as a bus stop and bicycle hub within a plaza along Woodville Road.
- Ensure the future built form and scale of development respects the surrounding built context (both existing and future).

PART 2 – EXPLANATION OF PROVISIONS

This Planning Proposal seeks to amend *Parramatta Local Environmental Plan 2011* (*Parramatta LEP 2011*) in relation to the height and floor space ratio controls.

In order to achieve the desired objectives the following amendments to the *PCCLEP 2007* would need to be made:

1. Amend the zoning in the **Land Zoning Map** (Sheet LZN_006 and Sheet LZN_011) from part B6 Enterprise Corridor and part R2 Low Density Residential to B4 Mixed Use. Refer to **Figure 7** in Part 4 of this Planning Proposal.
2. Amend the maximum building height in the **Height of Buildings Map** (Sheet HOB_006 and Sheet HOB_011) from part 9 metres (3 storeys) and 12 metres (4 storeys) to up to 31 metres (9 storeys). Refer **Figure 8** in Part 4 of this Planning Proposal.
3. Amend the maximum FSR in the **Floor Space Ratio Map** (Sheet FSR_006 and Sheet FSR_011) from part 0.5:1 and part 1.5: to 2.25:1. Refer **Figure 9** in Part 4 of this Planning Proposal.

The above proposed amendments would need to be legally drafted and included within the *Parramatta LEP 2011*.

2.1 Other relevant matters

2.1.1 Voluntary Planning Agreement

A draft Letter of Offer to enter into a voluntary planning proposal (VPA) accompanies the Planning Proposal. This will be assessed separately and a draft VPA will ideally be exhibited in conjunction with the Planning Proposal.

PART 3 – JUSTIFICATION

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

3.1 Section A - Need for the planning proposal

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

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

The Planning Proposal is not the result of any specific strategic study or report. However, the site has been the subject of detailed site testing to determine the most appropriate land use and built outcomes, within the Woodville Road Study and subsequent Woodville Road Strategy.

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

Consideration has been given to alternative approaches to achieving the intended outcomes of the proposal, including awaiting the next Council or local government area wide review of the *Parramatta LEP 2011*, or seeking variation to the current FSR and building height development standards in accordance with clause 4.6 of the *Parramatta LEP 2011*. However, these options were not considered practical or time efficient as there is no known timetable for a comprehensive review of the current *Parramatta LEP 2011* and the level of FSR and height variation being sought is considered too significant for approval via the development application process under clause 4.6. The Planning Proposal is considered the best means of achieving the intended objectives for the site. The current zoning or principal development standards neither permit the type, nor extent of development envisaged for the site under this Proposal.

3.2 Section B – Relationship to strategic planning framework

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

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

A Plan for Growing Sydney

The recently released Metropolitan strategy entitled 'A Plan for Growing Sydney' provides direction for Sydney's productivity, environmental management, and liveability; and for the location of housing, employment, infrastructure and open space. The strategy identifies a housing target across Sydney of 664,000 new homes by 2031 and sets out a new plan for the city's future over the next two decades. Under the strategy, The West Central subregion will be a significant focus for infrastructure investment and intensive growth over the next 20 years. Greater Parramatta will continue to be Sydney's second CBD and a focus for jobs growth and services delivery in Sydney's west.

The Proposal is considered to specifically address one of the key priorities for the West Central subregion, being to 'Accelerate housing supply, choice and affordability and build great places to live'. The Proposal will potentially yield in the order of 518-590 dwellings within, above and immediately surrounding a planned retail, community and transport node. The increased density potential will assist in meeting dwelling and employment targets established for the Parramatta region. It will also achieve greater dwelling yields surrounding a new neighbourhood Centre all within a walkable catchment of public transport (comprising bus transit corridor along Woodville Road and nearby rail stations of Guildford and Merrylands). Accordingly, the Proposal is consistent with a number of

key objectives and actions contained in the strategy and related sub-regional priorities, discuss in the table below:

Directions- Section 1.0 (A Competitive Economy)	Comment
Direction 1.7: Grow Strategic Centres – providing more jobs closer to home. Action 1.7.1: Invest in strategic centres across Sydney to grow jobs and housing and create vibrant hubs of activity	The Draft Woodville Road Study reviewed the existing land use pattern and built form of the corridor, identified strategic opportunities and constraints and recommended future development options and built forms. The Draft Study identifies the subject land as being a key site for a mixed use centre due to its location and ability to fill the 'gap' between the walkable catchments of the Merrylands and Guildford centres. The site's close proximity to the Parramatta CBD makes it a strategically desirable location to increase density to locate housing close to employment opportunities, and support Parramatta as Sydney's second CBD. This is consistent with the Metropolitan Plan (A Plan for Growing Sydney) in regards to collocating housing and jobs
Direction 1.11: Deliver Infrastructure Action 1.11.3: Undertake long-term planning for social infrastructure to support growing communities	Integral to the Proposal is a commitment to provide an extensive range of community and road infrastructure to compliment and accommodate the envisaged land-uses and density of development. These contributions will be subject to a VPA negotiation process.
Directions – Section 2. 0 (Sydney's Housing Choices)	Comment
Direction 2.1: Accelerate housing supply across Sydney - Action 2.1.1: Accelerate housing supply and local housing choices - Action 2.1.2: Accelerate new housing in designated infill areas (established urban areas) through the Priority Precincts and Urban Growth NSW programs	The Proposal would potentially yield approximately 518-590 dwellings principally apartments of different configurations. It will therefore significantly increase the diversity housing choice in the immediate area and Southern Parramatta region all within close proximity to public transport and a new neighbourhood centre.
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	The site occurs along a major transit corridor in Woodville Road. The site is a relatively large underutilised parcel of land (2.6ha in area) along the corridor. The Proposal seeks for the site to become transit ready through a series of mechanisms and land use initiatives. A transit 'plaza' has been identified on Woodville Road and is to accommodate an improved new bus stop facility and cycle hub. The proposed changes to planning controls will facilitate renewal of a large precinct that is accessible for public transport and the key employment area such as the Parramatta CBD
Direction 2.3: Improve housing choice to suit different needs and lifestyles Action 2.3.3: Deliver more opportunities for affordable housing	The development as proposed provides a diversity of housing choice by way of apartment living opportunities comprising 1, 2 and 3 bedroom units. That is, to meet and satisfy the demand for smaller households.
Directions – Section 3.0 (Sydney's great place to live)	Comment
Direction 3.1: Revitalise existing suburbs Action 3.1.1: Support urban renewal by directing local infrastructure to centres where there is growth	The Draft Woodville Road Study reviewed the existing land use pattern and built form of the corridor, identified strategic opportunities and constraints and recommended future development options and built forms. The Draft Study identifies the subject land as being a key site for a mixed use centre due to its location and ability to fill the

	'gap' between the walkable catchments of the Merrylands and Guildford centres. The aim of the Draft Study and subsequent Draft Woodville Road Strategy is to act as a catalyst for the renewal of the Woodville Road corridor.
Direction 3.3: Create healthy built environments • <i>Action 3.3.1: Deliver guidelines for a healthy built environment</i>	The re-development of the site as proposed would yield significant amenity improvements for the immediate population and Woodville Road corridor more generally. It would renew a currently underutilised site into a mixed use neighbourhood centre focused around a new public park, community space and diversify housing choice in close proximity to public transport.

