

INNOVATIVE

6.1 SUBJECT Planning Proposal for 23-25 Windsor Road, Northmead
REFERENCE RZ/18/2016 - D06868767
REPORT OF Project Officer Land Use

The Panel considered the matter listed as Item 6.1, attachments to Item 6.1 and the matters observed at the site inspection.

PUBLIC FORUM

- Kristy Hodgkinson spoke on behalf of the applicant.
- Peter Israel spoke on behalf of the applicant.
- Lewis Lau spoke on behalf of the applicant.
- Chris Palmer spoke on behalf of the applicant.

2024

DETERMINATION

That the Local Planning Panel provides the following advice and recommendation to the Council:

- (a) **That** Council endorse the Planning Proposal for the land at 23-25 Windsor Road, Northmead in accordance with the following recommendation, which seeks to amend The Hills Local Environmental Plan 2012 (THLEP 2012) in relation to the subject site by:
 - i. Amending the maximum building height (HOB) from 16 metres (5 storeys) to 30 metres (9 storeys),
 - ii. Amending the maximum floor space ratio (FSR) control from no FSR to 1.8:1
- (b) **That** subject to Council endorsing Council officer's recommendation (a) as above, the Planning Proposal be forwarded to the Department of Planning, Industry and Environment for a Gateway Determination with the following conditions:
 - i. The applicant prepare a Stage 1 Preliminary Contamination Report, with the findings concurrently exhibited with the Planning Proposal.
- (c) **That** a site-specific Development Control Plan be prepared to reflect urban design, wayfinding and open space advice from Council officers and any other changes that may result from the Gateway Determination prior to exhibition of the Planning Proposal.
- (d) **That** Council authorise the Acting CEO to negotiate a Voluntary Planning Agreement (VPA) on behalf of Council, that the VPA be in addition to any development contribution payable, and that the outcome of negotiations be reported back to Council prior to its concurrent public exhibition with the draft DCP and Planning Proposal.

- (e) **That** Council advises the Department of Planning, Industry and Environment that the Acting CEO will be exercising the plan-making delegations for this Planning Proposal as authorised by Council.
- (f) **Further, that** Council authorise the Acting CEO to correct any minor anomalies of a non-policy and administrative nature that may arise during the plan-making process

The decision of the Panel was unanimous.

REASONS FOR THE DECISION

The Panel supports the findings in the report and endorses the reasons contained in that report.

6.2 **SUBJECT** Post-exhibition outcomes: Planning Proposal, draft Development Control Plan and draft Planning Agreement for land at 470 Church Street, Parramatta

REFERENCE RZ/13/2016 - D06796023

REPORT OF Project Officer, Land Use Planning

The Panel considered the matter listed as Item 6.2, attachments to Item 6.2 and the matters observed at the site inspection.

PUBLIC FORUM

- Adam Byrnes spoke on behalf of the applicant.
- James Colman spoke against the application.
- Rob O'Byrne spoke against the application.
- Brian Powyer spoke against the application.
- Laurie Bennett spoke against the application

The meeting adjourned at 5:41pm during consideration of this matter.

The meeting resumed at 6:11pm.

2025

DETERMINATION

That the Local Planning Panel provides the following advice and recommendation to the Council:

- (a) **That** Council receives and notes the submissions made during the public exhibition of the Planning Proposal, draft site-specific Development Control Plan and draft Planning Agreement, summarised and addressed at **Attachment 1**.
- (b) **That** Council endorse the Planning Proposal provided at **Attachment 2**, which seeks to increase the maximum floor-space ratio (FSR) from 3:1 to 5.6:1 which is applying the FSR sliding

INNOVATIVE

ITEM NUMBER	6.1
SUBJECT	Planning Proposal for 23-25 Windsor Road, Northmead
REFERENCE	RZ/18/2016 - D06868767
REPORT OF	Project Officer Land Use
LANDOWNER:	Owners Corporation Of Strata Plan 47006
APPLICANT:	Hamptons Property Services Pty Ltd

PURPOSE:

To seek the advice of the Local Planning Panel on a Planning Proposal for land at 23-25 Windsor Road, Northmead for Council's consideration. This report recommends that the Planning Proposal be forwarded to the Department of Planning, Industry and Environment for a Gateway Determination.

RECOMMENDATION

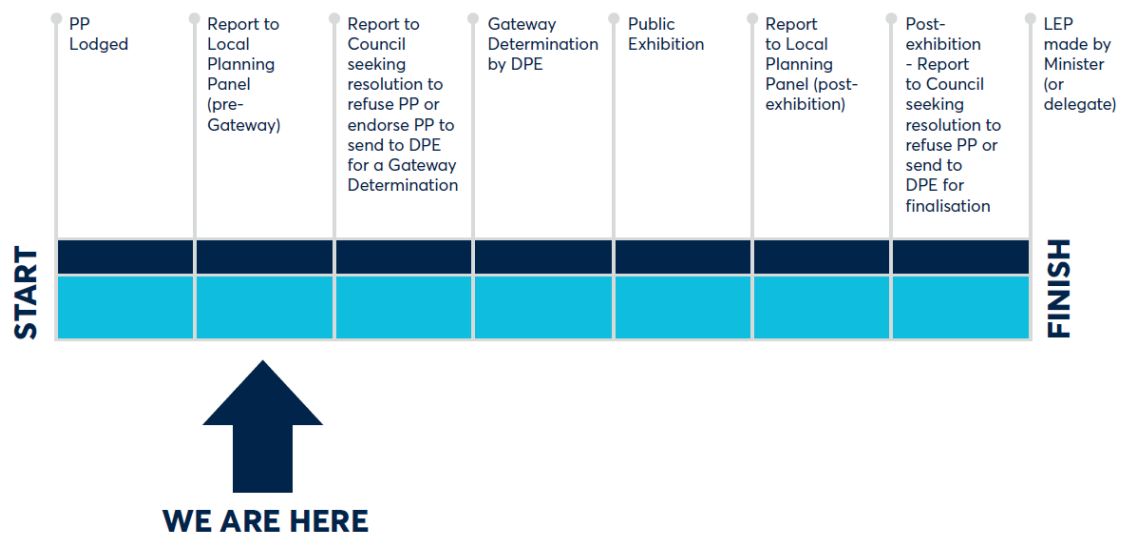
That the Local Planning Panel consider the following Council staff recommendation in its advice to Council:

- (a) **That** Council endorse the Planning Proposal for the land at 23-25 Windsor Road, Northmead in accordance with the following recommendation, which seeks to amend The Hills Local Environmental Plan 2012 (THLEP 2012) in relation to the subject site by:
 - i. Amending the maximum building height (HOB) from 16 metres (5 storeys) to 30 metres (9 storeys),
 - ii. Amending the maximum floor space ratio (FSR) control from no FSR to 1.8:1
- (b) **That** subject to Council endorsing Council officer's recommendation (a) as above, the Planning Proposal be forwarded to the Department of Planning, Industry and Environment for a Gateway Determination with the following conditions:
 - i. The applicant prepare a Stage 1 Preliminary Contamination Report, with the findings concurrently exhibited with the Planning Proposal.
- (c) **That** a site-specific Development Control Plan be prepared to reflect urban design, wayfinding and open space advice from Council officers and any other changes that may result from the Gateway Determination prior to exhibition of the Planning Proposal.
- (d) **That** Council authorise the Acting CEO to negotiate a Voluntary Planning Agreement (VPA) on behalf of Council, that the VPA be in addition to any development contribution payable, and that the outcome of negotiations be reported back to Council prior to its concurrent public exhibition with the draft DCP and Planning Proposal.
- (e) **That** Council advises the Department of Planning, Industry and Environment that the Acting CEO will be exercising the plan-making

delegations for this Planning Proposal as authorised by Council.

- (f) **Further, that** Council authorise the Acting CEO to correct any minor anomalies of a non-policy and administrative nature that may arise during the plan-making process

Planning Proposal Timeline



SITE CONTEXT

- The site at 23-25 Windsor Road, Northmead is subject to *The Hills LEP 2012* and is now located within the City of Parramatta Local Government Area (LGA) as a result of the May 2016 Local Government boundary changes. The site is 1.43 hectares (14,300sqm) in area and is legally described as *Strata Plan 47006*. The site currently contains four industrial buildings with approximately 35 tenancies and is shown below in Figure 1.



Figure 1 – 23-25 Windsor Road, Northmead subject to the Planning Proposal

2. The site is currently zoned R4 - High Density Residential as gazetted by the then Baulkham Hills Shire Council on 29 June 2007 in *Baulkham Hills LEP 2005 (Amendment No.8)*. This LEP amendment rezoned the site and adjacent lots at 14-16 Campbell Street, Northmead and 25 North Rocks Road, North Rocks from industrial to high density residential. The site also includes 380sqm of SP2 zoned land along the Windsor Road frontage approximately 5.5m in depth. No residential development or change to planning controls are proposed within the SP2 land.
3. The light industrial use of the site under the current R4 zoning continues under “existing use rights”. Light industrial operations of this nature can pose amenity conflicts relating to noise and fumes for the adjacent high-density residential developments.
4. The planning controls for the site and surrounding area in *The Hills LEP 2012* are shown below in Figure 2. This includes the existing land use zoning, building height, floor space ratio and flooding controls

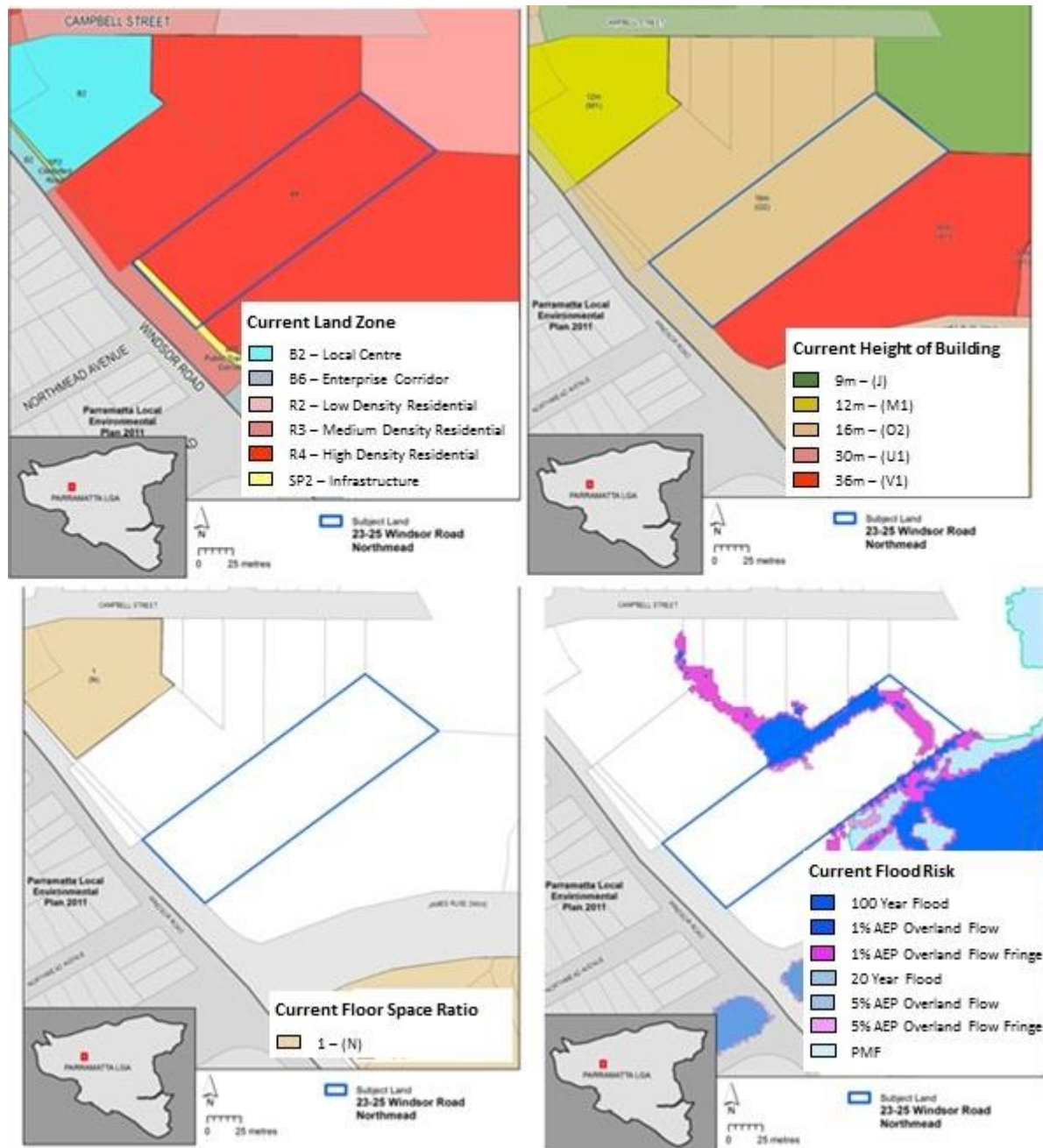


Figure 2 – Current planning controls for the site and surrounding area

- Both of the adjacent lots have redeveloped for high-density residential uses with the lot at the rear used for a high school. All neighbouring lots have principle vehicle access provided to these developments from nearby local streets rather than Windsor Road.

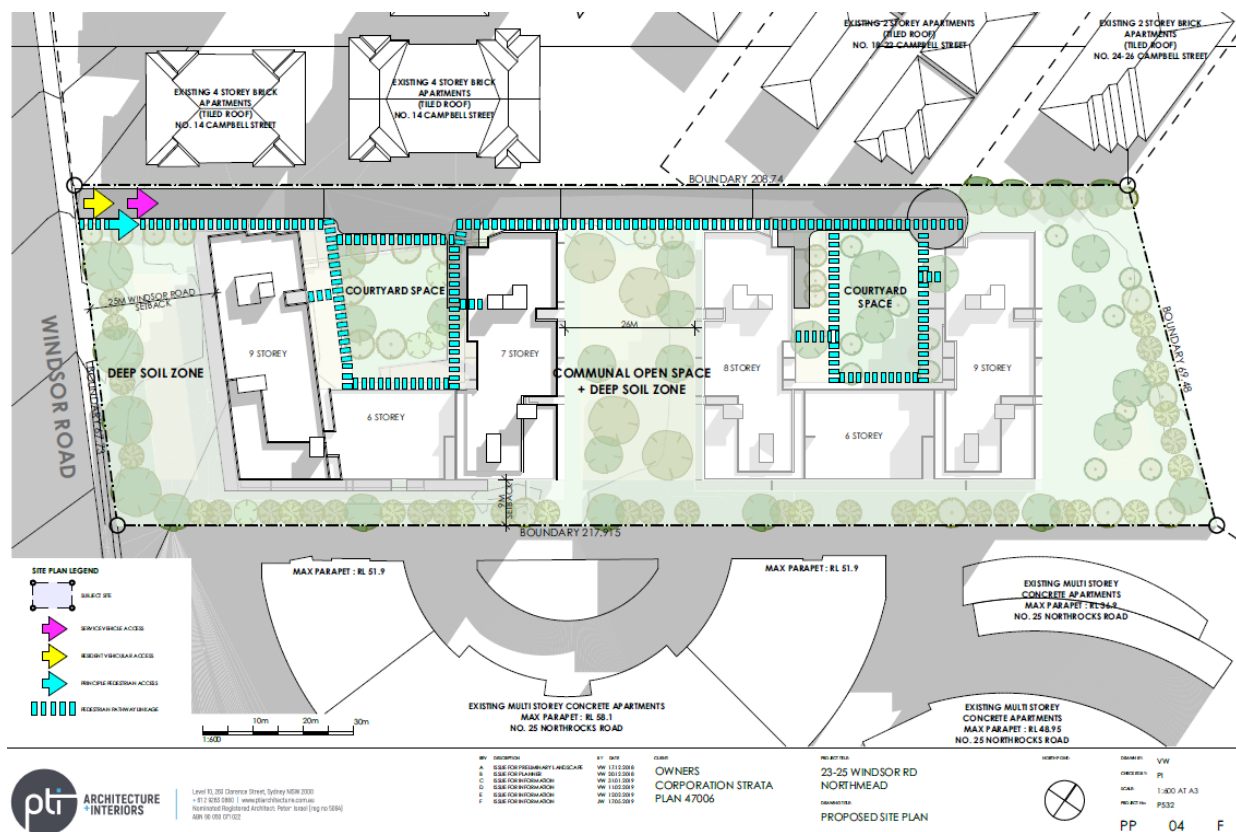
CURRENT PLANNING PROPOSAL

- The initial Planning Proposal submitted to City of Parramatta Council on 25 September 2016 requested to maintain the existing R4 zone, amend the building height from 16m to 36m and maximum floor space ratio from no specific ratio to 2.36:1.
- Council officers have since been working with the applicant and provided feedback on a number of concept designs and revisions of the Planning Proposal. The following table (Table 1) provides a comparison of the current control in *The Hills LEP 2012*, the applicant's revised proposal and the Council officer recommendation for the site.