Table 3 – Consistency with s.117 Ministerial Directions

West Central Subregion Draft Subregional Strategy

The draft exhibited West Central Subregional Strategy, which promotes increased densities and urban renewal surrounding the Parramatta City Centre and other centres, includes the following specific actions:

- Section B – Centres and Corridors
 - *B2 Increase densities in centres whilst improving liveability*
- Section C – Housing
 - C2 Plan for a housing mix near jobs, transport and services
 - C2.1 Focus residential development around centres, town centres, villages and neighbourhood centres.

The strategy aimed to focus residential development within centres and corridors with access to public transport and local services. This will support achievement of the targets set for increasing the share of peak hour journeys on a safe and reliable public transport system, as well as the target set for priority E5 'Jobs Closer to Home'. The centres include areas within walking distance of shops and public transport nodes.

Having regard to the above, the Proposal will specifically address and satisfy the objectives and related actions B2 and C2 of the Strategy in firstly establishing a new neighbourhood centre within the subject site and increasing residential densities immediately above and surrounding these retail and community facilities. In addition, the site is located adjacent to a bus transit corridor in Woodville Road with a planned 'transit plaza', comprising improved bus stop facilities and cycle hub along Woodville Road.

Draft Centres Policy

The NSW Government's Draft Centres Policy – Planning for Retail and Commercial Development was released as a consultation draft in April 2009. Whilst the draft policy has not been formally adopted by Government, it does provide a useful indicator or measure of desirable planning outcomes against which to assess aspects of the Proposal.

The Proposal is considered to specifically address a number of the principles embodied in the policy, as follows:

Principle 1 – Retail and Commercial Activity Should Be Located in Centres

This principle seeks to ensure the most efficient use of transport and other infrastructure as well as improving the amenity and liveability of centres.

Comment: The Proposal meets this principle of reducing car journeys through the co-locating of residential, retail and commercial development, with other social and community facilities in one location. The Proposal provides a focal point for the community and creates a sense of place through the provision of public open space and retail services.

Principle 2 – Centres Should Be Able To Grow and New Centres Form

The policy notes that where it is not possible to accommodate growth in existing centres, or where there is significant market demand, new centres will need to be identified and land zoned to permit retail and commercial development and that some lower-order centres might expand and take on greater importance at the expense of others, or new centres may form and compete with more established centres.

Comment: The subject land is a key site for a mixed use centre due to its location and ability to fill the 'gap' between the walkable catchments of the Merrylands and Guildford centres. This site will act as a catalyst for the renewal of the Woodville Road corridor.

Principle 6 – Retail and commercial development should be well designed to ensure it contributes to the amenity, accessibility, urban context and sustainability of centres.

Comment: The Draft Woodville Road Study identifies the subject land as being a key site for a mixed use centre due to its location and ability to fill the 'gap' between the walkable catchments of the Merrylands and Guildford centres. The subsequent Draft Woodville Road Strategy attempts to stimulate economic renewal and investment in the area while delivering an appropriate transition to the adjoining residential areas. The Draft Strategy determines the most appropriate land use pattern for this corridor and aims to create a neighbourhood centre at the subject site, which will act as a catalyst for the renewal of the Woodville Road corridor.

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

Parramatta 2038 – Community Strategic Plan

The Parramatta 2038 Community Strategic Plan was adopted by Council in June 2013 and represents a 25 year plan for the future growth and development of Parramatta. The Plan, which was adopted in June 2013, includes a vision that Parramatta will be the driving force and heart of Australia's most significant economic region; a vibrant home for diverse communities and a centre of excellence in research, education and enterprise.

In particular, the Plan notes that areas around the CBD, Westmead, Rydalmere and Camellia will change the most. When plans for improving the city with better parklands, light rail, river pathways, and better motorway connections (M4, M2 and West Connex) are realised, more housing and more jobs will be created in a sustainable way that minimises impacts on existing and future residents. Growth is likely along light rail corridors, around rail stations and on bus priority routes.

With regards to housing, the Plan envisages the concentrated growth of housing in and around public transport nodes and activity centres as opposed to dispersed growth throughout the Parramatta LGA. Key outcomes of the strategy include:

- Parramatta's LEP concentrates housing growth around centres – the areas that best support population growth with nearby public transport, shops and community facilities.
- Provide a range of housing for people at any stage of life and whatever their aspiration or need; minimise homelessness; and focus on social housing needs, affordable housing and the right mix of dwellings.

Another key strategy related to local connections is to promote and support walking, cycling and public transport; provide a legible city centre and local centres with improved amenity and access for pedestrians and cyclists; and manage traffic to minimise its adverse impacts on people, car commuters and through traffic.

An integral part of the Proposal involves a neighbourhood centre with improved public transport connections, including an improved bus transit plaza along the frontage of the site. It is noted that Woodville Road is a major bus transit corridor.

The Proposal is considered to be consistent with key goals of Council's strategic plan in that it will:

- Become the focus of increased residential density surrounding a planned neighbourhood centre, along a bus priority route and within walking distance of two railway stations.
- Provide for a greater diversity and mix of housing types than is currently permitted under the R2 and B6 zoning.
- Incorporate a community multi-purpose facility having the potential for shared use with the adjacent Granville South Public School.
- Provide for improved amenity and accessibility via provision of a new park, 'main street' and landscaped streetscapes in addition to new cyclist and pedestrian facilities and connections.

Draft Woodville Road Strategy

On 23 November 2015,

The Draft Woodville Road Strategy was presented to Council at its meeting of 23 November 2015. In the report on the Draft Strategy this Planning Proposal was acknowledged. The report detailed the status of this Planning Proposal and indicated that the Planning Proposal would involve a more detailed site specific assessment of the capability of this site. In relation to the Draft Strategy, Council resolved to amend the Draft Strategy, which Council endorsed for exhibition, to show an FSR of 2.25:1 for the subject site.

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

An assessment of the Planning Proposal against relevant and key State Environmental Planning Policies (SEPP's) is provided in the table below.

State Environmental Planning Policy (SEPPs)	Consistent		N/A	Comment
	Yes	No		
SEPP No.1 Development Standards			✓	No longer applies to Parramatta LEP 2011
State Environmental Planning Policy No 19- Bushland in Urban Areas	✓			The majority of the subject site is largely devoid of tree cover, rather grass cover. The residential properties along Lansdowne Street contain a combination of exotic tree species and introduced shrubbery. It is doubtful the remnant vegetation on-site could be described as 'bushland', (which is defined under the SEPP as <i>land on which there is vegetation which is either a remainder of the natural vegetation of the land or, if altered, is still representative of the structure and floristics of the natural vegetation</i>). The original landscape has been substantially altered over many decades whilst the remnant vegetation is typical of most suburban allotments

				being sparse and confined to allotment perimeters. Aerial photographs taken of the subject properties in 1943 and held by NSW State Government Land & Property Information also suggest the vast majority of the subject site was devoid of any vegetation in 1943 other than grass cover.
SEPP No.32 Urban Consolidation(Redvelopment of Urban Land)	✓			Whilst not specifically relevant to the subject Proposal, the Planning Proposal is consistent with the SEPP in facilitating development for additional housing in close proximity to existing public infrastructure including schools, open space, transport, retail services and community facilities, and is close to employment, leisure and other opportunities.
State Environmental Planning Policy No 50 - Canal Estate Development			✓	Not applicable. The site is not affected by nor traversed by a significant drainage channel or watercourse.
SEPP No.55 – Remediation of Land			✓	It is noted the land is currently zoned for urban purposes, being B6 Enterprise Corridor and R2 Low Density Residential. A limited environmental and hazardous materials assessment was undertaken in June 2014 for the majority of the site. The report recommends an Environmental Site Investigation be undertaken in order to further assess the environmental risk and potential liabilities posed by the site. It is noted the report presents risk ratings for both hazardous materials and environmental risk, ranging from negligible to extreme. For 'Hazardous Materials Risk', it is rated as moderate to low. For 'Environmental Risk' it is rated as moderate. We assume the Environmental Site Investigations can be undertaken either post Gateway Determination or at DA stage.
SEPP No.60 Exempt and Complying Development			✓	The SEPP (Exempt and Complying Development Codes) 2008 applies to the site.
SEPP No.64 Advertising and Signage			✓	Not considered relevant to the proposal, given any future residential re-development of the site would have no reason to install advertising or signage, other than temporary real estate signs and permanent directional signage for visitors. The relevance of the SEPP would be addressed at the DA stage.
SEPP No.65 Design Quality of Residential Flat Development	✓			Detailed compliance with the SEPP would be demonstrated at the time of making a DA for the site's re-development.
SEPP No.70 Affordable Housing (Revised Schemes)			✓	Not relevant to the proposed amendment. However, further consideration can be given to the need for an affordable housing component or key worker housing at the DA stage.

SEPP (Affordable Rental Housing) 2009			✓	Not relevant to the proposed amendment.
SEPP (BASIX) 2004			✓	Detailed compliance with BASIX requirements of the SEPP will be demonstrated at the time of making a DA. There is no reason to suggest that compliance cannot be achieved.
SEPP (Exempt and Complying Development Codes) 2008			✓	The SEPP may apply to any future development of the site.
SEPP (Infrastructure) 2007	✓			It is noted that any proposal/DA for the site may require referral to the Roads & Maritime Service in accordance with clause 104 (Traffic Generating Development) of the SEPP given its proximity to a classified road, being Woodville Road.
SEPP (State and Regional Development) 2011	✓			The future re-development of the site may be deemed 'regional development' and meet the relevant thresholds under Schedule 4A of the EP&A Act), with the JRPP acting as the determining authority. To be determined at the DA stage.
State Environmental Planning Policy (Urban Renewal) 2010	✓			The Planning Proposal seeks to facilitate the re-development of the site for the purposes of multi-unit housing comprising approx. 518-590 dwellings. The potential re-development seeks to maximise the site's strategic location along the Woodville Rd corridor and proximity to planned on-site neighbourhood centre and transport nodes. Accordingly the Planning Proposal is considered entirely consistent with the aims and objectives of this SEPP. The consent authority is also to take into account whether or not the proposed development is likely to restrict or prevent the following: (a) <i>development of the potential precinct for higher density housing or commercial or mixed development,</i> <u>Comment:</u> The Planning Proposal is consistent in this regard, and does not prevent its re-development for higher density housing. (b) <i>the future amalgamation of sites for the purpose of any such development within the potential precinct,</i> <u>Comment:</u> It is assumed that consolidation of existing parcels or their amalgamation or part amalgamation may occur in the future. However the conceptual development does not hinder attainment of this requirement. (c) <i>access to, or development of, infrastructure, other facilities and public domain areas associated with existing and future public</i>

				<i>transport in the potential precinct.</i> <u>Comment:</u> The Planning Proposal seeks to increase the permitted densities on-site thereby maximising use of existing public transport infrastructure.
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Table 2 Consistency with State Environmental Planning Policies

3.2.4 Is the Planning Proposal consistent with applicable Ministerial Directions (s.117 directions)

The Planning Proposal is generally consistent with the relevant Section 117 Directions in that it achieves and/or gives effect to the principles, aims, objectives or policies set out in the directions as noted in the table below.

Ministerial Direction - Summary		Comment
1. Employment and Resources		
1.1	Business and Industrial Zones	The proposed development would: - Result in a net increase of 383 full time and part time jobs on site and in turn encourage employment growth (consistent with objective 1.A); - Result in a potential gain in floor space for employment uses (consistent with objective 1.B); and - Generate additional demand for retail and business services through the proposed retail component which would help to support the viability of identified strategic centres (consistent with objective 1.C). On this basis the development is in accordance with the objectives of the Direction. <u>Retention of existing business and industrial zones:</u> Although the development would result in a net loss in land zoned B6 for bulky goods employment it would lead to an increase in employment generating uses through the retail and commercial component incorporated in the mixed use development to be zoned B4. <u>No net loss of potential floor space for employment uses and related public services in business zones:</u> The proposed rezoning will result in a potential gain in floor space for employment uses. With the site currently vacant, the development proposes to include approximately 8,362m² of employment uses including the retail component. <u>Be in accordance with a Strategy approved by the Director General of DP&E:</u> The proposed rezoning and subsequent mixed use development responds and accords with the metropolitan strategies as well as supporting the indicative targets for population, housing and employment growth within the Draft Central Subregional Strategy.
2 Environment & Heritage		
2.1	Environmental Protection Zones:	The site and surrounds are not zoned for environmental protection purposes nor are they

	identified as such in the Parramatta LEP 2011. It is noted the area is <u>not</u> currently identified on Council's LEP maps relating to Riparian Lands & Waterways, Landslide Risk and Biodiversity. Accordingly, the environmental attributes of the site are not considered so significant as to warrant the inclusion of site specific provisions that facilitate the protection of any sensitive areas.
2.3 Heritage Conservation:	The subject property is not currently heritage listed, nor is it known to encompass any structures or archaeology worthy of conservation by way of related provisions in the Planning Proposal or any future LEP amendment. The future re-development of the site at the suggested densities is not considered to have any adverse impacts upon the listed buildings occurring within the Granville South Public School site. These buildings occur along the Woodville Road frontage and are separated visually from the site by a recently constructed 7/11 service station, convenience store and a number of retail food outlets. Council's Heritage Advisor raised no concerns in relation to this Proposal.
3. Housing, Infrastructure and Urban Development	
3.1 Residential Zones	It is noted that part of the site is already zoned for residential purposes. However the proposal will achieve and promote many of the requirements (a) – (d) contained in this direction, as follows: - The proposal will broaden the current choice of building types in the local area/market. It will provide in the order of 518-590 residential dwellings comprising 1, 2 & 3 bedroom units. - The proposal will make efficient use of existing infrastructure and services, particularly in terms of sewer & water with any necessary site amplifications to be investigated at the DA stage. - In terms of access, the site is within walking distance of local bus (<100m) and rail services and can be accessed via the adjacent major arterial road corridor. The proposal incorporates a new neighbourhood centre that should provide a range of retail and community service needs. It also proposes to incorporate improved public transport facilities include a bus transit stop and cycling facilities. Having regard to the above, it will indirectly reduce the consumption of land for housing/urban development on Sydney's urban fringes. - The accompanying Urban Design Report by Roberts Day has also demonstrated 'good design' principles by way of a planned approach to the interface with surrounding property/land-uses. If required, the design principles inherent in this Master Plan could form the basis of a site specific Development Control Plan for the site. - With regards to servicing arrangements, it is noted that the subject site and surrounding residential areas including Woodville Rd and Lansdowne and Highland Streets are already serviced with regards sewer, water, power supply and