Table 1: Changes to The Hills LEP 2012 for 23-25 Windsor Road, Northmead

The Hills LEP 2012 Control	Current Controls	Applicant's Request	Council Officer Recommendation
Zoning	R4 High Density Residential, part SP2 Infrastructure	R4 High Density Residential, part SP2 Infrastructure	R4 High Density Residential, part SP2 Infrastructure
Maximum HOB	16 metres (5 storeys)	RL 55.6 (western half), RL 52.5 (eastern half) (9 storeys)	30 metres (9 storeys)
Maximum FSR	N/A	1.8:1	1.8:1
Maximum GFA	(approx. 20,880sqm)	25,056sqm	25,056sqm
Maximum Dwelling yield* <i>Calculation=</i> <i>(Maximum GFA –</i> <i>1970sqm proposed commercial) / 85sqm</i> <i>for high density dwellings</i>	270 dwellings (Applicant's PP report) 246 (Council calculation)	308 dwellings (reference scheme),	Up to 294 dwellings (calculation)

8. Following detailed discussion with the applicant, the proposal has been revised to align with the Council officer recommendation with the exception of the height control as dealt with below.
9. Based on the applicant's reference design, it will remove all industrial uses on the site, introduce 25,740sqm of high-density residential floor space in two blocks labelled as 'east block' and 'west block' with approximately 308 apartment dwellings. A copy of the site reference plan is shown below in Figure 3, with additional concept plans for the development included in **Attachment 3**.

**Figure 3 – Site Reference Plan, 23-25 Windsor Road Northmead (Source: PTI Architecture)**

10. Changes to floor space ratio control provides the opportunity to develop the site at a transitioning scale between the adjacent high-density developments (lower to the north, higher to the south) and is discussed in detail in the *Analysis of Planning Proposal* section of this report. The adjacent sites have been developed for high density residential purposes at the following densities.

Table 2: Scale of development at adjacent high-density residential sites

Adjacent sites	Site Area (excluding SP2 land)	Total Dwellings	Dwellings per Hectare	Approximate FSR (85sqm per dwelling)
14-16 Campbell Street, Northmead (North)	10,299sqm (1.0299ha)	86 (80 apartments & 6 townhouses)	83.5 dwellings per hectare	0.7:1
23-25 Windsor Road, Northmead (Subject site)	13,920sqm (1.392ha)	Proposed 308	215.4 dwellings per hectare	1.8:1
25 North Rocks Road, North Rocks (South)	23,148sqm (2.3148ha)	328 (328 apartments)	141.7 dwellings per hectare	1.2:1

11. The adjacent site to the south is substantially larger than the subject site due to its additional depth between Northmead High School, Darling Mills Creek and Russell Walker Reserve to the east. Redeveloping the subject site at 141.7 dwellings per hectare would result in approximately 197 dwellings on the site. This dwelling yield may be achieved within the current planning controls should it be developed in a lower built form across a larger building footprint, and thus compromise the provision for the new road, connectivity and open space on the site. Council officers recommend that redevelopment of the site via a Planning Proposal would see a development outcome which is able to better respond to the constraints of the site.
12. The applicant's Planning Proposal seeks a maximum HOB of RL 55.6m and 52.5m for a 6-9 storey residential flat building development. Council officers are not supportive of RLs for maximum HOB controls as they are usually only permitted in exceptional circumstances, for example in and around areas of high heritage significance. Circumstances of this nature do not apply to this site. This report recommends that the HOB control increase from 16 metres to 30 meters and not be applied as an RL.
13. Redevelopment of the site for high-density residential uses does not reduce the amount of industrial and urban services zoned land as this site is already zoned for residential uses. However, redevelopment of the site will remove land use conflicts between industrial and residential uses.
14. The recommended changes to planning controls for the site under *The Hills LEP 2012* are shown in Figure 4. These changes only relate to the maximum building height and floor space ratio controls. No changes are proposed to land use zoning and flooding controls.

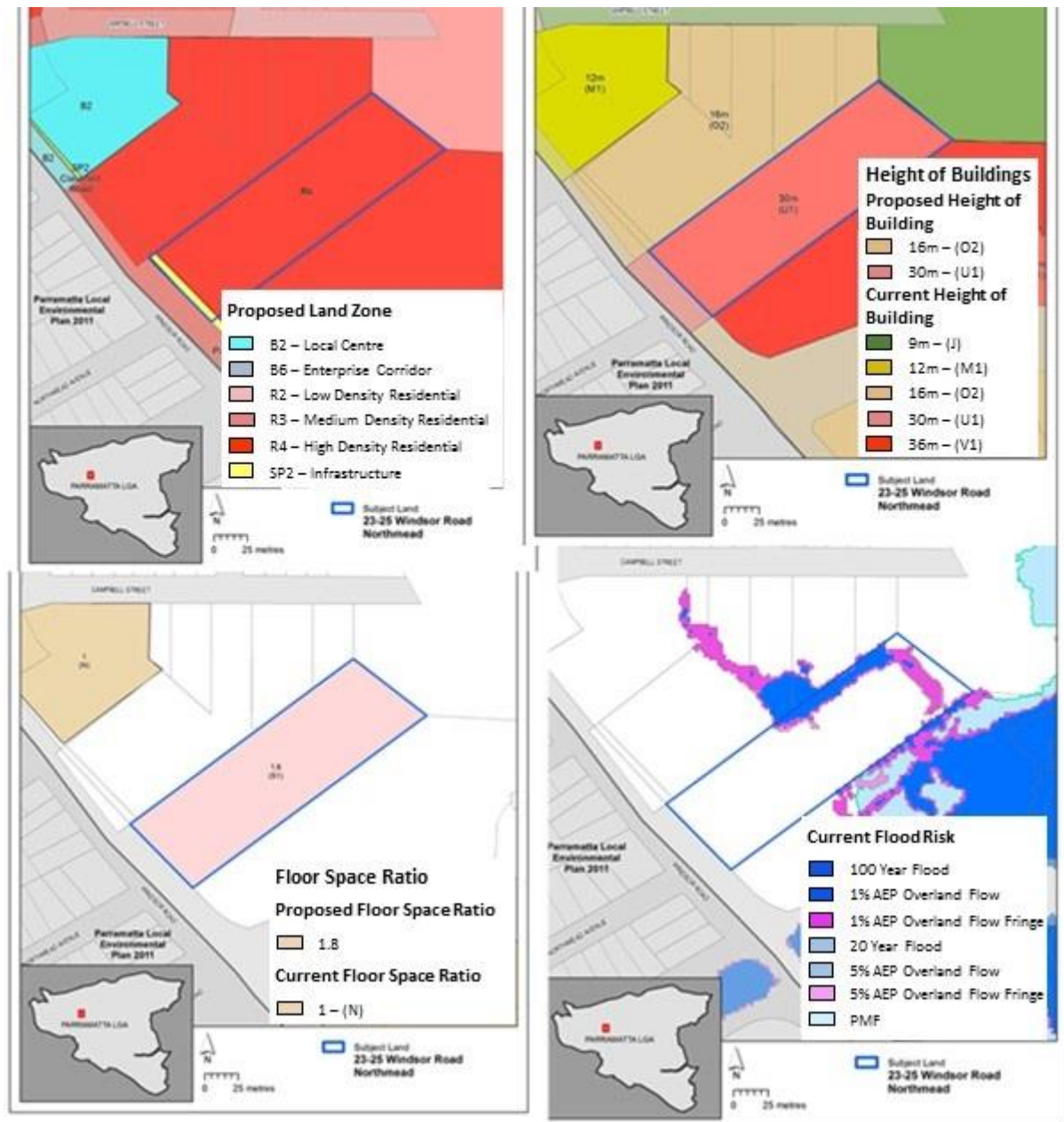


Figure 4 – Proposed planning controls for the subject site

LOCAL & STRATEGIC PLANNING CONTEXT

15. An assessment of the Planning Proposal and supporting documentation is provided in this section. Additional analysis on the planning merits of the proposal are included in the Council's recommended Planning Proposal report at **Attachment 1**.
16. Council officers consider the changes to planning controls to be acceptable in principle, but do maintain a number of concerns regarding traffic, connectivity, parking and contamination. An assessment of the planning proposal's relationship with strategic planning policy documents is summarised below.

Central City District Plan

17. The Central City District Plan (CCDP), covers the area that includes Blacktown, Cumberland, Parramatta and The Hills LGAs. The role of this Plan is to help deliver the ten directions of the overarching Greater Sydney Region Plan A

Metropolis of Three Cities and contains a number of planning priorities and objectives that address infrastructure provision and collaboration, liveability, productivity and sustainability. Within the District Plan, Greater Parramatta is identified as a Metropolitan Centre.

18. Future development in Northmead is not explicitly discussed in the CCDP, however many of the planning priorities included in the strategy generally align with the proposal for the site, including:
- PP C1 - Planning for a city supported by infrastructure
 - PP C5 - Providing housing supply, choice and affordability, with access to jobs, services and public transport
 - PP C7 - Growing a stronger and more competitive Greater Parramatta
 - PP C9 - Delivering integrated land use and transport planning and a 30-minute city
 - PP C17 - Delivering high quality open space
 - PP C20 - Adapting to the impacts of urban and natural hazards and climate change
19. A full assessment of the application in relation to the Greater Sydney Region Plan and Central City District Plan is provided in the Planning Proposal document at **Attachment 1**.

Greater Parramatta and Olympic Penninsula

20. The Greater Parramatta and Olympic Penninsula (GPOP) document was prepared in 2016 by the Greater Sydney Commission and establishes a vision for the corridor spanning Strathfield, Westmead, Carlingford, Lidcombe and Granville. Figure 5 shows that the subject site is located outside the GPOP corridor but is in close proximity to the "Parramatta CBD and Westmead Health and Education Precinct" situated south of James Ruse Drive.

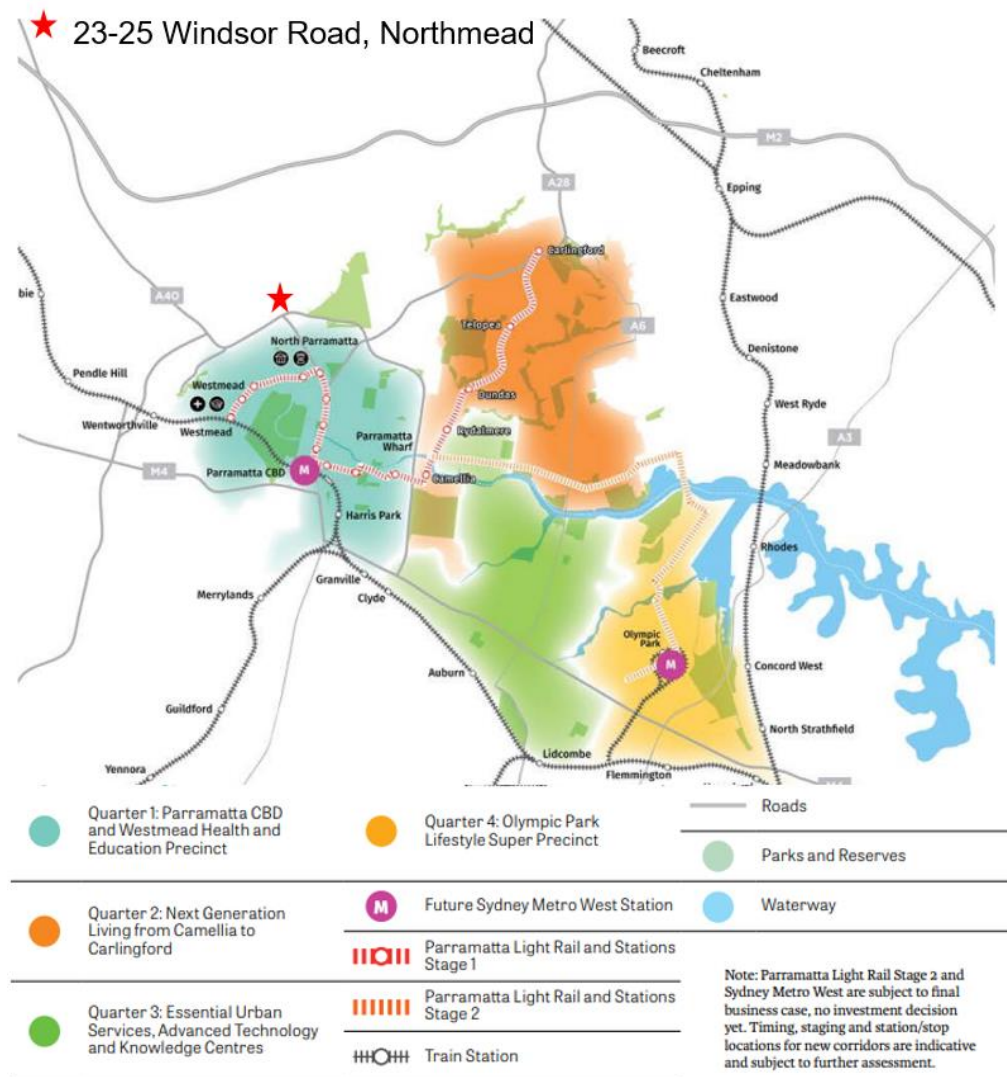


Figure 5 – Subject site located outside GPOP area (Source: Central City District Plan, p.65)

21. The vision for growth as part of the GPOP Strategy cannot be used to justify additional residential densities in Northmead as the site is located outside the scope identified by Council, GSC and DPIE. However in this instance, as the site is already zoned for high-density residential uses, it is not considered that the planning proposal for the site will create a precedent for further Planning Proposals in the immediate area.

Local Strategies

22. The Planning Proposal seeks to respond to Council's Local Strategic Plan – *Community Strategic Plan 2018-2038* by supporting the goals to achieve Parramatta's vision of being a sustainable, liveable, productive and leading city. It specifically relates to Part 6.1 - *Engage in strategic planning and implement innovative solutions to manage the growth of our city*. The Planning Proposal endeavours to provide high-density residential within a built form that allows for additional open space and connectivity potentially not possible were a Development Application to be lodged under existing controls.
23. Councils are required to prepare a Local Strategic Planning Statement (LSPS) by the State Government. The LSPS will provide greater weight to strategic planning in the broader plan making process and any new planning proposal must justify any inconsistency with this framework.

24. Council is also required to prepare a Local Housing Strategy (LHS) in accordance with the Central City District Plan. The LHS will convey the type and location of new housing in the City of Parramatta LGA. It will consider supply and demand for housing, local land use opportunities and constraints, demographic factors and appropriate building typologies to support a mix of housing.
25. Both the LSPS and LHS will be used in the future to set a strategic framework for future housing and guide the planning in this area, across the LGA and are likely to come into effect in 2020. Given that the site has existing R4 zoning, the LSPS and LHS are unlikely to preclude redevelopment for high-density residential uses such as apartments on the site.

Ministerial Directions

26. The Planning Proposal is also generally consistent with relevant State Environmental Planning Policies (SEPPs) and Section 9.1 Directions. These include:
- Direction 1.1 – Business and Industrial Zones
 - Direction 3.1 - Residential Zones
 - Direction 3.4 - Integrated Land Use and Transport
 - Direction 4.3 – Flood Prone Land
 - Direction 6.2 - Reserving Land for a Public Purpose
 - Direction 7.1 – Implementation of Metropolitan Region Plan
 - Direction 7.5 – Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan
27. A full assessment of the application against the Ministerial Directions is provided in the Planning Proposal document at **Attachment 1**.

ANALYSIS OF PLANNING PROPOSAL

Built Form Transition

28. The proposed built form demonstrates a transitional scale between existing high-density residential developments adjacent to the site. The massing of the proposed scheme is within reasonable setbacks, oriented outside the flood prone area and supported by a proposed road along the northern boundary and additional pedestrian and cycleway link along the eastern boundary. A comparison in scale of development is shown below in Figure 6.