	telecommunications. This matter would ordinarily be a matter for consideration and technical investigation at the DA stage. - The proposal seeks to increase the permissible density over the subject land (not decrease it) and is therefore consistent with Direction 3.1 in this regard.
1.4 Integrating Land Use and Transport	The Planning Proposal is consistent with both Departmental guides referenced in Direction 3.4, given it facilitates the delivery of additional residential accommodation in close proximity to existing transport services. In particular, the proposal is considered to satisfy the key principles for locating new housing contained in the Department of Urban Affairs & Planning guidelines entitled '<i>Improving Transport Choice</i>' (2001). For example: - Households should be within 800-1000 metres walk of an existing or programmed metropolitan railway station or equivalent mass transit node served at least every 15 minutes, or within 400 metre walk of a bus route, accessing a metropolitan railway station or equivalent mass transit node, served every 20-30 minutes – in denser urban areas with higher frequency services, the walking catchment may be 600-800 metres. - The highest appropriate housing densities should be located close to major public transport stops and corridors, such as railway stations with high frequency bus routes. - Higher density housing should be encouraged to mix in centres with office services and retail developments. The site is within 100 metres of a bus stop along Woodville Road, and frequent local/regional bus services to and from Parramatta. The frequency of service is every 20-30 minutes. The site is also within walking distance of both Merrylands and Guildford railway stations. In addition, a plaza has been identified adjacent to Woodville Road to accommodate future public transport infrastructure such as a new bus stop within a high quality public realm that supports patronage. Over time, a community bicycle hub may locate near here, being a significant resource and connection for cyclists. Reference is also made to accompanying report by GTA, which discusses its proximity to transport options.
4. Hazard and Risk	
4.1 Acid Sulphate Soils	The site is identified by the related LEP map as being subject to a Class 5 Acid Sulphate Soils classification. It is noted that the Parramatta LEP 2011 contains acid sulphate soil provisions in clause 6.1 and this Proposal does not propose to amend them. Accordingly, this issue will be investigated and considered in more detail at the DA stage consistent with the requirements of clause 6.1.
4.3 Flood Prone Land	The site is not known to be flood affected.

4.4 Planning for Bushfire Protection	The site does not adjoin bushland, nor is it known to be adversely affected by bushfire hazards.
6 Local Plan Making	
6.1 Approval and Referral Requirements	The Planning Proposal does not propose any such provisions listed in Direction 6.1.
6.2 Reserving Land for Public Purposes	No new reservations are proposed, nor are they proposed to be reduced by the Planning Proposal. However it is noted the proposed intersection design adjacent the proposed main street with Kimberley Street would potentially require a widening of the road reservation along the frontage of the subject site. This would become the subject of future discussion and assessment by both Council and the RMS.
6.3 Site Specific Provisions	No site specific provisions are intended at this stage. The proposal seeks to amend the PLEP 2011 by rezoning the land B4 Mixed Use and to increase the permitted densities (FSR and Building Height) on the land.
7. Metropolitan Planning	
7.1 Implementation of the Metropolitan Plan for Sydney 2036	As discussed in Section 7.3, the increased density that would potentially result from the proposed LEP amendments will assist in meeting dwelling and employment targets for Parramatta centre, whilst achieving greater dwelling yields within a walkable catchment of existing public transport nodes thereby ensuring the proposal will satisfy one of the key objectives and actions contained in the Metropolitan Plan for Sydney 2036 (2010). That is, to concentrate housing density within existing and planned centres close to public transport.

Table 3 – Consistency with s.117 Ministerial Directions

3.3 Section C – Environmental, social and economic impact

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

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

The subject site is not known to include any such species, populations or ecological communities or their habitats. The land is already zoned for urban purposes and is located within a well-established urbanised area of Merrylands. The site is largely devoid of vegetation (tree cover) and is highly disturbed. These matters can if required be further addressed at the Development Application stage.

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

There are no other environmental effects as a result of the Planning Proposal as the site is not flood affected.

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

Draft Woodville Road Study and Strategy

The Draft Woodville Road Study (conducted by Roberts Day Consultancy in late 2014) reviewed the existing land use pattern and built form of the corridor, identified strategic opportunities and constraints and recommended future development options and built forms. The Draft Study identifies the subject land as being a key site for a mixed use centre due to its location and ability to fill the 'gap' between the walkable catchments of the Merrylands and Guildford centres. The subsequent Draft Woodville Road Strategy attempts to stimulate economic renewal and investment in the area while delivering an appropriate transition to the adjoining residential areas. The Draft Strategy determines the most appropriate land use pattern for this corridor and aims to create a neighbourhood centre at the subject site, which will act as a catalyst for the renewal of the Woodville Road corridor.

Economic

The Hill PDA Economic Assessment of the Planning Proposal found there are considerable economic benefits of amending the zoning on the subject site. The Planning Proposal would help to meet strong demand for housing in the area and provide additional employment generating uses. The prevalent market conditions support the proposal. Given the site's proximity to the transport hub, schools and amenities, a mixed use development would be more appropriate for that location than the current uses. Moreover, the mixed use development would create additional demand for retail and business services which would help to support the viability of the identified major centre. A summary of the report findings are replicated below:

Government Strategies and Targets:

The State and Government strategies and policies give impetus to the need to create housing and employment opportunities. This is evident in the A Plan for Growing Sydney and the Draft West Central Subregional Strategy where the population, dwelling and employment objectives for the West Central Subregion are an additional +61,000 new jobs and 95,500 new dwellings by 2031. The Planning Proposal is in accordance with these strategies and would address each of these targets by creating employment opportunities and additional dwelling mixture choice for the increase in population. Moreover the Planning Proposal would provide significant housing which will be in close proximity to public transport choice including frequent bus services (to Parramatta CBD) and is within walking distance to Merrylands and Guildford Stations.

Demand for Retail and Commercial Services:

The likely primary trade area (PTA) east of the railway line is a walkable catchment of 400m to 800m. This is an area of 3,800 people that is expected to increase to 6,700 people by 2031. The Proposal also offers the most proximate alternative for food and grocery shopping for Merrylands residents west of the railway line using private motor vehicle.

The Proposal is also likely to have a wider, but much thinner, secondary trade area (STA) extending into the suburbs of Guilford, South Granville, Guildford West and Merrylands West. The total main Woodville Rd, Merrylands Economic Assessment trade area (PTA and STA combined) is an area of 44,000 people expected to increase to 62,000 by 2031.

Retail Trading Impacts:

The retail component of the proposed development would achieve total retail sales of around \$51m in 2019. The \$51m of retail sales would be redirected from competing centres. Guildford Village would experience the strongest impact equivalent to an 8.8% loss of trade in 2019, followed by Greystanes and West Merrylands (5.4% and 5% loss of trade). All other centres would experience impacts of less than 5% which is considered insignificant.

Over time this impact will lessen across all the surrounding centres as these centres will capture an increasing amount of retail expenditure as a result of population and expenditure growth in their respective trade areas. Indeed, over the 2014 to 2019 period all centres will experience and increase in trading levels despite the planning proposal. On this basis, the trading impacts would be acceptable and would not threaten the role, function or commercial viability of any existing centre.

Economic Impacts:

The Planning Proposal would lead to a net increase in jobs, salaries generated and value add to GDP. The Planning Proposal would generate additional economic activity during the period of construction and stimulate further investment in the locality.