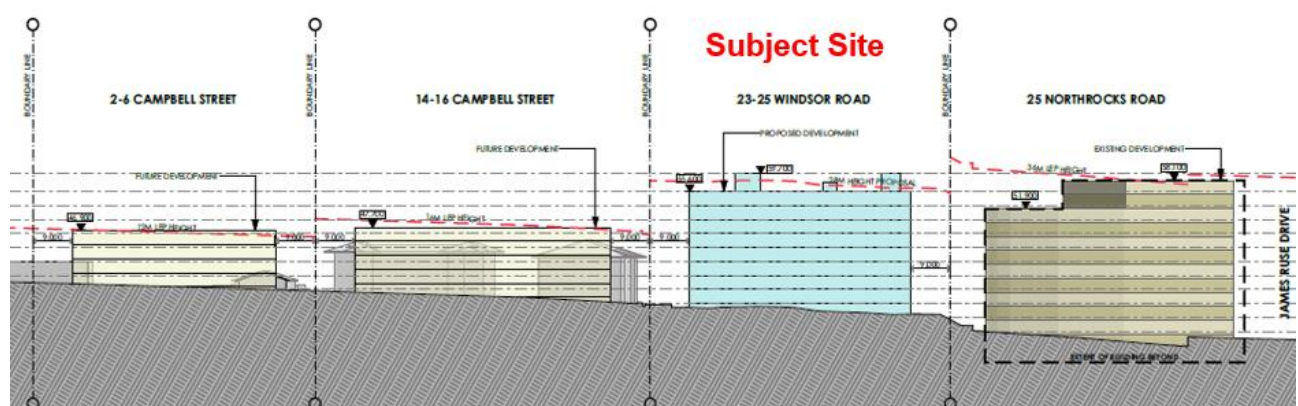


Figure 6 – Built form transition of development along Windsor Road (Source: PTI Architecture)

29. When viewed to the east, the streetscape along Windsor Road, Northmead includes Northmead Shopping Centre at 2-6 Campbell Street, 4-storey apartment development at 14-16 Campbell Street, the subject site and 9-12 storey apartment development at 25 North Rocks Road.
30. Council's urban design team completed a review of the site reference scheme and proposed changes to planning controls and were in principle satisfied with the proposal subject to the following changes and considerations:
- Maintain the organisation of buildings with regular u-shaped, north-facing courtyards and separate basements for each block with driveways contained within the building envelope,
 - Maintain the 9 metre setbacks of built form from northern and southern boundary for maximum retention of trees, 25 metre front setback for continuation of street wall defined by development adjacent to the south and 20 metre rear setback for large curtilage to significant trees and additional canopy plantings that are capable of reaching a mature height of more than 13m,
 - Maintain 2-way and 24-hour road along northern boundary as required by RMS in 2016 advice, and
 - Reducing building height for the front wing of west block facing Windsor Road and rear wing of east block facing the school from 9 storeys to 8 storeys.
31. The matters raised above and additional controls relating to tree protection, green grid connectivity and site permeability are discussed in detail at **Attachment 1**. These will form part of a future site-specific DCP for the site should the Planning Proposal proceed to Gateway.

Traffic and Parking

32. The site fronts Windsor Road which is a classified road connecting Parramatta to The Hills District. The adjacent high-density residential sites have vehicle access off local roads and do not have vehicle access directly from Windsor Road. Vehicle access to the subject site is restricted and only available directly from Windsor Road.
33. The applicant's traffic report at **Attachment 4** highlights that the weekday morning peak as the critical, or worse case period for southbound traffic. The report applies a vehicle movement split of 20% entry, 80% exiting under this scenario, which concluded that there would be approximately 15% increase in total vehicle movements per hour during the weekday morning peak under the Planning Proposal when compared with existing controls.

	Planning Proposal	Permissible Development	Difference
AM Peak – IN	20 vph IN	17 vph IN	+3 vph IN
AM Peak – OUT	79 vph OUT	69 vph OUT	+10 vph OUT
TOTAL	99 vph	86 vph	+13 vph

Figure 7– Traffic generation at subject site (*Source: Varga Traffic Planning, p.viii*)

34. Access arrangements for this site are not desirable due to the lane configuration on Windsor Road. The roadway adjacent to the site includes two lanes northbound and 5 southbound lanes shown in Figure 8 which direct traffic as follows:

- **S1** – Dedicated left turn slip lane for eastbound travel on James Ruse Drive towards Oatlands,
- **S2** – Dedicated bus lane for buses heading south along Windsor Road towards Parramatta,
- **S3 & S4** – General southbound traffic lane towards Parramatta,
- **S5** – Dedicated right turn holding lane for westbound travel on James Ruse Drive towards Westmead,
- **N1 & N2** – General northbound traffic lane towards The Hills District,



Figure 8 – Windsor Road traffic lanes adjacent to subject site facing south

35. The applicant was required to provide a 'traffic gap analysis' to demonstrate the frequency of scenarios when a break in the traffic is available across all 5 southbound traffic lanes to allow for safe vehicle movements exiting the site, with delays exceeding 2 minutes deemed unacceptable by Council. The applicant's traffic report at **Attachment 4** accepts that this standard is reasonable and acknowledges "that vehicles exiting the site across into Lane S3 are likely to experience delays higher than 2 minutes". Therefore, Council's traffic and transport team remain unsatisfied with the proposed traffic arrangement for the site.
36. However, the site would be subject to the same traffic constraints, were it to develop fully under the current planning controls. Given its location and the difficulty the site has in providing an alternative vehicular ingress/egress point it is therefore not considered reasonable to recommend the Planning Proposal not proceed on this basis.
37. Additionally, given the site is located along a state-classified roadway, the Roads and Maritime Service (RMS) are the decision making authority with regards to traffic access for the site. The RMS provided preliminary advice on 21 October 2016 on a previous reiteration of the proposal (approximately 406 dwellings) and advised the following requirements:

- Driveway to be located on the northern property boundary (as far away as possible from the James Ruse Drive/Briens Rd/Windsor Rd intersection)
- Driveway to be designed and constructed in accordance with AS2890.1 – 2004 and RMS requirements (including physical separation between entry and exit movements).
- All vehicles to enter and exit the subject site in a forward direction.
- Driveway shall be designed and constructed to take into account future road widening of Windsor Road (i.e. allowance for same design standards following road widening)
- All structures associated with the planning proposal shall be clear of the road corridor previously acquired by RMS and dedicated as road (SP2 zoned land) (RMS, 2016)

38. This preliminary advice also included clarification that RMS reserve the right for additional comment following submission of a Planning Proposal or receipt of a Gateway Determination.

39. The proposed vehicle access is provided via a new access road along the northern boundary connecting to southbound lanes on Windsor Road. Figure 9 below and the supporting traffic report at **Attachment 4** indicates how the proposal is seeking to address the issue.

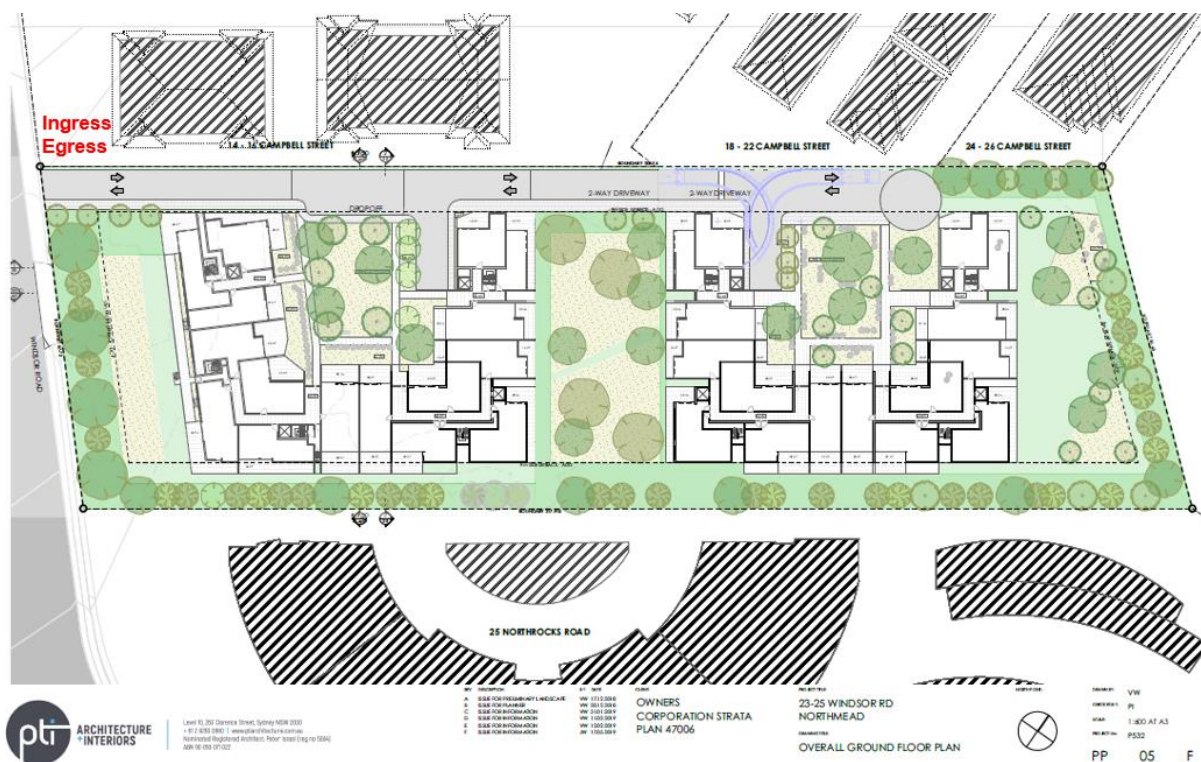


Figure 9 - Vehicle access plan for subject site (Source: PTI Architecture)

40. The new access road will improve vehicle access from the site to the surrounding area, however it will remain highly restrained. An indirect route via Lane S1 onto the exit ramp at James Ruse Drive (refer to Figure 8) would be required to complete most trips safely. Access to the surrounding area would then continue as follows:

- **Eastbound** – Eastbound on James Ruse Drive past the Pennant Hills Road intersection and continue towards Rydalmere and Granville

- **Southbound** – Eastbound on James Ruse Drive and take the Pennant Hills Road exit, then turn right at the intersection towards Parramatta
 - **Westbound** – Eastbound on James Ruse Drive and take the Pennant Hills Road exit, then make a U-turn and continue westbound on James Ruse Drive towards Westmead
 - **Northbound** – Eastbound on James Ruse Drive and take the Pennant Hills Road exit, then make a U-turn and continue westbound on James Ruse Drive to Windsor Road exit, then turn right at the intersection towards Baulkham Hills
 - **North-east bound** - Eastbound on James Ruse Drive and take the Pennant Hills Road exit, then turn left at the intersection towards Carlingford
41. In relation to parking matters, the parking provision proposed for the site must reflect Council's DCP standards for universal accessibility, visitor parking and parking standards at the time of the Development Application.
42. Should the Planning Proposal be endorsed by Council and it receive a Gateway Determination from the State Government, the application will be referred back to the RMS for further comment on traffic and parking matters

Public Transport

43. The subject site is located in close proximity to a regional bus corridor along Windsor Road. Bus routes including the 601, 603, 604, 606, 609, 706 and M60 service the nearby south bound bus stop approximately 160m north of the site and northbound bus stop between James Ruse Drive and Northmead Avenue (opposite the site). Future residents wishing to use the northbound bus stop could use the existing pedestrian crossing at the Windsor Road/James Ruse Drive intersection. Assessment of the Planning Proposal at **Attachment 1** under the GSC's Region Plan and District Plan emphasise the importance of accommodating residential growth in close proximity to existing public transport infrastructure.

Connectivity and Permeability

44. Pedestrian connectivity and active transport links are currently constrained for the site and surrounding area given the large block sizes and high traffic volumes on nearby roads. Redevelopment of the site via a planning proposal provides strategic opportunities to improve permeability for Northmead by providing green grid links through the site to high-density residential properties, nearby schools and recreation facilities.
45. The applicant supplied an updated Landscape Plan as shown in Figure 10 to demonstrate improved connectivity facilitated by the two-way road along the northern boundary and through-site pedestrian links to the nearby school and adjacent site to the south. The treatment of these connections and how they relate to adjoining uses will be refined as part of a site-specific DCP that will be prepared if the Planning Proposal proceeds to Gateway.



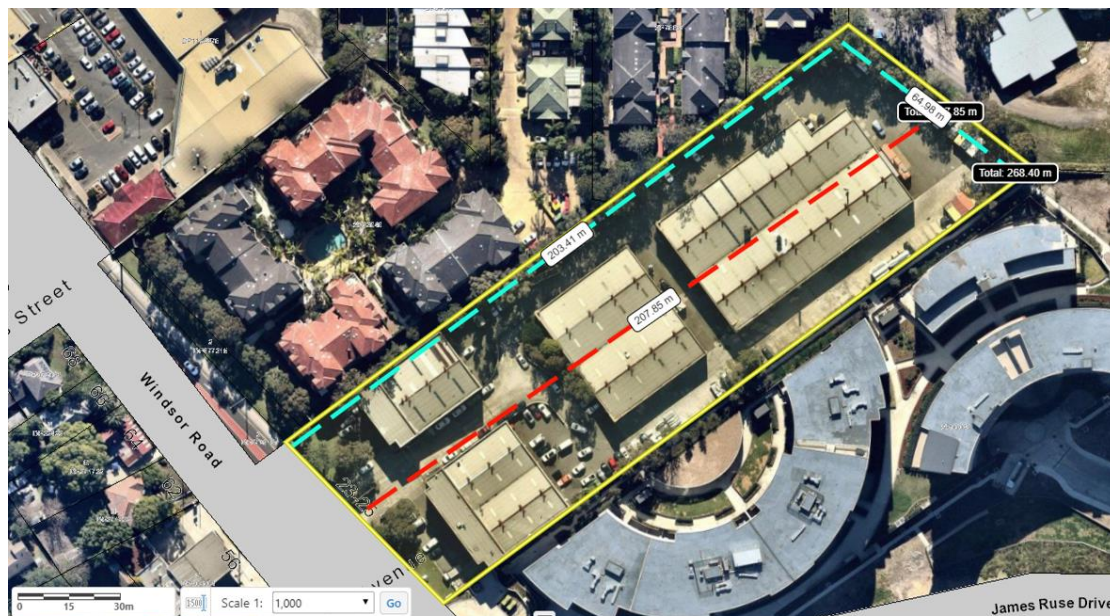
Figure 10 – Landscape Concept for subject site (Source: Site Image & PTI Architecture)

Open Space

46. The open space provision shown in Figure 10 provides the opportunity to improve the walking and cycling network in this area that was not previously possible on the existing industrial site. The open space provided on the site is predominantly open to the north to ensure solar access to these green spaces is optimised throughout the year. Further, the designation of two separate multi-level basement car parks for each block is an important design element for the site as a means to allow for adequate deep soil and open space provision on the site.

Urban and Natural Hazards

47. It is intended under the site reference plan at Figure 3 that the apartment buildings proposed be situated outside the flood-affected land along the northern and eastern edge of the lot. The site reference scheme includes reasonable setbacks (see Figure 3) as a means to satisfy the GSC's planning priorities on natural hazards and Ministerial Direction 4.3 on Flood Prone Land.
48. The applicant indicated on 14 March 2019 that there is currently a 1.2m diameter stormwater pipe traversing through the middle of the site. A survey plan received by Council on 8 July 2016 as part of a Pre-Lodgement application also noted the presence of an easement on the title. The applicant intends to relocate this infrastructure and provide a 3-metre wide drainage easement near the northern and eastern boundary of the site to mitigate potential overland flow. This concept requires further investigation as part of a future Development Application should the site be redeveloped for high-density residential uses and basement car-parking (see Figure 11).



— Existing easement

— Proposed new easement

Figure 11: Proposed easement reconfiguration for subject site as part of Planning Proposal

49. Construction of the proposal and inclusion of additional large tree canopy cover intends to mitigate the urban heat island effect on the site and surrounding area in Northmead. This will be further reinforced as part of the site-specific DCP proposed to be developed to support the Planning Proposal.

Contamination

50. Given the historical use of the land for industrial purposes, in accordance with SEPP 55, a Stage 1 preliminary contamination assessment must be undertaken to determine if any further investigation and subsequent remediation works would be required in order to make the site safe for the proposed residential purposes.
51. Should Council endorse the Planning Proposal for Gateway, it is recommended that the applicant be required to prepare a Stage 1 Preliminary Contamination Report, with the findings concurrently exhibited with the Planning Proposal and associated documentation should it receive a Gateway Determination.

SITE-SPECIFIC DEVELOPMENT CONTROL PLAN

52. Given the nature of redevelopment proposed on the site, a site-specific Development Control Plan (DCP) will be required to support any future development on the site. The site-specific DCP would guide the redevelopment of the site, having regard to the local context and detailed design requirement for the site, including, but limited to the following:
 - Built Form and Massing
 - Solar Access and Overshadowing
 - Traffic, Transport and Parking
 - Connectivity and Wayfinding
 - Open Space
 - Contamination

53. The site specific DCP can be prepared once the Planning Proposal has been submitted for Gateway Determination and the extent of the development on the site is established. The draft document will be reported separately to Council and will be exhibited concurrently with the Planning Proposal should it proceed to public exhibition.

VOLUNTARY PLANNING AGREEMENT

54. The applicant has indicated a willingness to enter into a Voluntary Planning Agreement and has submitted a Letter of Offer on 14 June 2019. Details of the Applicant's offer is detailed in **Attachment 5**.
55. The applicant is currently proposing the following VPA items:
- Monetary contribution offered will be 50% of the land value uplift less the valuation of works to establish the pedestrian pathway from the south-eastern corner of the subject site to Campbell Street
 - Dedication of land to facilitate the pedestrian pathway along the eastern site boundary will be dedicated to Council, at no cost and subdivision of the land (refer to Figure 10).
56. Details around the dedication of land and any embellishment required to the pathways will be subject to further negotiations with the applicant as part of the VPA negotiation should the Planning Proposal proceed.
57. Whilst there is a public benefit to the dedication of land to facilitate the pedestrian pathway along the eastern boundary on the site, this will be omitted from the VPA monetary value if the applicant intends to attain gross floor area from this land area by utilising the proposed FSR on this land within the resulting net developable area.
58. The provision of affordable rental housing should be included as part of future VPA negotiations for the site should Council proceed with the Planning Proposal. Council adopted the Affordable Rental Housing Policy 2019 which nominates 10% of the land value uplift in areas outside of the Parramatta CBD be dedicated to Council for the purpose of providing affordable rental housing. This can either be provided through the dedication of a physical asset or via monetary contribution and would be considered as part of the overall 50% VPA value identified in the VPA Policy. This will be further negotiated shall Council endorse the Planning Proposal to proceed to Gateway.
59. This report therefore seeks endorsement to commence VPA negotiations with the applicant for this Planning Proposal in accordance with Council's Planning Agreements Policy. As per section 2.5.3 of the Policy, the value of the VPA should at least equate to 50% of the land value uplift, which is the rate applicable for Planning Proposal's outside the CBD.
60. Should the planning proposal be endorsed by Council, Council officer's will commence negotiation of the VPA in line with Council's VPA policy with the results of the negotiation to be reported to Council prior to exhibition.

PLAN-MAKING DELEGATIONS

61. Revised delegations were announced by the then Minister for Planning and Infrastructure in October 2012, allowing Councils to make LEPs of local significance. On 26 November 2012, Council resolved to accept the delegation for plan-making functions. Council has resolved that these functions be delegated to the CEO.

62. Should Council resolve to endorse the Planning Proposal to proceed, it is intended that Council request that it exercise its plan-making delegations. This means that once the Planning Proposal has been to Gateway, undergone public exhibition and been adopted by Council, Council officers will deal directly with the Parliamentary Counsel Office on the legal drafting and mapping of the amendment. The LEP amendment is then signed by the CEO before being notified on the NSW Legislation website.

CONSULTATION & TIMING

63. The applicant's Planning Proposal and supporting documentation were referred internally to Council's Urban Design, Traffic and Transport, Social Outcomes, Open Space and Natural Resource team.
64. Should Council resolve to proceed with the Planning Proposal, it (and all related information) will be submitted to the Department of Planning, Industry and Environment for Gateway Determination. Community consultation will be undertaken as required by the Gateway Determination. The Planning Proposal will be placed on public exhibition in conjunction with the site-specific DCP and draft VPA.

FINANCIAL IMPLICATION FOR COUNCIL

65. Should Council resolve to proceed with the Planning Proposal, the costs incurred in conducting the community consultation are covered by the fees associated with the submission of the Planning Proposal request.

CONCLUSION AND NEXT STEPS

66. This report recommends that the Planning Proposal for 23-25 Windsor Road, Northmead proceed to Gateway.
67. Should the proposal proceed and a Gateway Determination be issued, the Planning Proposal, site specific DCP and any draft VPA will be placed on public exhibition concurrently and the outcomes of the exhibition will be reported to the Local Planning Panel if any objections are received. If no objections are received, the matter will be reported directly to Council post-exhibition.

Kieren Lawson

Project Officer – Land Use Planning

Michael Rogers

Land Use Planning Manager

Jennifer Concato

Executive Director – City Strategy and Development

ATTACHMENTS:

- 1 [↓](#) Planning Proposal Document - Land Use Planning
- 2 [↓](#) Planning Proposal Report - Applicant
- 3 [↓](#) Concept Plans - PTI Architects
- 4 [↓](#) Traffic Report - Varga Traffic Planning Pty Ltd
- 5 [↓](#) VPA Letter of Offer - Landowner

PLANNING PROPOSAL

Property

23-25 Windsor Road, Northmead

Property

23-25 Windsor Road, Northmead

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Planning Proposal drafts

Proponent versions:

No.	Author	Version
1.	Think Planners	25 September 2016 – original submission
2.	Hampton Property Services	14 March 2019 and addendum 14 June 2019 – current version

Council versions:

No.	Author	Version
1.	City of Parramatta Council	Report to Local Planning Panel and Council on the assessment of planning proposal for Gateway

INTRODUCTION

This planning proposal explains the intended effect of, and justification for, the proposed amendment to *The Hills Local Environmental Plan 2012*. It has been prepared in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979* and the Department of Planning and Environment (DP&E) guides, 'A Guide to Preparing Local Environment Plans' (August 2016) and 'A Guide to Preparing Planning Proposals' (August 2016) and 'Guidance for merged councils on planning functions' (May 2016).

Background and context

On 25 September 2016, Council received a Planning Proposal application from Think Planners, which sought to amend the planning controls applicable to the site at 23-25 Windsor Road, Northmead under The Hills Local Environmental Plan 2012 (TH LEP 2012). The land at 23-25 Windsor Road, Northmead is legally described as SP 470006 and has a total size of 14,267sqm. The site is shown in Figure 1, below.



Figure 1 – Site at 23-25 Windsor Road, Northmead subject to the Planning Proposal

The subject site is adjacent to an existing 4-storey residential flat building development to the north at 14-16 Campbell Street, Northmead. The “Northgate” high density residential development at 25 North Rocks Road, North Rocks is located adjacent to the south and comprises of three arc-shaped varying in height between 8 and 12 storeys and is notable for its prominent position and design in the Northmead locality. The site is also in close proximity to Northmead Creative and Performing Art School, Northmead Shopping Centre, and the Darling Mills Creek to the rear of the site as shown on the map in Figure 2.

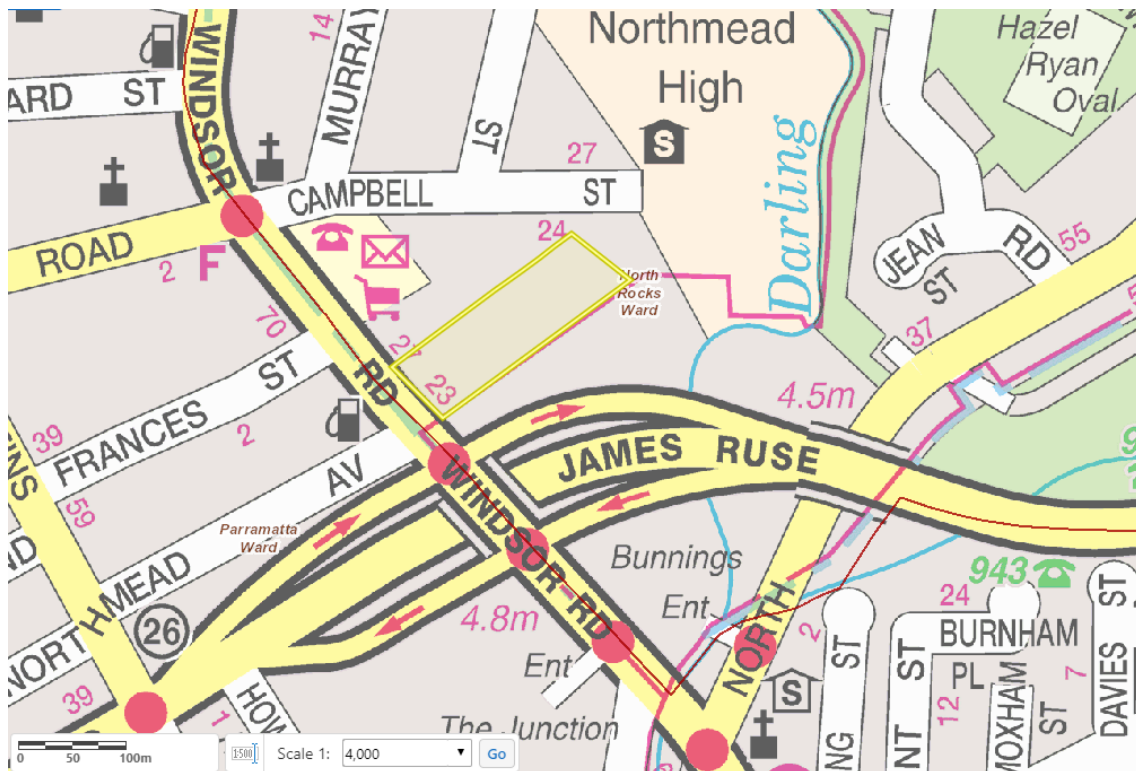


Figure 2 – Locality Map for 23-25 Windsor Road, Northmead

The subject site has frontage to the Windsor Road classified road corridor that connections The Hills district and M2 Motorway with James Ruse Drive and Parramatta CBD. The site is within close proximity of the major intersection of Windsor Road and James Ruse Drive/Cumberland Highway. Road frontage to the site includes two northbound traffic lanes, 3 southbound traffic lanes, 1 southbound bus lane and 1 southbound turning lane onto the eastbound exit ramp to James Ruse Drive.

Under *The Hills LEP 2012* the site:

- is zoned Part SP2 Infrastructure, Part R4 High Density Residential;
- has a minimum lot size of 1,800 sqm;
- has a maximum building height of 16 metres;
- has no specific maximum floor space ratio (FSR) in the LEP;

An extract of each the above maps is provided in Part 4 – Mapping; specifically, Section 4.1 Existing controls.

PART 1 – OBJECTIVES OR INTENDED OUTCOMES

The objective of this planning proposal is to maintain the existing land use zoning of R4 – High Density Residential and amend the maximum building height (HOB) and floor space ratio (FSR) as a means to redevelop the existing light industrial strata complex for high density residential purposes in accordance with the LEP. The industrial uses existing on the site such as a stonemasonry and mechanical repairs pre-dates the current zoning of the site which was changed on 29 June 2007 under *Baulkham Hills LEP 2005 (Amendment No.8)*.

The owners of the subject site (Owner Corporation of Northmead Industrial Estate SP 47006) authorised ThinkPlanners to submit the original Planning Proposal in September 2016 and a new proponent representative (Hampton Property Services) to coordinate the matters relating to the subject site and this rezoning application. On behalf of the owners, Hampton Property Services (the proponent) submitted a revised Planning Proposal to Council on 14 March 2019 and addendum to Council on 14 June 2019.

The Planning Proposal intends to deliver the following outcomes for the site:

- Redevelop the existing industrial site for high density residential uses of a transitional built form scale between the adjacent residential sites,
- Reduce amenity conflicts between existing light-industrial uses and neighbouring residential development,
- Provide additional residential accommodation in Northmead within walking distance of existing commercial uses, regional bus services and regional road network,
- Improve access from the site to Windsor Road, and
- Improve pedestrian connectivity and permeability between the site and adjacent school, creek and Hazel Ryan Oval,

PART 2 – EXPLANATION OF PROVISIONS

This planning proposal seeks to amend *The Hills LEP 2012 (THLEP 2012)* in relation to the height and floor space ratio controls to redevelop for approximately 308 high density residential dwellings.

In order to achieve the desired objectives the following amendments to the *THLEP 2012* would need to be made:

1. Amend the maximum building height in the **Height of Buildings Map** (Sheet HOB__025) from 16 metres to 30 metres (approximately 55.6 RL to the west, 52.5 RL to the east) which equates to 6-8 storeys. Refer Figure 15 in Part 4 of this planning proposal.
2. Amend the maximum FSR in the **Floor Space Ratio Map** (Sheet FSR_025) to 1.8:1. Refer Figure 16 in Part 4 of this planning proposal.

2.1. Other relevant matters

2.1.1. Voluntary Planning Agreement

The subject site and proposed development uplift being sought lends itself to the provision of public benefits, consistent with Council's Planning Agreements policy. The proponent expressed interest into entering a Voluntary Planning Agreement consistent with the policy. A Letter of Offer was received from the proponent on 14 June 2019 where the Owners Corporation of Strata Plan 47006 provided the following offer:

- Dedication of land to facilitate the pedestrian pathway along the eastern site boundary at no cost and effected through a subdivision of the land;
- Monetary Contribution of nearly 50% land value uplift (50% land value uplift – cost of works to establish pedestrian pathway)

It is recommended that Council authorise the Acting CEO to enter into VPA Negotiations with the applicant in accordance with the 50% value uplift target for planning proposal sites located outside the Parramatta CBD.

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 on the proposal.

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

Yes, the planning proposal responds to the State Government's initiatives for growth in the Greater Sydney Commission's Greater Parramatta and Olympic Peninsula (GPOP) area and Department of Planning Industry and Environment's (DPE) draft Greater Parramatta Growth Area which is in close proximity to the site. The GPOP area is an approximate area which will experience significant growth and change over the next 20 years. (see Figure 3).

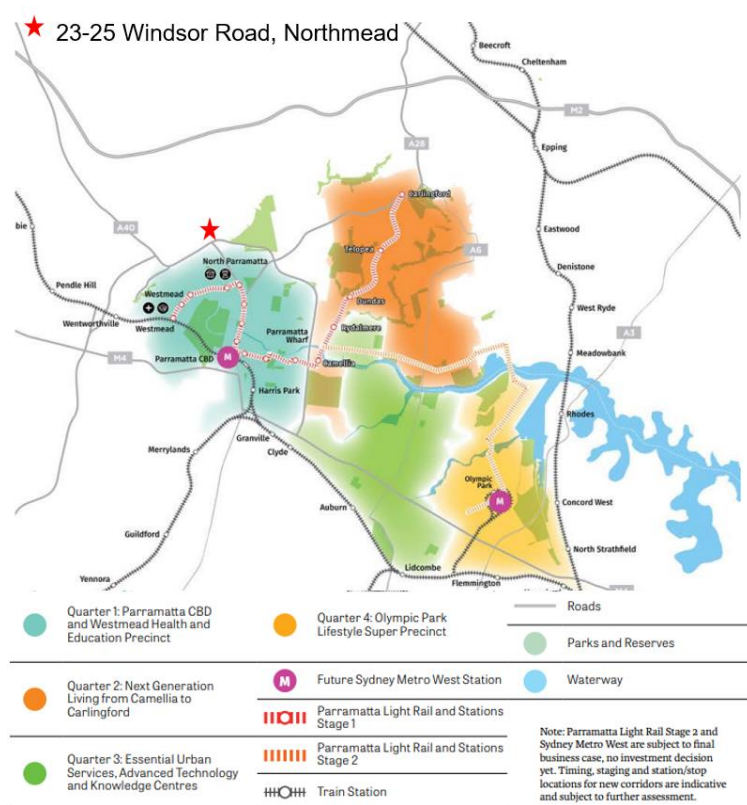


Figure 3 – Subject site located outside GPOP area (Source: Central City District Plan, p.65)

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

Redevelopment of the site for high-density residential uses does not reduce the amount of industrial and urban services zoned land and reduces amenity conflicts between industrial and residential uses.

The R4 – High Density Residential zoning seeks to redevelopment for approximately 308 apartments dwellings within a built scale that transitions between the existing residential uses. The changes to planning controls proposed will result in a loss of industrial and employment uses and introduction of residential uses to the site. The proposal for an increase in height and floor space ratio controls does demonstrate sufficient justification to be recommended to the Gateway process.

Although the site may be redeveloped for residential development under existing planning controls, a change to the height and floor space provide opportunities for additional connectivity via new roads and footpaths, increase provision of open space and improvements to economic viability.

5.1. 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.

5.1.1. Is the planning proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy?

A Metropolis of Three Cities

In March 2018, the NSW Government released the *Greater Sydney Region Plan: A Metropolis of Three Cities* ("the GSRP") a 20 year plan which outlines a three-city vision for metropolitan Sydney for to the year 2036.

The GSRP is structured under four themes: Infrastructure and Collaboration, Liveability, Productivity and Sustainability. Within these themes are 10 directions which are each contains Potential Indicator and, generally, a suite of objective/s with each objective supported by a Strategy or Strategies. Those objectives and or strategies relevant to this planning proposal are discussed below.