Following full development in 2019 the PTA will house almost 13,500 people which in itself warrant a full-line supermarket based shopping centre – generally considered to be around 9,000 to 10,000 residents in the metropolitan area.

The provision of a centre at the subject site would widen the retail offer for residents in the trade area and serve the growing community within Merrylands. The neighbourhood centre would also provide a shopping destination and would contribute towards ensuring Merrylands is desirable and sustainable place in which to live, work and shop.

Social Impacts

The Planning Proposal is anticipated to have a positive social effect, particularly in terms of its efficient utilisation of existing infrastructure and services. It will take advantage of its strategic position within the wider Woodville Road renewal corridor and in the planned creation of a neighbourhood centre function within site, comprising a range of convenience retailing and community infrastructure. In this case, the planned higher density housing will be within a reasonable walking distance of a planned retail services, community facilities and transport choice.

Accordingly, the proposed rezoning should result in the following community benefits:

- A contributing to the stock of higher density housing in Parramatta.
- It will potentially provide a mix of dwelling types to cater for different age and income groups in Parramatta, including students, families and senior residents.
- The proposal supports sustainable transport by providing increased population density within walking proximity to a railway station, bus stops, and planned neighbourhood centre.
- Addresses in a planned way the interface with surrounding residential (existing and proposed) uses in addition to planned commercial built forms to the east.
- Responds to the current and future character of the area with high density residential built forms, which is accessible to transport, employment, retail services, open space and schools.

As discussed within the accompanying Urban Design Report there exist the potential for a range of public benefits, which are discussed in detail in Section 4.1. The proponent has also outlined a number of commitments in a draft 'Heads of Agreement – Planning Agreement' toward an extensive range of public infrastructure. These include the following:

1. Central Park,
2. Community space,
3. Greening of Woodville Road,
4. Streets and connectivity works, and
5. A public plaza.

These items will be negotiated as part of a future voluntary planning agreement (VPA).

1.4 Section D – State and Commonwealth Interests

1.4.1 Is there adequate public infrastructure for the Planning Proposal?

The developer has offered to enter into a voluntary planning agreement with Council to contribute toward a diverse range of community and roads infrastructure that will service the future re-development of the site. The proposed contributions in the voluntary planning agreement include a park, community facility, greening of Woodville Road mainly comprising street tree plantings, streets and connectivity works in addition to a transit plaza on Woodville Road to accommodate an improved bus stop and bicycle hub. Any VPA entered into will be in addition to Section 94A contributions payable.

It is noted the site and surrounding residential areas are currently serviced with regards sewer, water, power supply and telecommunications. Accordingly any site re-development would seek to access these existing utilities. This matter including any required amplifications would ordinarily be a matter for consideration and technical investigation at the DA stage.

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

No such consultation has taken place at this stage, as this will occur following and in accordance with the requirements of any Gateway determination issued for the site. In particular, Woodville Road is a classified road under the care, control and management of the Roads and Maritime Services (RMS). Further consultation is expected with the RMS as the Planning Proposal progresses.

Given the subject site also adjoins an existing public school (Granville South Primary School), consultation is also expected to occur with the NSW Department of Education and Communities as the proposal progresses and during the formal consultation period for government agencies.

PART 4 – MAPPING

This section contains the mapping for this planning proposal in accordance with the DP&E's guidelines on LEPs and Planning Proposals.

4.1 Existing controls

This section contains map extracts from *Parramatta LEP 2011*, which illustrate the current controls applying to the site.

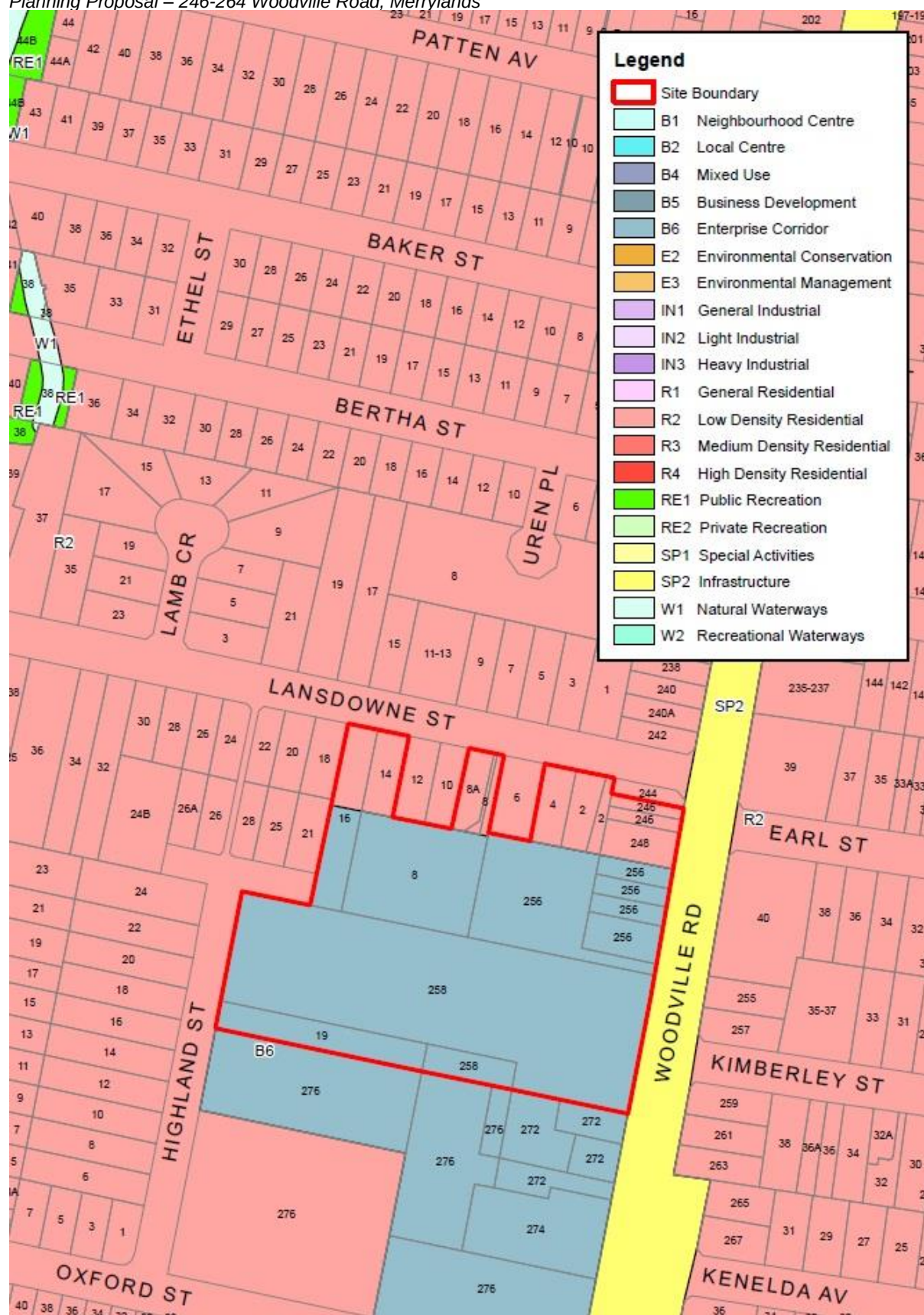


Figure 3 – Existing zoning extracted from the Parramatta LEP 2011 Land Zoning Map

Figure 3 above illustrates the existing part B6 Enterprise Corridor and part R2 Low Density Residential zoning over the site.

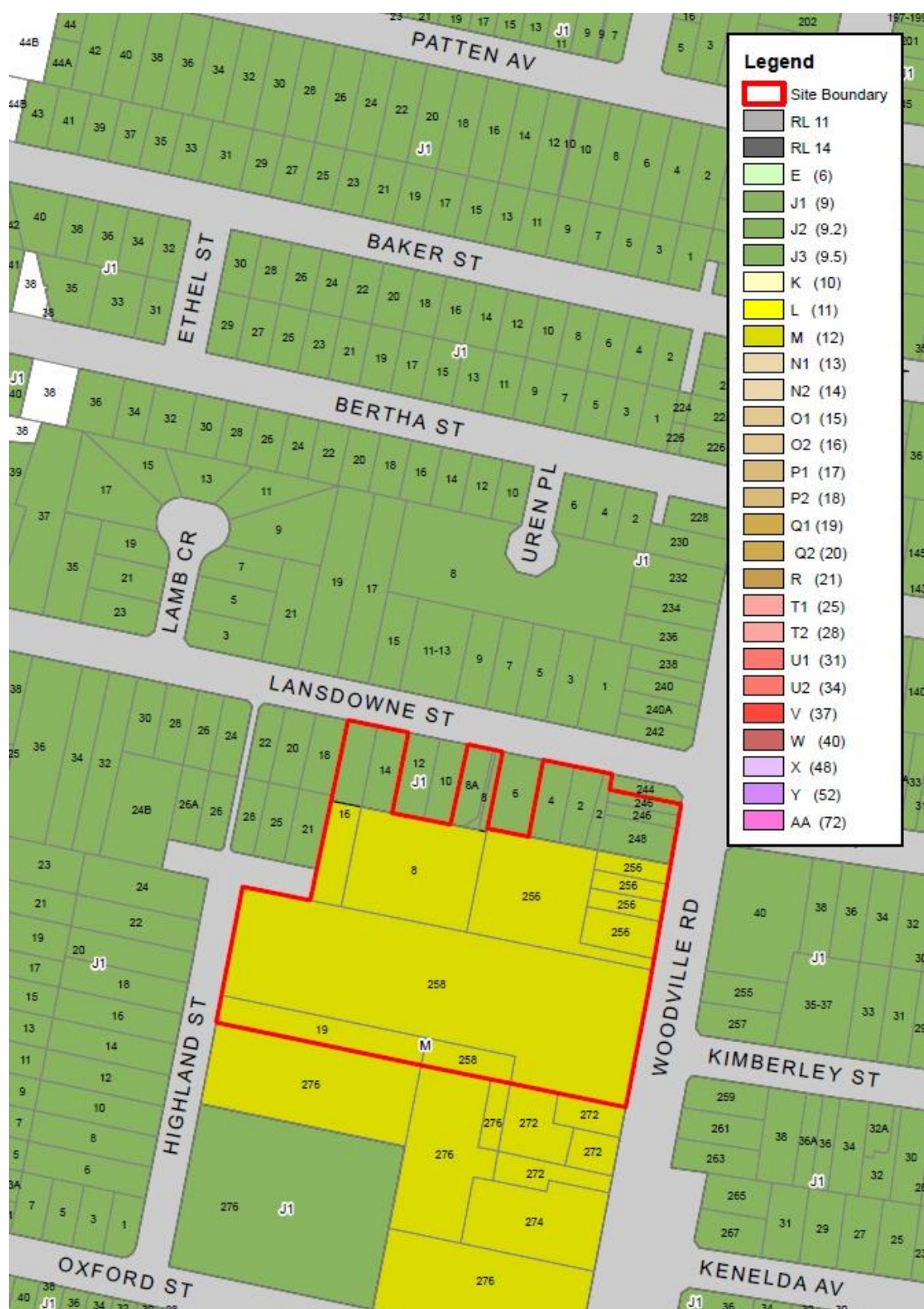


Figure 4 – Existing building heights extracted from the Parramatta LEP 2011 Height of Buildings Map

Figure 4 above illustrates the existing part 9m (3 storey) and part 12m (4 storey) height limits applying to the site.

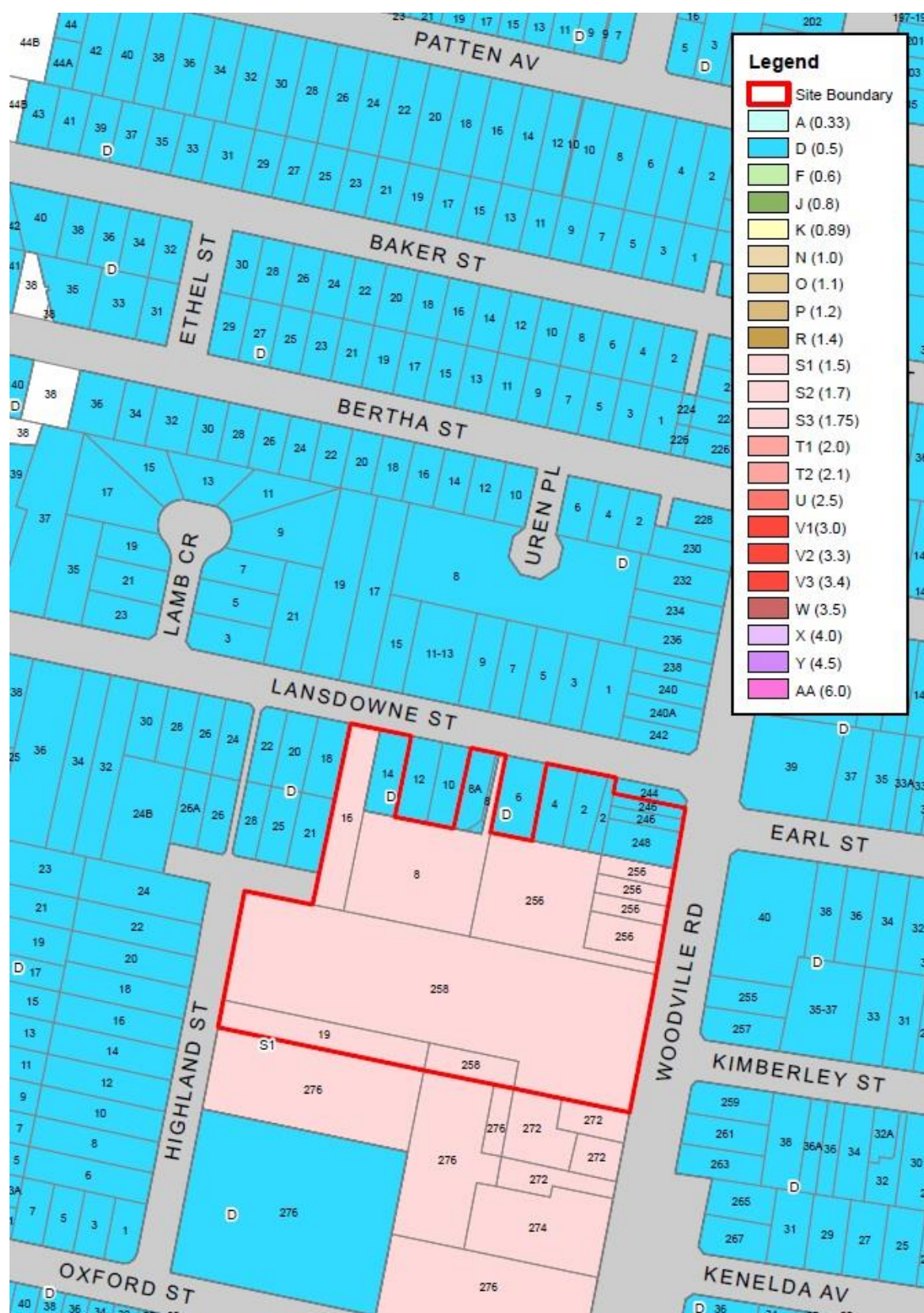


Figure 5 – Existing floor space ratio extracted from the Parramatta LEP 2011 Floor Space Ratio Map

Figure 5 above illustrates the existing part 0.5:1 and part 1.5:1 FSR controls applying to the site.