Infrastructure and Collaboration

An assessment of the planning proposal's consistency with the GSRP's relevant Infrastructure and Collaboration objectives is provided in Table 3a, below.

Table 3a – Consistency of planning proposal with relevant GSRP Actions – Infrastructure and Collaboration

Infrastructure and Collaboration Direction	Relevant Objective	Comment
A city supported by infrastructure	O1: Infrastructure supports the three cities	The region plan highlights that the Central River City is undergoing a rebuilding program in a high-growth environment, which requires existing infrastructure to be optimised. Redevelopment of the subject site is along an existing regional bus corridor on Windsor Road. The site is an existing R4 site and the Planning Proposal hopes to maximise the utility of existing infrastructure assets and the proponent will further be required to provide infrastructure contributions
	O2: Infrastructure aligns with forecast growth – growth infrastructure compact	
	O3: Infrastructure adapts to meet future need	
	O4: Infrastructure use is optimised	

		that are valued to at least 50% of the land value uplift under Council's Planning Agreements Policy 2018.
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Liveability

An assessment of the planning proposal's consistency with the GSRP's relevant Liveability objectives is provided in Table 3b, below.

Table 3b – Consistency of planning proposal with relevant GSRP Actions – Liveability

Liveability Direction	Relevant Objective	Comment
A city for people	O6: Services and infrastructure meet communities' changing needs	The reference design for the planning proposal aims to improve walkability between nearby schools, shops, creeks and recreation areas with a pedestrian site link along the eastern boundary and new road along the northern boundary (as requested by RMS). The Planning Proposal seeks an uplift in high-density residential controls, particularly height to provide for greater setbacks and open space across the site.
	O7: Communities are healthy, resilient and socially connected	
	O8: Greater Sydney's communities are culturally rich with diverse neighbourhoods	
	O9: Greater Sydney celebrates the arts and supports creative industries and innovation	
Housing the city	O10: Greater housing supply	The proposal intends to provide approximately 308 residential apartment dwellings across an R4 zoned site with a pre-existing light industrial complex on the site. The site is considered suitable for additional housing supply.
	O11: Housing is more diverse and affordable	<p>The site is located on an existing R4 – High Density Residential site that permits residential flat buildings under the zone.</p> <p>It is anticipated that City of Parramatta is expected to meet and potentially exceed its housing targets set by the Greater Sydney Commission, thus the change in planning controls must be justified in accordance with other Liveability Directions.</p> <p>No affordable housing is included in the planning proposal at this stage. Council adopted the Affordable Rental Housing Policy 2019 which nominates 10% of the land value uplift in areas outside of the Parramatta CBD be dedicated to Council for the purpose of providing affordable rental housing. A contribution of this nature would be considered as part of future planning agreement negotiations and would be included in the monetary value of the draft VPA.</p>
A city of great places	O12: Great places that bring people together	The site has a transitional residential land use context given its location between two high-density residential developments of varying height. The built form and land uses on the site

	<p>should reflect this context.</p> <p>Opportunities to improve pedestrian and active transport links should be included given the site's location adjacent to existing residential areas, the draft Greater Parramatta Growth Area and existing high school, creek and recreation facility.</p>
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Productivity

An assessment of the planning proposal's consistency with the GSRP's relevant Productivity objectives is provided in Table 3c, below.

Table 3c – Consistency of planning proposal with relevant GSRP Actions – Productivity

Productivity Direction	Relevant Objective	Comment
A well connected city	O14: The plan integrates land use and transport creates walkable and 30 minute cities	The site is located along a city-shaping corridor between Parramatta CBD and Norwest/Castle Hill (see p.88, GSRP). The Proposal intends to deliver additional housing in close proximity to regional bus services along Windsor Road, the Parramatta CBD and wider GPOP Corridor.
	O15: The Eastern, GPOP and Western Economic Corridors are better connected and more competitive	
Jobs and skills for the city	O19: Greater Parramatta is stronger and better connected	The proposal will complement the existing residential development in the immediately adjacent area by removing industrial land uses on an R4 zoned site.
	O21: Internationally competitive health, education, research and innovation precincts	N/A
	O22: Investment and business activity in centres	An uplift in Height and Floor Space controls on the site is likely to provide additional demand for local services from the existing Northmead Shopping Centre and contribute further to the viability of this nearby centre. Further, the proposal is located in close proximity to this local centre and the proposal will contribute to housing in close proximity to goods and services
	O23: Industrial and urban services land is planned, retained and managed	The site does provide for existing industrial and urban services, however it was rezoned for high-density residential by The Hills Council in 2007. Redevelopment of the site under a Planning Proposal provides greater site-specific merit and contribute additional housing in a transitional built form that will likely improve the overall amenity of the

		nearby Northmead locality.
	O24: Economic sectors are targeted for success	N/A

Sustainability

An assessment of the planning proposal's consistency with the GSRP's relevant Sustainability objectives is provided in Table 3d, below.

Table 3d – Consistency of planning proposal with relevant GSRP Actions – Sustainability

Sustainability Direction	Relevant Objective	Comment
A city in its landscape	O25: The coast and waterways are protected and healthier	N/A
	O27: Biodiversity is protected, urban bushland and remnant vegetation is enhanced	N/A
	O28: Scenic and cultural landscapes are protected	N/A
	O29: Environmental, social and economic values in rural areas are protected and enhanced	N/A
	O30: Urban tree canopy cover is increased	The site reference scheme provides for a rear setback minimum 20m to maintain large curtilage to significant trees and 9m northern side setback for maximum retention of trees along this boundary.
	O31: Public open space is accessible, protected and enhanced	The reference design demonstrates both communal open space and through links between the site and adjacent creek and oval to the east. The Planning Proposal aims to enhance and improve accessibility to public open space.
An efficient city	O32: The Green grid links Parks, open spaces, bushland and walking and cycling paths	A pathway linking the site with adjacent land uses along the eastern boundary and new road near the northern boundary aims to improve green grid links in the Northmead area.
	O33: A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change	The proposal does not include sustainability initiatives such as recycled water, sustainable building materials, photovoltaics. Initiatives towards net-zero emissions by 2050, methods of recycling construction and ongoing waste should be investigated in accordance with A75, A76. Council's Environmental Sustainability Strategy should be given further consideration when delivering the proposal.
	O34: Energy and water flows are captured, used and re-used	
A resilient city	O35: More waste is re-used and recycled to support the development of a circular economy	
	O36: People and places adapt to climate change and future shocks and stresses	The proposal is not located in a location identified as impacted by natural hazard zones such as flooding

	O37: Exposure to natural and urban hazards is reduced	or bushfire. Initiatives listed in the abovementioned sustainability priorities contribute to A83 as to mitigate urban heat island effect in the area and therefore is satisfactory with this Sustainability Direction.
	O38: Heatwaves and extreme heat are managed	

Implementation

An assessment of the planning proposal's consistency with the GSRP's relevant Implementation objectives is provided in Table 3d, below.

Table 3d – Consistency of planning proposal with relevant GSRP Actions – Implementation

Implementation Direction	Relevant Objective	Comment
Implementation	O39: A collaborative approach to city planning	The proposal is responding to in depth consultation between Council, the applicant and RMS/TfNSW.

Central City District Plan

In March 2018, the NSW Government released *Central City District Plan* which outlines a 20 year plan for the Central City District which comprises The Hills, Blacktown, Cumberland and Parramatta local government areas.

Taking its lead from the GSRP, the *Central City District Plan* ("CCDP") is also structured under four themes relating to Infrastructure and Collaboration, Liveability, Productivity and Sustainability. Within these themes are Planning Priorities which are each supported Action. Those Planning Priorities and Actions relevant to this planning proposal are discussed below.

Infrastructure and Collaboration

An assessment of the planning proposal's consistency with the CCDP's relevant Infrastructure and Collaboration Priorities and Actions is provided in Table 4a, below.

Table 4a – Consistency of planning proposal with relevant CCDP Actions – Infrastructure and Collaboration

Infrastructure and Collaboration Direction	Planning Priority/Action	Comment
A city supported by infrastructure O1: Infrastructure supports the three cities O2: Infrastructure aligns with forecast growth – growth infrastructure compact O3: Infrastructure adapts to meet future need O4: Infrastructure use is optimised	PP C1: Planning for a city supported by infrastructure <ul style="list-style-type: none"> A1: Prioritise infrastructure investments to support the vision of <i>A metropolis</i> A2: Sequence growth across the three cities to promote north-south and east-west connections A3: Align forecast growth with infrastructure A4: Sequence infrastructure provision using a place based approach A5: Consider the adaptability of infrastructure and its potential shared use when preparing infrastructure strategies and plans 	The site located along Windsor Road which provides easy access via public transport to Parramatta CBD and nearby employment hubs. However, there remains issues with traffic access for journeys via private vehicles both northbound and southbound given traffic volumes and width of the 5-southbound lanes adjacent to the site. However, the applicant does propose a new road along the northern boundary to assist traffic movements between the proposal and Windsor Road. It is recommended that further assessment of the traffic impacts be completed by the RMS and Council.

	<ul style="list-style-type: none"> • A6: Maximise the utility of existing infrastructure assets and consider strategies to influence behaviour changes to reduce the demand for new infrastructure, supporting the development of adaptive and flexible regulations to allow decentralised utilities
O5: Benefits of growth realized by collaboration of governments, community and business	PP C2: Working through collaboration <ul style="list-style-type: none"> • A7: Identify prioritise and delivery collaboration areas

Liveability

An assessment of the planning proposal's consistency with the CCDP's relevant Liveability Priorities and Actions is provided in Table 4b, below.

Table 4b – Consistency of planning proposal with relevant CCDP Actions – Liveability

Liveability Direction	Planning Priority/Action	Comment
A city for people O6: Services and infrastructure meet communities' changing needs	PP C3: Provide services and social infrastructure to meet people's changing needs <ul style="list-style-type: none"> • A8: Deliver social infrastructure that reflects the need of the community now and in the future • A9: Optimise the use of available public land for social infrastructure 	As part of the proposal, the applicant intends to include pedestrian connectivity with adjacent sites, communal open space and new road. The intent to align the proposal with PP C3 is satisfactory for the planning proposal to be sent to the DPE for Gateway Determination.
O7: Communities are healthy, resilient and socially connected O8: Greater Sydney's communities are culturally rich with diverse neighbourhoods O9: Greater Sydney celebrates the arts and supports creative industries and innovation	PP C4: Working through collaboration <ul style="list-style-type: none"> • A10: Deliver healthy, safe and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities by (a-d). • A11: Incorporate cultural and linguistic diversity in strategic planning and engagement. • A12: Consider the local infrastructure implications of areas that accommodate large migrant and refugee populations. • A13: Strengthen the economic self-determination of Aboriginal communities by engagement and consultation with Local Aboriginal Land Council's. • A14: Facilitate opportunities for creative and artistic expression and participation, wherever feasible with 	The site reference plan for the proposal includes the addition of an east-west road along the northern boundary that connects the site with Windsor Road and north-south pedestrian link connecting the site to the nearby high school and high density residential lots along North Rocks Road.

	<p>a minimum regulatory burden including (a-c).</p> <ul style="list-style-type: none"> • A15: Strengthen social connections within and between communities through better understanding of the nature of social networks and supporting infrastructure in local places 	
<p>Housing the city</p> <p>O10: Greater housing supply</p> <p>O11: Housing is more diverse and affordable</p>	<p>PP C5: Providing housing supply, choice and affordability, with access to jobs, services and public transport</p> <ul style="list-style-type: none"> • A16: Prepare local or district housing strategies that address housing targets [abridged version] • A17: Prepare Affordable Rental housing Target Schemes 	<p>The applicant's Planning Proposal references initiatives and opportunities for housing on the existing R4 zoned site for approximately 308 apartment dwellings. City of Parramatta is expected to meet and potentially exceed its housing targets set by the Greater Sydney Commission, thus the change in planning controls cannot be justified under O10 which proposes to increase the supply of housing.</p> <p>However, the site has an existing high-density residential zoning and therefore apartments are already permissible on the site. The subject site provides opportunities to arrange the apartment dwellings in a design that improves amenity by providing additional open space by increasing the height on site.</p> <p>No affordable housing is included in the planning proposal at this stage. The proposal could investigate potential to include future affordable housing stock on the site under Council's draft Affordable Housing Policy.</p> <p>Council's Affordable Rental Housing Policy 2019 nominates 10% of the land value uplift in areas outside of the Parramatta CBD be dedicated to Council for the purpose of providing affordable rental housing. This can either be provided through the dedication of a physical asset or via a monetary contribution and would be considered as part of the overall 50% VPA value identified in the VPA Policy</p>
<p>A city of great places</p> <p>O12: Great places that bring people together</p> <p>O13: Environmental heritage is identified, conserved and enhanced</p>	<p>PP C6: Creating and renewing great places and local centres, and respecting the District's heritage</p> <ul style="list-style-type: none"> • A18: Using a place-based and collaborative approach throughout planning, design, development and management deliver great places by (a-e) • A19: Identify, conserve and enhance environmental heritage by (a-c) • A20: Use place-based planning to support the role of centres as a 	<p>The site reference scheme intends to improve connectivity with vehicle access connected via a proposed east-west road along the Northern boundary. The Planning Proposal is situated in close proximity to public transport and local retail uses and demonstrates a fine grain form that encourages walkability between the site and nearby recreation areas to the east. It intends to prioritise a people-friendly public realm and recognises the dual function of streets as places for people and movement.</p>

	<p>focus for connected neighbourhoods</p> <ul style="list-style-type: none"> • A21: In Collaboration Areas, Planned Precincts and planning for centres (a-d) • A22: Use flexible and innovative approaches to revitalise high streets in decline. 	The site reference scheme also demonstrates a built form that transitions between higher residential densities to the south and lower-rise high density to the north.
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Productivity

An assessment of the planning proposal's consistency with the CCDP's relevant Productivity Priorities and Actions is provided in Table 4c, below.

Table 4c – Consistency of planning proposal with relevant CCDP Actions – Productivity

Productivity Direction	Planning Priority/Action	Comment
<p>A well-connected city</p> <p>O19: Greater Parramatta is stronger and better connected</p>	<p>PP C7: Growing a stronger and more competitive Greater Parramatta</p> <ul style="list-style-type: none"> • A23: Strengthen the economic competitiveness of Greater Parramatta and grow its vibrancy [abridged] • A26: Prioritise infrastructure investment [abridged] • A27: Manage car parking and identify smart traffic management strategies 	<p>The existing R4 zoned site is located in close proximity to the Parramatta CBD and intends to deliver additional high-density residential dwellings in close proximity to the employment generating uses in Parramatta CBD and nearby Northmead Industrial precinct.</p> <p>Redevelopment for high density residential uses on the site which is subject to significant vehicle movement restraints may encourage the use of public transport for those wishing to travel between the site and Parramatta CBD via the Windsor Road bus corridor and contribute to improved connectivity and 30-minute city priorities for the GPOP economic corridor.</p>
<p>Jobs and skills for the city</p> <p>O15: The Eastern, GPOP and Western Economic Corridors are better connected and more competitive</p>	<p>PP C8: Delivering a more connected and competitive GPOP Economic Corridor</p> <ul style="list-style-type: none"> • A29: Prioritise public transport investment to deliver the 30-minute city objective for strategic centres along the GPOP Economic Corridor • A30: Prioritise transport investments that enhance access to the GPOP between centres within GPOP 	
<p>O14: The plan integrates land use and transport creates walkable and 30 minute cities</p>	<p>PP C9: Delivering integrated land use and transport planning and a 30-minute city</p> <ul style="list-style-type: none"> • A32: Integrate land use and transport plans to deliver a 30-minute city • A33: Investigate, plan and protect future transport and infrastructure corridors • A36: Protect transport corridors as appropriate, including the Western Sydney Freight Line, North South train link from Schofields to WS Airport as well as Outer Sydney Orbital and Bells Line of Road-Castlereagh connections 	
<p>O23: Industrial and urban services land is planned, retained and managed</p>	<p>PP C10: Growing investment, business opportunities and jobs in strategic centres</p>	<p>The Planning Proposal would locate additional housing in close proximity to the Northmead Shopping Centre</p>

	<ul style="list-style-type: none"> • A37: Provide access to jobs, goods and services in centres [abridged] • A38: Create new centres in accordance with the principles for Greater Sydney's centres • A39: Prioritise strategic land use and infrastructure plans for growing centres, particularly those with capacity for additional floorspace 	<p>and Parramatta CBD. It is anticipated that additional housing within walking distance of the Northmead centre will grow investment and business opportunities for everyday retail and commercial uses at the site and is therefore consistent with PP C10.</p> <p>A strata-titled industrial site is existing on the site however the site is currently zoned for high-density residential purposes. An increase in HOB and FSR controls for this site via a Planning Proposal is not contrary to the PPC11 district planning priority.</p>
O23: Industrial and urban services land is planned, retained and managed	<p>PP C11: Maximising opportunities to attract advanced manufacturing and innovation in industrial and urban services land</p> <ul style="list-style-type: none"> • A49: Review and manage industrial and urban service land, in line with the principles for managing industrial and urban services land, in the identified local government area 	
O24: Economic sectors are targeted for success	PP C12: Supporting growth of targeted industry sectors	N/A

Sustainability

An assessment of the planning proposal's consistency with the CCDP's relevant Productivity Priorities and Actions is provided in Table 4d, below.

Table 4d – Consistency of planning proposal with relevant CCDP Actions – Sustainability

Sustainability Direction	Planning Priority/Action	Comment
<p>A city in its landscape</p> <p>O25: The coast and waterways are protected and healthier</p>	<p>PP C13: Protecting and improving the health and enjoyment of the District's Waterways</p> <ul style="list-style-type: none"> • A60: Protect environmentally sensitive areas of waterways • A61: Enhance sustainability and liveability by improving and managing access to waterways and foreshores for recreation, tourism, cultural events and water based transport • A62: Improve the health of catchments and waterways through a risk based approach to managing the cumulative impacts of development including coordinated monitoring of outcomes • A63: Work towards reinstating more natural conditions in highly modified urban waterways 	<p>The subject site is located in close proximity to Darling Mills Creek, Northmead. The landscape included in the planning proposal attempts to enhance liveability and connectivity between the site and this waterway as a means to improve amenity for future residential development on the site.</p>

<p>O27: Biodiversity is protected, urban bushland and remnant vegetation is enhanced</p> <p>O28: Scenic and cultural landscapes are protected</p>	<p>PP C15: Protecting and enhancing bushland, biodiversity and scenic and cultural landscapes</p> <ul style="list-style-type: none"> • A65: Protect and enhance biodiversity by (a-c) [abridged] • A66: Identify and protect scenic and cultural landscapes • A67: Enhance and protect views of scenic and cultural landscapes from the public realm 	N/A
<p>O30: Urban tree canopy cover is increased</p> <p>O32: The Green grid links Parks, open spaces, bushland and walking and cycling paths</p>	<p>PP C16: PP C16: Increasing urban tree canopy cover and delivering Green grid connections</p> <ul style="list-style-type: none"> • A68: Expand urban tree canopy in the public realm • A69: progressively refine the detailed design and delivery of (a-c) [abridged] • A70: Create Greater Sydney green Grid connections to the Western Sydney Parklands 	The Landscape Plan in the Planning Proposal must be reflected in the outcome of the site to ensure urban tree canopy is maintained, and expanded to ensure a high level of outdoor amenity and green grid across the site.
<p>O31: Public open space is accessible, protected and enhanced</p>	<p>PP C17: Delivering high quality open space</p> <ul style="list-style-type: none"> • A71: Maximise the use of existing open space and protect, enhance and expand public open space by (a-g) [abridged] 	The Planning Proposal seeks to increase the height control and floor space ratio in hope to deliver a high-density residential development supported by open space on the site and improve connections to nearby recreational areas to the east of the site.
<p>An efficient city</p> <p>O33: A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change</p> <p>O34: Energy and water flows are captured, used and re-used</p> <p>O35: More waste is re-used and recycled to support the development of a circular economy</p>	<p>PP C19: Reducing carbon emissions and managing energy, water and waste efficiently</p> <ul style="list-style-type: none"> • A75: Support initiatives that contribute to the aspirational objectives of achieving net-zero emissions by 2050 • A76: Support precinct-based initiatives to increase renewable energy generation and energy and water efficiency • A77: Protect existing and identify new locations for waste recycling and management • A78: Support innovative solutions to reduce the volume of waste and reduce waste transport requirements • A79: Encourage the preparation of low carbon, high efficiency strategies to reduce emissions, optimise the use of water, reduce 	<p>The proposal does not include sustainability initiatives such as recycled water, sustainable building materials, photovoltaics. Initiatives towards net-zero emissions by 2050, methods of recycling construction and ongoing waste should be investigated in accordance with A75, A76.</p> <p>Council's Environmental Sustainability Strategy should be given further consideration when delivering the proposal.</p>

	waste and optimising car parking provisions where an increase in total floor in 100,000sqm	
<p>O36: People and places adapt to climate change and future shocks and stresses</p> <p>O37: Exposure to natural and urban hazards is reduced</p> <p>O38: Heatwaves and extreme heat are managed</p>	<p>PP C20: Adapting to the impacts of urban and natural hazards and climate change</p> <ul style="list-style-type: none"> • A81: Support initiatives that respond to the impacts of climate change • A82: Avoid locating new urban development in areas exposed to natural and urban hazards and consider options to limit the intensification of development in existing areas most exposed to hazards • A83: Mitigate the urban heat island effect and reduce the vulnerability to extreme heat • A84: Respond to the direction for managing flood risk in Hawkesbury-Nepean Valley • A85: Consider strategies and measures to manage flash flooding and safe evacuation when planning for growth in Parramatta CBD 	<p>The proposal is identified as impacted by natural hazard zones of flooding along the eastern portion of the site. It is intended that the buildings located on the site be situated outside the flood affected zone on the lot. This must be demonstrated to ensure the proposal is satisfactory under PP C20.</p> <p>Initiatives listed in the abovementioned sustainability priorities contribute to A83 as to mitigate urban heat island effect in the area. The proposal is satisfactory under PP C20.</p>

5.1.2. Is the planning proposal consistent with the local council's Community Strategic Plan or other local strategic plan?

The following local strategic planning documents are relevant to the planning proposal.

Parramatta 2038 Community Strategic Plan

Parramatta 2038 is a long term Community Strategic Plan for the City of Parramatta and it links to the long-term future of Sydney. The plan formalises several big and transformational ideas for the City and the region.

The planning proposal works towards the strategies and key objectives identified in the plan including:

- 1.2 Advocate for affordable and diverse housing choices,
- 6.1 Engage in strategic planning and implement innovative solutions to manage the growth of our city

5.1.3. Is the planning proposal consistent with the applicable State Environmental Planning Policies?

The following State Environmental Planning Policies (SEPPs) are of relevance to the site (refer to Table 5 below).

Table 5 – Consistency of planning proposal with relevant SEPPs

State Environmental Planning Policies (SEPPs)	Consistency: Yes = ✓ No = x N/A = Not applicable	Comment
SEPP No 1 Development Standards	N/A	SEPP 1 does not apply to The Hills LEP 2012
SEPP 4 – Development Without Consent and Miscellaneous Exempt and Complying Development	N/A	This SEPP is not applicable to the subject land under Clause 1.9 of the The Hills LEP 2012.
SEPP 6 – Number of Storeys in a Building	N/A	Standard instrument definitions apply.
SEPP 33 – Hazardous and Offensive Development	N/A	This SEPP is not applicable to the subject land under Clause 1.9 of the The Hills LEP 2012.
SEPP No 55 Remediation of Land	x	<p>The subject site has a high-density residential zoning but is used for industrial purposes under existing use rights. A Phase 1 preliminary contamination investigation report for the subject site has not been prepared and should be conditioned as part of a future Gateway Determination and exhibited with the proposal.</p> <p>If Council is satisfied the site can be made suitable for residential purposes should this be supplied and a Phase 2 to be prepared at the DA stage.</p>
SEPP 60 – Exempt and Complying Development	N/A	This SEPP is not applicable to the subject land under Clause 1.9 of the Parramatta LEP 2011.
SEPP 64 – Advertising and Signage	N/A	Not relevant to proposed amendment. May be relevant to future DAs.
SEPP No 65 Design Quality of Residential Flat Development	✓	Detailed compliance with SEPP 65 will be demonstrated at the time of making a development application for the site facilitated by this Planning Proposal. During the design development phase, detailed testing of SEPP 65 and the Residential Flat Design Code was carried out and the indicative scheme is capable of demonstrating compliance with the SEPP.

SEPP No.70 Affordable Housing (Revised Schemes)	N/A	Not relevant to proposed amendment.
SEPP (Affordable Rental Housing) 2009	N/A	Not relevant to proposed amendment.
SEPP (BASIX) 2004	N/A	Detailed compliance with SEPP (BASIX) will be demonstrated at the time of making a development application for the site facilitated by this Planning Proposal.
SEPP (Exempt and Complying Development Codes) 2008	✓	May apply to future development of the site.
SEPP (Infrastructure) 2007	✓	The site is located along classified road corridor known as Windsor Road, therefore any future development will need to comply with the provisions of the SEPP. May apply to future development of the site.
Sydney Regional Environmental Plan No 18—Public Transport Corridors	N/A	This SEPP is not applicable to the subject land under Clause 1.9 of the <i>The Hills LEP 2011</i> .
Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005	✓	The proposed development is not located directly on the Sydney Harbour Catchment foreshore. Any potential impacts as a result of development on the site, such as stormwater runoff, will be considered and addressed appropriately at DA stage.
SEPP (Urban Renewal) 2010	N/A	Not relevant to proposed amendment.

5.1.4. Is the planning proposal consistent with applicable Ministerial Directions (s.9.1 directions)

In accordance with Clause 9.1 of the *EP&A Act 1979* the Minister issues directions for the relevant planning authorities to follow when preparing planning proposals for new LEPs. The directions are listed under the following categories:

- Employment and resources
- Environment and heritage
- Housing, infrastructure and urban development
- Hazard and risk
- Housing, Infrastructure and Urban Development
- Local plan making

The following directions are considered relevant to the subject Planning Proposal.

Table 6 – Consistency of planning proposal with relevant Section 9.1 Directions

Relevant Direction	Comment	Compliance
1. Employment and Resources		
Direction 1.1 – Business and Industrial Zones	This Planning Proposal seeks to rezone the site for increased height and floor space ratio. Whilst the site includes existing industrial uses on the site. This has not been the intended use for the site under THLEP 2012 for quite some time. A loss of employment uses on the site will reduce amenity conflicts between the site and surrounding high density residential land uses and thus consistent with this direction.	Yes
2. Environment and Heritage		
3. Housing, Infrastructure and Urban Development		
Direction 3.1 - Residential Zones	The Planning Proposal is consistent with this direction, in that it: <ul style="list-style-type: none"> • facilitates additional housing in close proximity to Northmead Shopping Centre and the Parramatta City Centre that is currently not provided on the site • provides residential development in an existing urban area that will be fully serviced by existing infrastructure • does not reduce the permissible residential density of land. 	Yes
Direction 3.4 - Integrating Land Use and Transport	The Planning Proposal is consistent with this direction, in that it: <ul style="list-style-type: none"> • will provide new dwellings in close proximity to existing public transport links • will enable residents to walk or cycle to work if employed in the Parramatta City Centre or utilise the heavy rail service. • will maintain and provide additional commercial premises in proximity to existing transport links • makes more efficient use of space and infrastructure by increasing densities on an underutilised site. However, there are difficulties for private vehicular access between the site and surrounding road network. This is addressed in the traffic assessment report and requires	Yes

	further work to be completed.	
4. Hazard and Risk		
Direction 4.3 - Flood Prone Land	<p>The site does include flood prone land. Whilst flooding does impact the site, proposed building footprint is outside the land affected given the location of the road along the northern edge and open space and setback to the eastern boundary.</p> <p>Any potential impacts as a result of development on the site, such as stormwater runoff, will be considered and addressed appropriately at DA stage, particularly for basement parking. This will also include any design detail required to ensure compliance with Council's water management controls within the Parramatta DCP 2011.</p>	Yes
5. Local Plan Making		
Direction 6.1 - Approval and Referral Requirements	The Planning Proposal does not introduce any provisions that require any additional concurrence, consultation or referral.	Yes
Direction 6.2 – Reserving Land for a Public Purpose	<p>The site is affected by an SP2 zone which provides for road widening along part of the Windsor Road frontage.</p> <p>This planning proposal does not seek to remove or alter the SP2 zone as it affects the site.</p> <p>The concept scheme provides sufficient flexibility to allow for this road widening to be provided in the future, if required.</p>	Yes
6. Metropolitan Planning		
Direction 7.1 - Implementation of A Plan for Growing Sydney	This direction works towards ensuring planning proposals are consistent with the metropolitan region plan. In doing so, an assessment of the planning proposal has been carried out with regards to the GSC's A Metropolis of Three Cities. This has been included above as part of the relationship to strategic planning framework under Section B.	Yes
Direction 7.5 – Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	The Planning proposal is not located within the Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan although is located within close proximity of the area.	Yes

5.2. Section C – Environmental, social and economic impact

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

5.2.1. 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?

No, it is unlikely that redevelopment of the existing R4 High Density Residential site will have adverse impacts on any critical habitat or threatened species, populations or ecological communities, or their habitats.

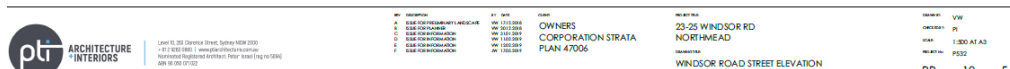
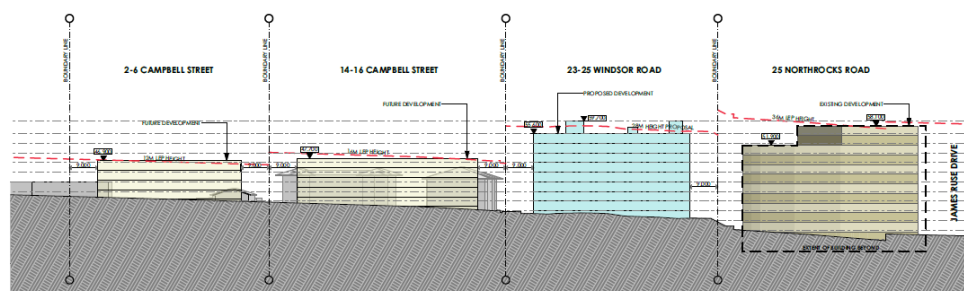


Figure 5 – Built form transition of development along Windsor Road (Source: PTI Architecture)

Matters relating to tree protection, green grid connectivity and site permeability are should be demonstrated in any site reference plan placed on community consultation should Council endorse the Planning Proposal, a Gateway Determination be issued or future Development Application lodged on the site.

Transport and Accessibility

The site fronts Windsor Road which is a classified road connecting Parramatta to Castle Hill and surrounding Hills District. The adjacent high-density residential sites have vehicle access off local roads and do not have vehicle access directly from Windsor Road. Vehicle access to the subject site is restricted and only available directly from Windsor Road.

The applicant's traffic report at **Attachment 2** highlights that the weekday morning peak as the critical, or worse case period for southbound traffic and the site. The report applies vehicle movements split of 20% entry, 80% exiting under this scenario, which concluded that there would be approximately 15% increase in total vehicle movements per hour under the Planning Proposal when compared with existing controls.

	Planning Proposal	Permissible Development	Difference
AM Peak – IN	20 vph IN	17 vph IN	+3 vph IN
AM Peak – OUT	79 vph OUT	69 vph OUT	+10 vph OUT
TOTAL	99 vph	86 vph	+13 vph

Figure 6– Traffic generation at subject site (Source: Varga Traffic Planning, p.viii)

Access arrangements for this site are not desirable due to the lane configuration on Windsor Road. The roadway adjacent to the site includes two lanes northbound and 5 southbound lanes in Figure 7 which direct traffic as follows:

- **Lane 1** – Dedicated left turn slip lane for eastbound travel on James Ruse Drive towards Oatlands,
- **Lane 2** – Dedicated bus lane for buses heading south along Windsor Road towards Parramatta,
- **Lanes 3 & 4** – General southbound traffic land towards Parramatta,
- **Lane 5** – Dedicated right turn holding lane for westbound travel on James Ruse Drive towards Westmead.



Figure 7– Windsor Road traffic lanes adjacent to subject site facing south

The applicant was required to provide a ‘traffic gap analysis’ to demonstrate the frequency of scenarios when a break in the traffic is available across all 5 southbound traffic lanes to allow for safe vehicle movements exiting the site, with delays exceeding 2 minutes deemed unacceptable by Council. The applicant’s traffic report at **Attachment 2** accepts that this standard is reasonable and acknowledges “that vehicles exiting the site across into Lane S3 are likely to experience delays higher than 2 minutes”. Therefore, Council’s traffic and transport team remain unsatisfied with the proposed traffic arrangement for the site.