Figure 6 – Existing heritage items extracted from the Parramatta LEP 2011 Heritage Map

Figure 6 above illustrates the heritage sites located adjacent to and nearby the site.



Figure 7 – Existing flooding extant extracted from the Parramatta LEP 2011 Flooding Map

Figure 7 above illustrates the flooding extant in the vicinity of the site.

4.2 Proposed controls

The figures in this section (Figures 8, 9 and 10) illustrate the proposed zoning, building height and floor space ratio controls sought by this planning proposal.

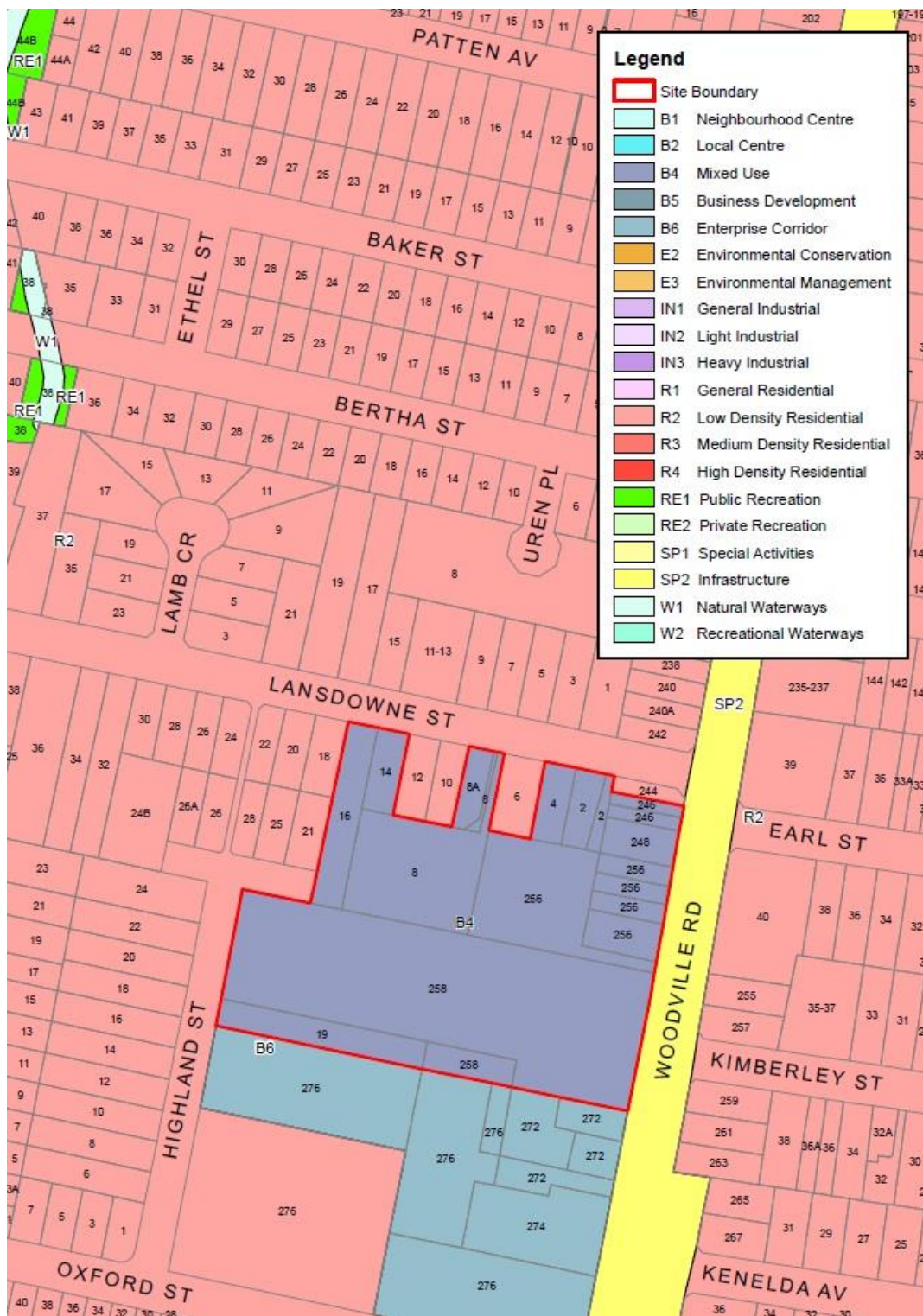


Figure 8 – Proposed amendment to the *Parramatta LEP 2011* Land Zoning Map

Figure 8 above illustrates proposed B4 Mixed Use zoning over the site.