However, given the site is located along a state-classified roadway, the Roads and Maritime Service (RMS) are the decision making authority with regards to traffic access for the site. The RMS provided preliminary advice on 21 October 2016 on a previous reiteration of the proposal (approximately 406 dwellings) and advised the following requirements:

- Driveway to be located on the northern property boundary (as far away as possible from the James Ruse Drive/Briens Rd/Windsor Rd intersection)
- Driveway to be designed and constructed in accordance with AS2890.1 – 2004 and RMS requirements (including physical separation between entry and exit movements).
- All vehicles to enter and exit the subject site in a forward direction.
- Driveway shall be designed and constructed to take into account future road widening of Windsor Road (i.e. allowance for same design standards following road widening)
- All structures associated with the planning proposal shall be clear of the road corridor previously acquired by RMS and dedicated as road (SP2 zoned land)
- This preliminary advice also included clarification that RMS reserve the right for additional comment following submission of a Planning Proposal or receipt of a Gateway Determination

The proposed vehicle access is provided via a new access road along the northern boundary connecting to southbound lanes on Windsor Road. Figure 8 below and the supporting traffic report at **Attachment 2** demonstrate that the applicant has satisfied the preliminary traffic requirements provided by the RMS but not Council.

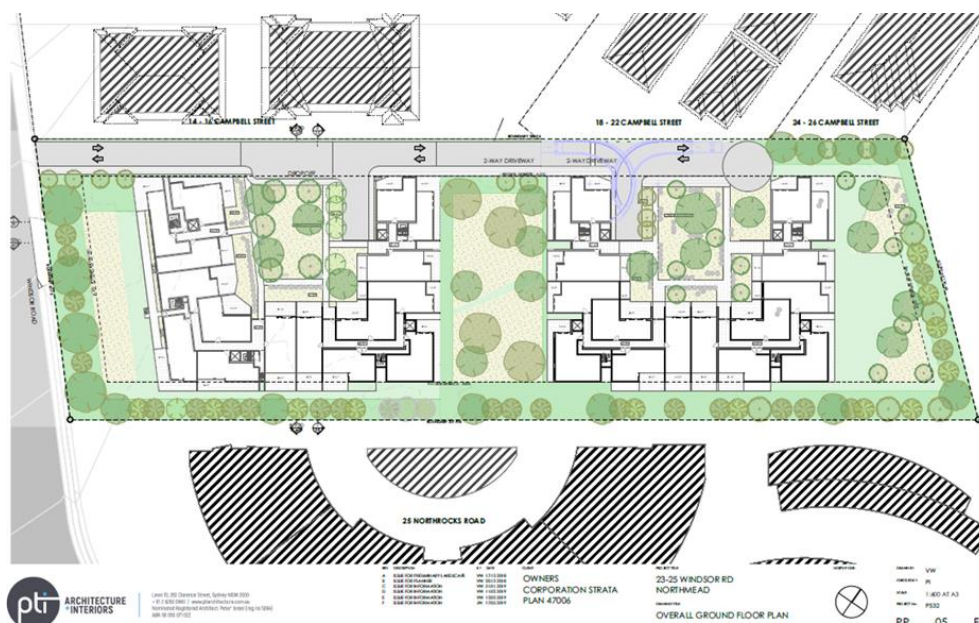


Figure 8 - Vehicle access plan for subject site (Source: PTI Architecture)

This vehicle access scenario requires vehicles wishing to head north, west and potentially south then have the option to either exit James Ruse Drive (Lane S1) onto Pennant Hills Road, approximately 1.6km south of the Windsor Road interchange, or undertake a U-turn at the Pennant Hills Road interchange back onto James Ruse Drive.

The parking provision proposed for the site must reflect Council's DCP standards for universal accessibility, visitor parking and parking standards at the time of development application. Should the Planning Proposal be endorsed by Council and it receive a Gateway Determination from the State Government, it is recommended that the application be referred back to RMS for further comment on traffic and parking matters

Pedestrian connectivity and active transport links are currently constrained for the site and surrounding area given the large block sizes and high traffic volumes on nearby roads. Redevelopment of the site via a planning proposal provides strategic opportunities to improve permeability for Northmead by providing green grid links through the site to high-density residential properties, nearby schools and recreation facilities. The applicant supplied an updated Landscape Plan to demonstrate improved connectivity facilitated by the two-way road along the northern boundary and through-site pedestrian links to the nearby school and adjacent site to the south.



Figure 9 – Landscape Concept for subject site (Source: Site Image & PTI Architecture)

Flooding

It is intended under the site reference plan at Figure 3 that the apartment buildings proposed be situated outside the flood-affected land along the northern and eastern edge of the lot. The site reference scheme includes generous setbacks (see Figure 3) as a means to satisfy the GSC's planning priorities on natural hazards and Ministerial Direction 4.3 on Flood Prone Land.

The applicant states that the proposal intends to provide a 3-metre wide easement to mitigate potential overland flow from the existing Council storm water pipe.

Contamination

Given the historical use of the land for industrial purposes, in accordance with SEPP 55, a Stage 1 preliminary contamination assessment must be undertaken to determine if any further investigation and subsequent remediation works would be required in order to make the site safe for the proposed residential purposes.

Should Council endorse the Planning Proposal for Gateway, it is recommended that the applicant be required to prepare a Stage 1 Preliminary Contamination Report, with the findings concurrently exhibited with the Planning Proposal and associated documentation should it receive a Gateway Determination.

5.2.3. How has the planning proposal adequately addressed any social and economic effects?

Council or State Government does not identify Northmead as a growth precinct and no additional major precinct for housing are likely to be made by City of Parramatta to meet the 5 year and 20 year housing targets. Any new proposals for new precincts must be justified under strategic planning objectives other than housing supply.

Local Strategic Planning

Councils are required to prepare a Local Strategic Planning Statement (LSPS) by the State Government. The LSPS will provide greater weight to strategic planning in the broader plan making process and any new planning proposal must justify any inconsistency with this framework. Council is also required to prepare a Local Housing Strategy (LHS) in accordance with the Central City District Plan. The LHS will convey the type and location of new housing in the City of Parramatta LGA and identify areas of cultural, environmental, heritage or local character significance. It will consider supply and demand for housing, local land use opportunities and constraints, demographic factors and appropriate building typologies to support a mix of housing. Both the LSPS and LHS will be used in the future to set a strategic framework for future housing and guide the planning in this area, and across the LGA.

Open Space

The open space provision in the landscape plan provides the opportunity to improve the walking and cycling network in this area that was not previously possible on the existing industrial site. The open space provided on the site is north-facing as a means for solar access to these green spaces to be optimized throughout the year. Further, the designation of two separate multi-level basement car parks for each block is an important design element for the site as a means to allow for adequate deep soil and open space provision on the site.

Construction of the proposal and inclusion of additional large tree canopy cover intends to mitigate the urban heat island effect on the site and surrounding area in Northmead. This endeavours to reduce the vulnerability of future residents and natural habitat in circumstances of extreme heat typical of Western Sydney during the summer, which are likely to occur more frequently because of climate change.

Council's Social Infrastructure Strategy requires a minimum of 20% of a high density residential site to be allocated as useable public open space to ensure that public open space is designed to provide for a diversity of recreational opportunities and to allow easy adaptation in response to changing community preferences.

Affordable Housing

The provision of affordable rental housing should be included as part of future VPA negotiations for the site should Council proceed with the Planning Proposal. Council adopted the Affordable Rental Housing Policy 2019 which nominates 10% of the land value uplift in areas outside of the Parramatta CBD be dedicated to Council for the purpose of providing affordable rental housing. This can either be provided through the dedication of a physical asset or via monetary contribution and would be considered as part of the overall 50% VPA value identified in the VPA Policy. It is recommended that Council consider the issue of affordable rental housing as part of future VPA negotiations in order to reduce rental housing stress for residents and workers within the LGA especially for sites in close proximity to public transport and services.

5.3. Section D – State and Commonwealth Interests

5.3.1. Is there adequate public infrastructure for the planning proposal?

The site is serviced by transport, infrastructure and services. Further investigations will be undertaken to determine whether any upgrade of existing facilities is necessary in consultation with Council and service providers. The applicant has indicated that they wish to enter into a Voluntary Planning Agreement and submitted a formal Letter of Offer on 14 June 2019.

A detailed assessment of the applicant's VPA will be provided to Council following LPP consideration of the Planning Proposal. This will include review of the VPA items such as:

- Monetary contribution offered will be 50% of the land value uplift less the valuation of works to establish the pedestrian pathway from the south-eastern corner of the subject site to Campbell Street
- Dedication of land to facilitate the pedestrian pathway along the eastern site boundary will be dedicated to Council, at no cost and subdivision of the land.

As per section 2.5.3 of the Policy, VPA negotiations are to be based on capturing 50% of the value uplift, which is the rate applicable for Planning Proposal's outside the CBD. The land value and land value used for the VPA will be prepared by an independent registered valuer with at least 10 years' experience in valuing land in New South Wales (and who is acceptable to Council and the developer) as per section 2.5.4 of the policy. Once the planning proposal is reported and endorsed by Council and the outcome of the resolution agreed upon by the applicant, this valuation process will commence.

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

As part of the Pre-Gateway assessment of the Planning Proposal, Council referred the application to Roads and Maritime Service in relation to site access and its location adjacent to the Windsor Road.

The site is also adjacent to the Northmead High School and a through site link will be provided between the school and the site. It is recommended that Council also consult with the Department of Education with regards to providing pedestrian links in proximity to the school.

The site is also in close proximity to Darling Mills Creek. Consultation should also be provided to Sydney Water on how the site relates to the creek and whether any additional infrastructure may be required between the site, the creek and adjacent recreation areas.

Consultation with the State and Commonwealth public authorities will be undertaken once the gateway determination has been issued.

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 illustrates the current *THLEP 2012* zoning controls which apply to the site.

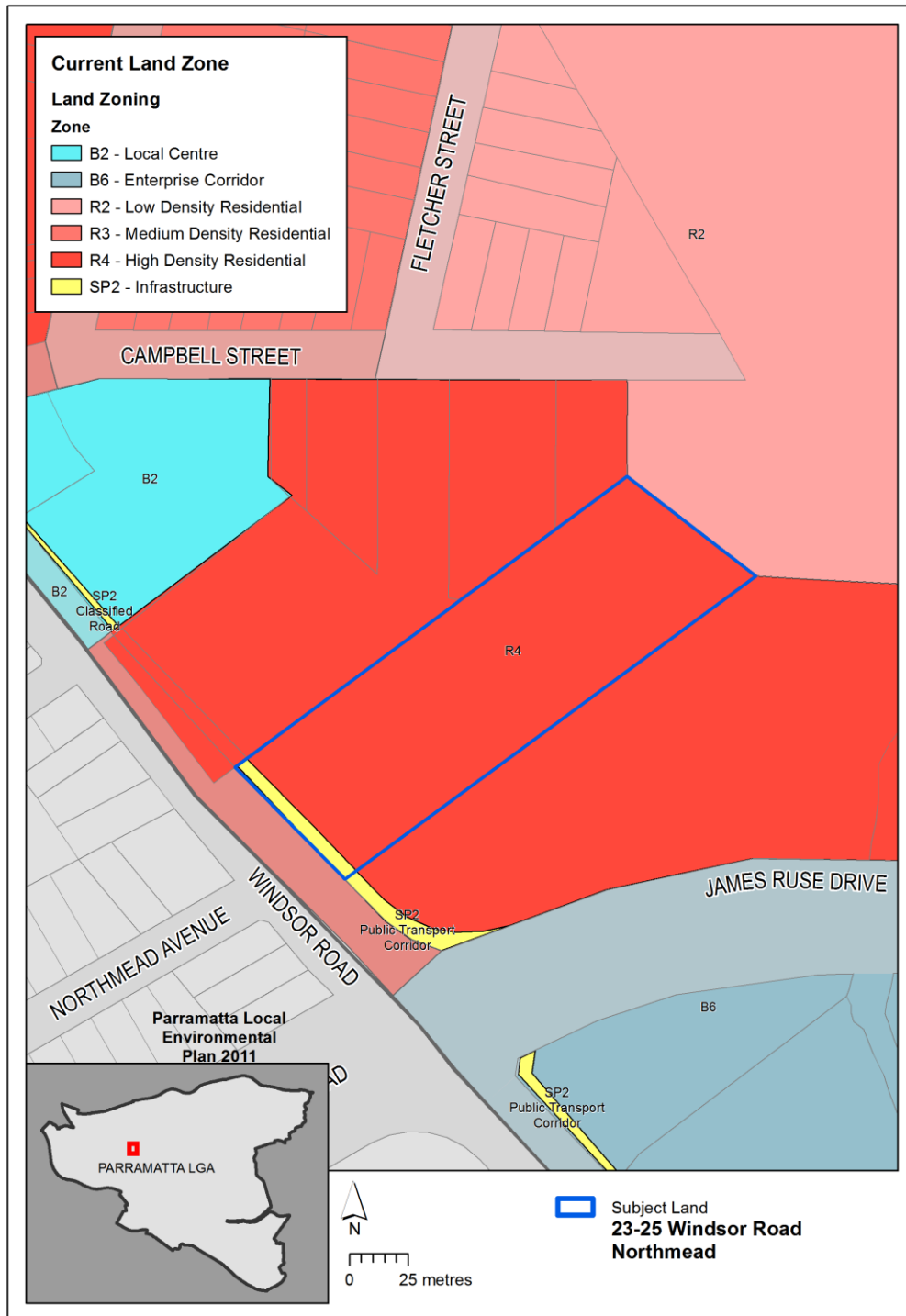


Figure 10 – Existing zoning extracted from *The Hills LEP 2012* Land Zoning Map

Figure 10 illustrates the existing R4 High Density Residential Land Zoning on the site. The zoning is not proposed to change under the planning proposal.

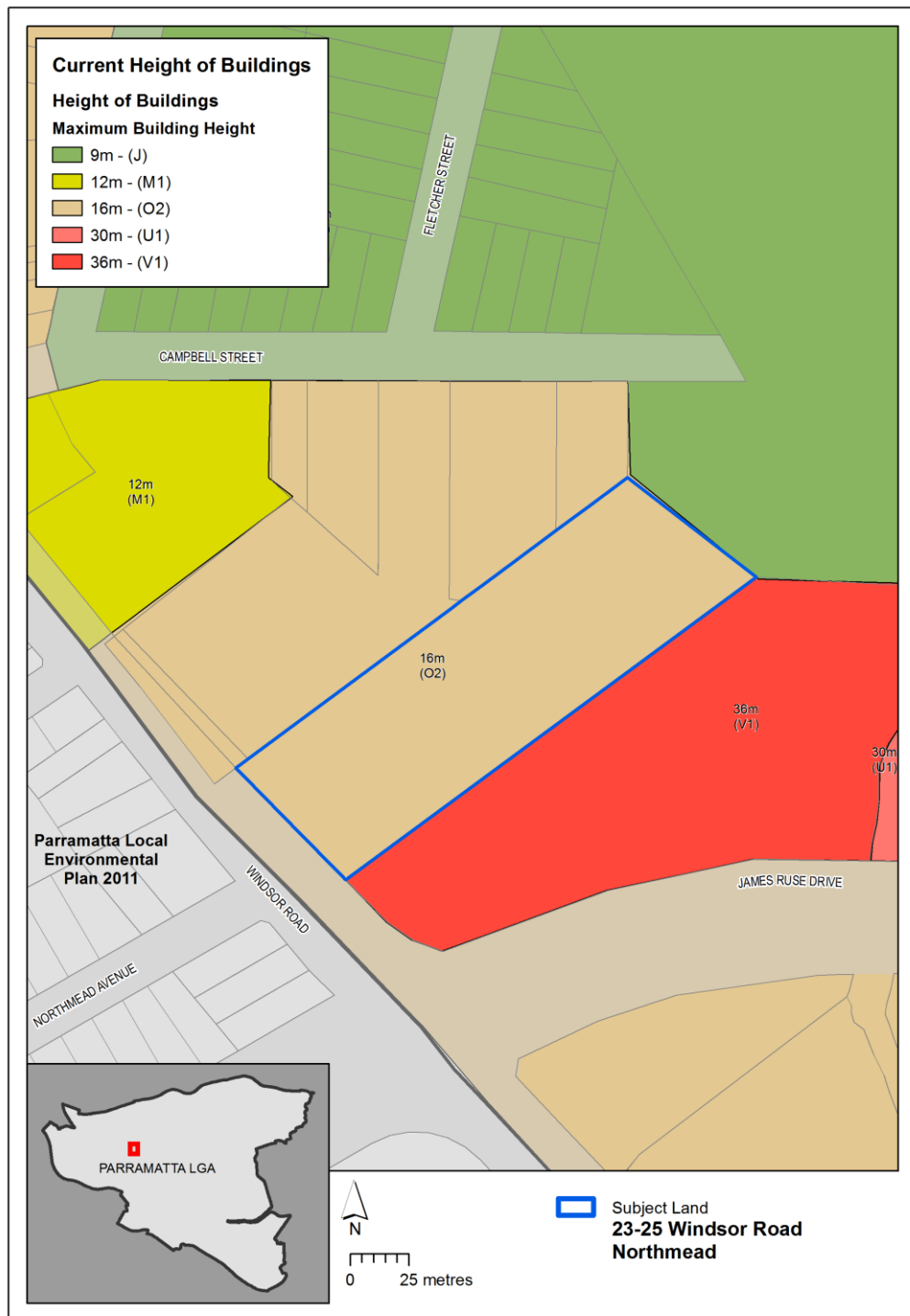


Figure 11 – Existing building heights extracted from the THLEP 2012 Height of Buildings Map

Figure 11 illustrates the existing building height control of 16 metres.