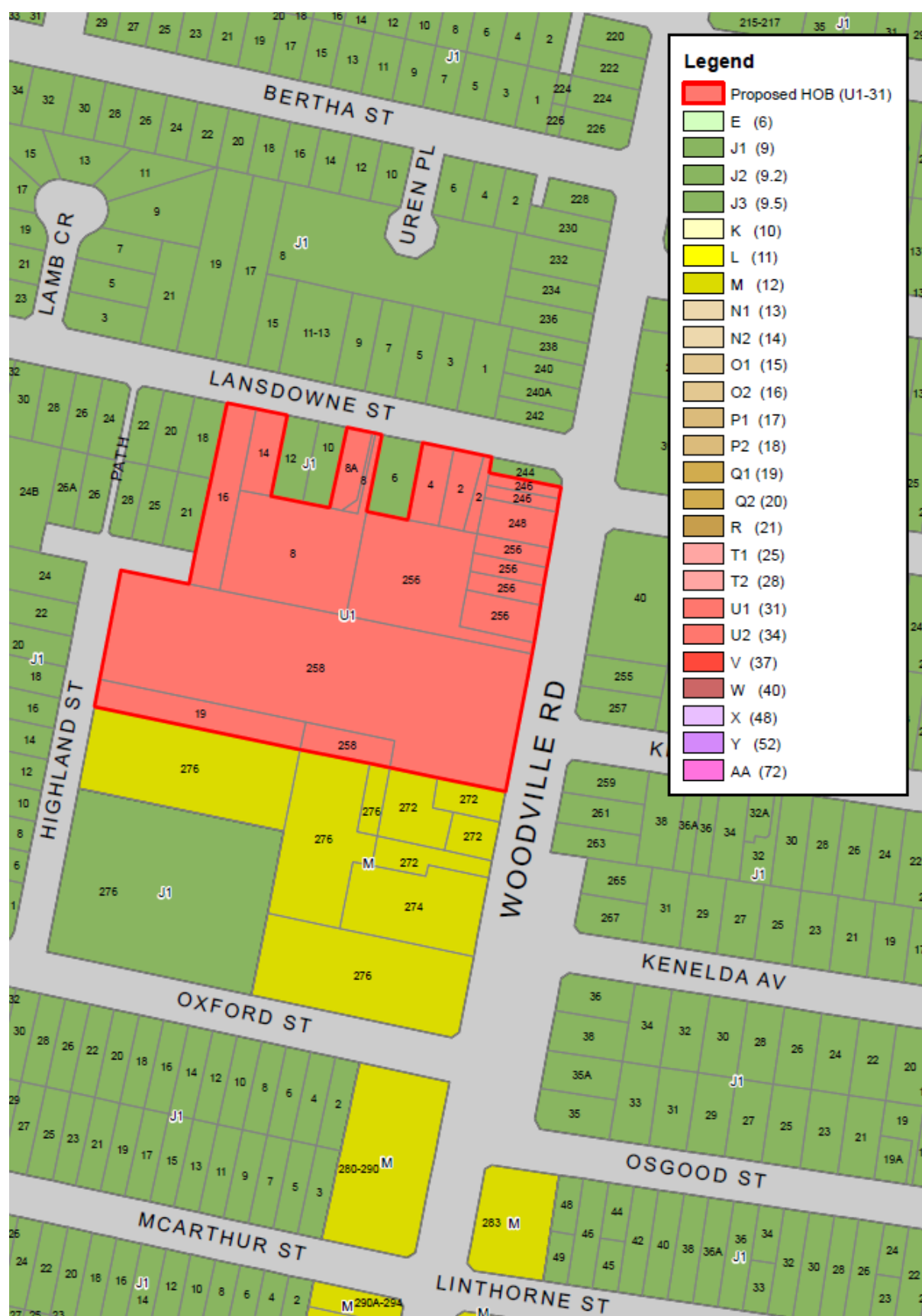


Figure 9 – Proposed amendment to the Parramatta LEP 2011 Height of Building Map

Figure 9 above illustrates proposed maximum building height of over the site, being up to 31m (9 storeys).

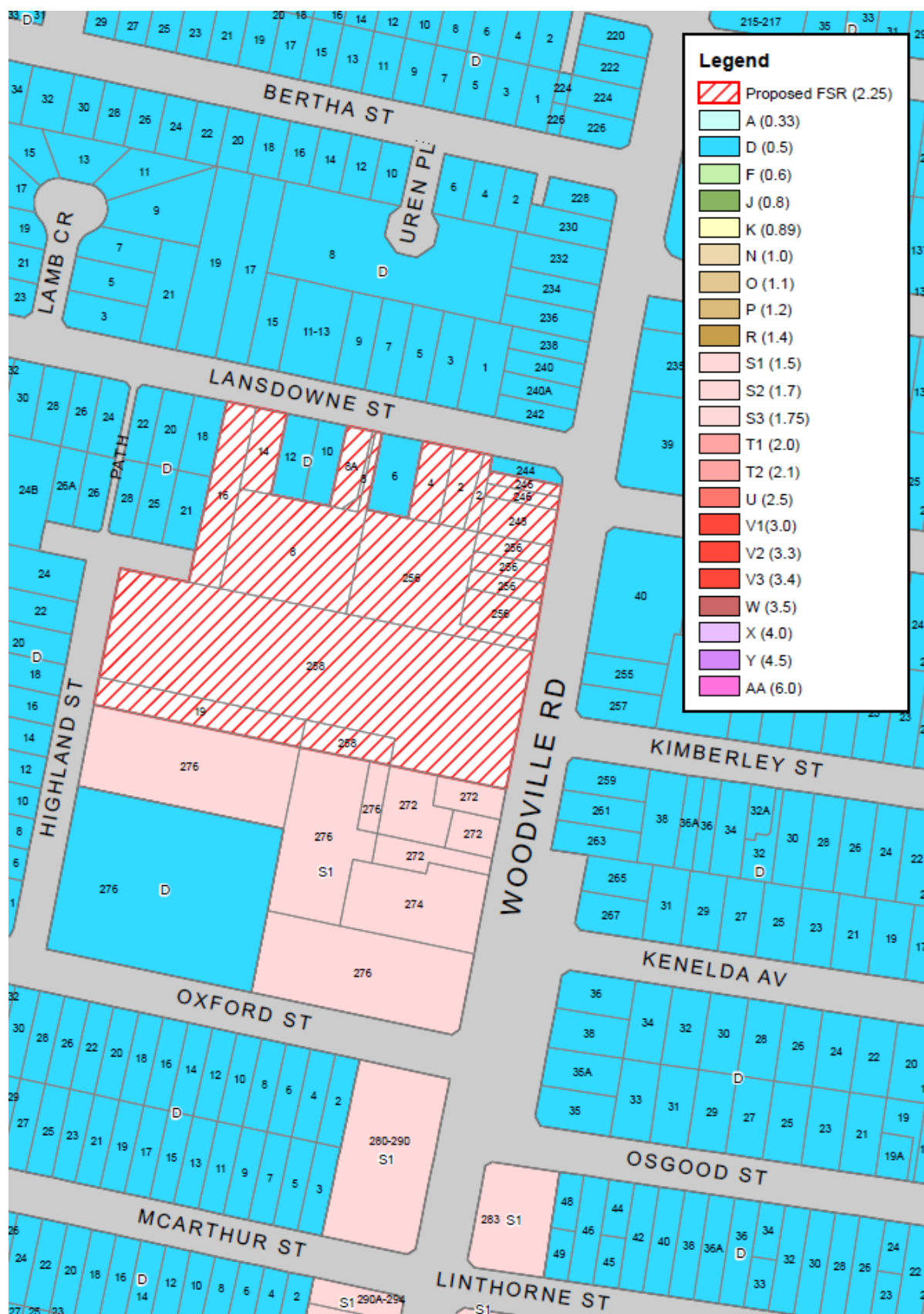


Figure 10 – Proposed amendment to the Parramatta LEP 2011 Floor Space Ratio Map

Figure 10 above illustrates the proposed 2.25:1 FSR over the site.

PART 5 – COMMUNITY CONSULTATION

In accordance with Section 57(2) of the *EP&A Act 1979*, the Director-General of Planning must approve the form of the planning proposal, as revised to comply with the gateway determination, before community consultation is undertaken.

Public exhibition is likely to include:

- newspaper advertisement;
- display on the Council's web-site; and
- written notification to adjoining landowners.

The gateway determination will specify the level of public consultation that must be undertaken in relation to the planning proposal including those with government agencies.

Pursuant to Section 57(8) of the *EP&A Act 1979* the Responsible Planning Authority must consider any submissions made concerning the proposed instrument and the report of any public hearing.

PART 6 – PROJECT TIMELINE

The detail around the project timeline is expected to be prepared following the referral to the Minister for a Gateway Determination.

The following steps are anticipated:

- Referral to Minister for a Gateway determination
- Commencement and completion dates for public exhibition period and government agency notification
- Consideration of submissions
- Consideration of proposal post exhibition and reporting to Council
- Submission to the Department to finalise the LEP
- Notification of instrument



Prepared by Parramatta City Council

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