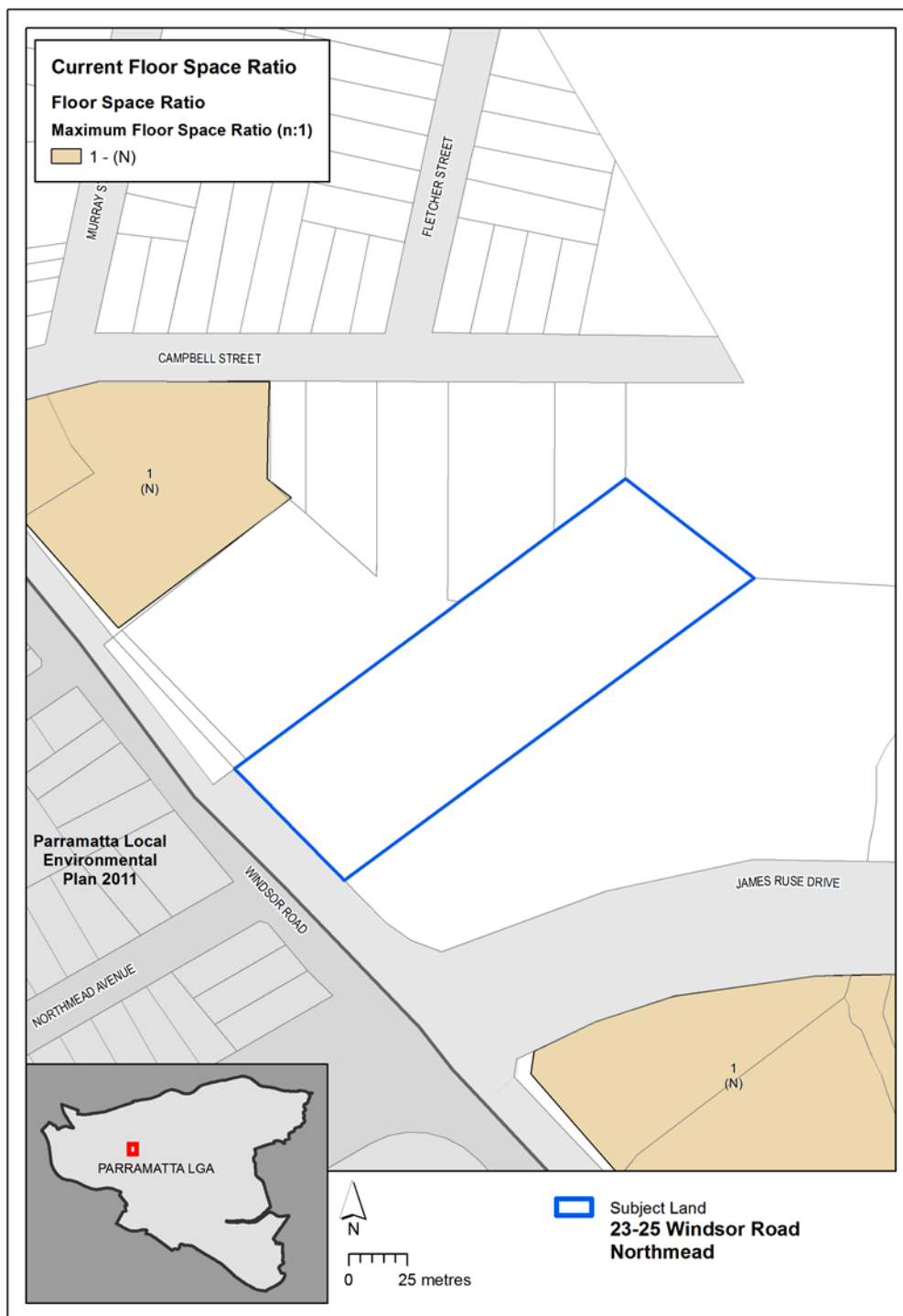


Figure 12– Existing floor space ratio extracted from the *THLEP 2012* Floor Space Ratio Map

Figure 12 illustrates the existing floor space ratio control for the site.

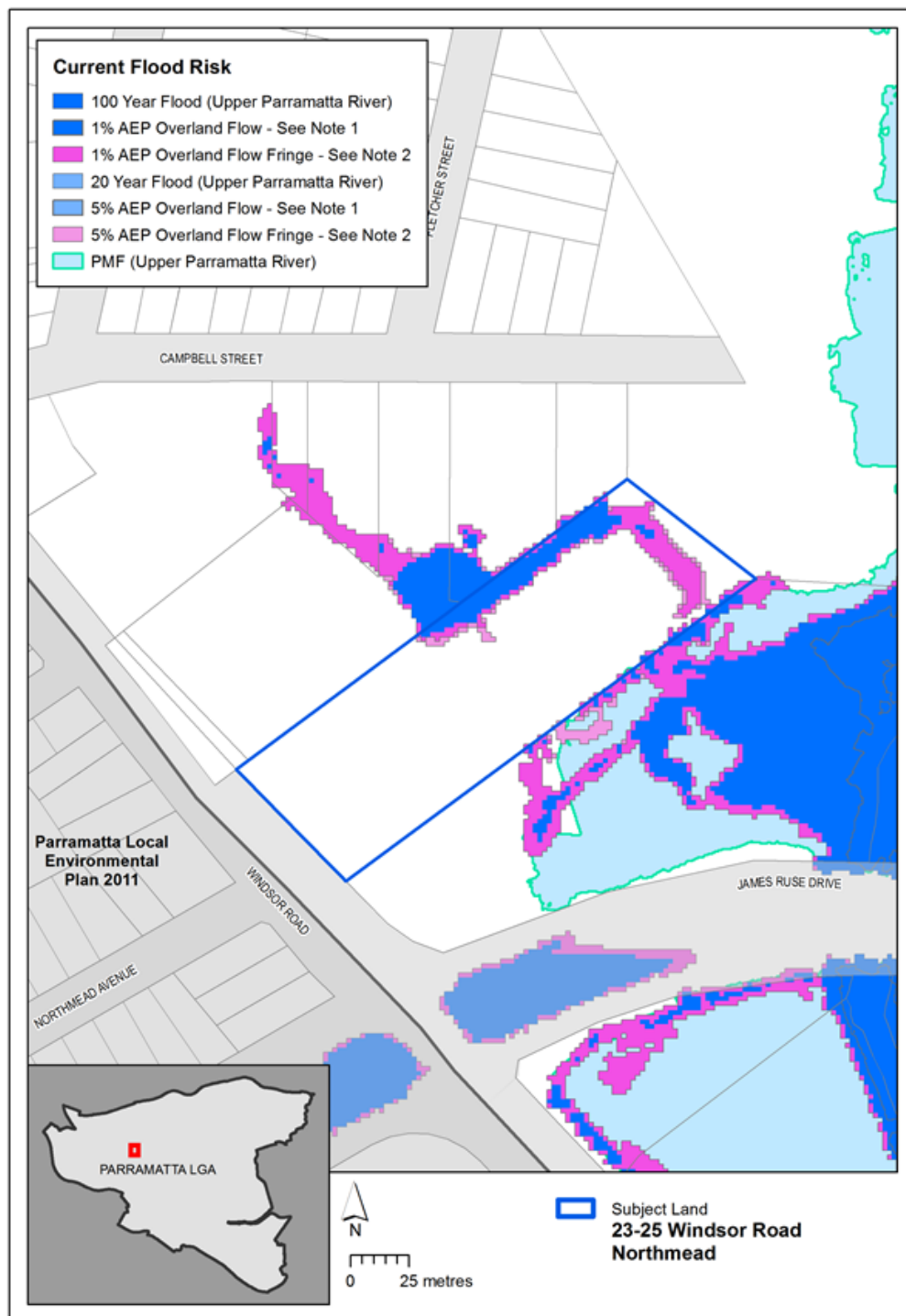


Figure 13 – Existing flooding extant extracted from the *THLEP 2012* Flooding Map

Figure 13 above illustrates the flooding extant in the vicinity of the site.

4.2 Proposed controls

The figures in this section illustrate the proposed changes to The Hills LEP 2012 Maps.

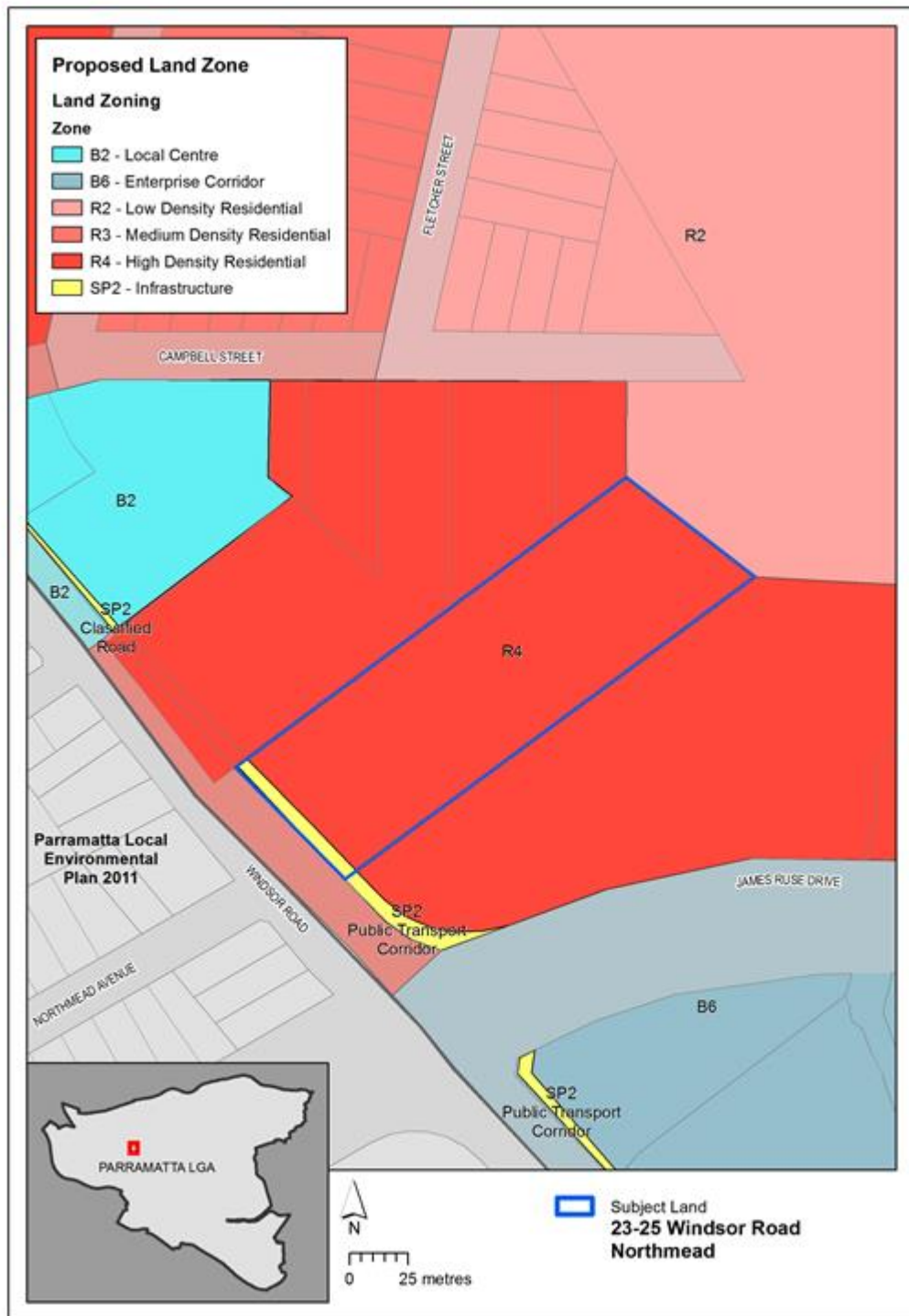


Figure 14– Existing R4 zoning maintained in the *THLEP 2012* Zoning Map

Figure 14 above illustrates maintained R4 High Density Residential zoning over the site.

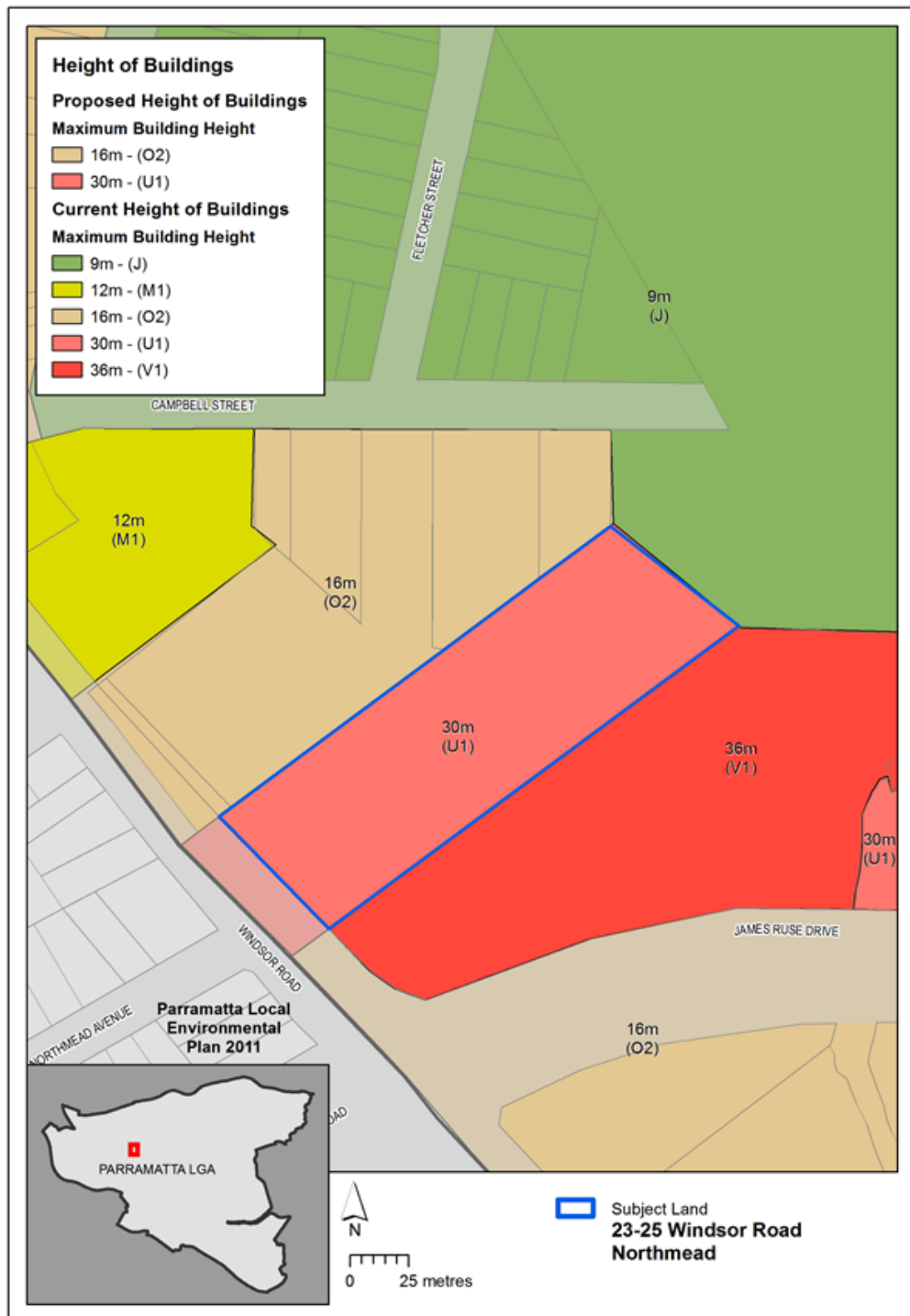


Figure 15 – Proposed amendment to the THLEP 2012 Height of Building Map

Figure 15 above illustrates the proposed 30 metre building height over the site. This will allow GFA to be massed in a higher built form and allow for additional setbacks and open space.

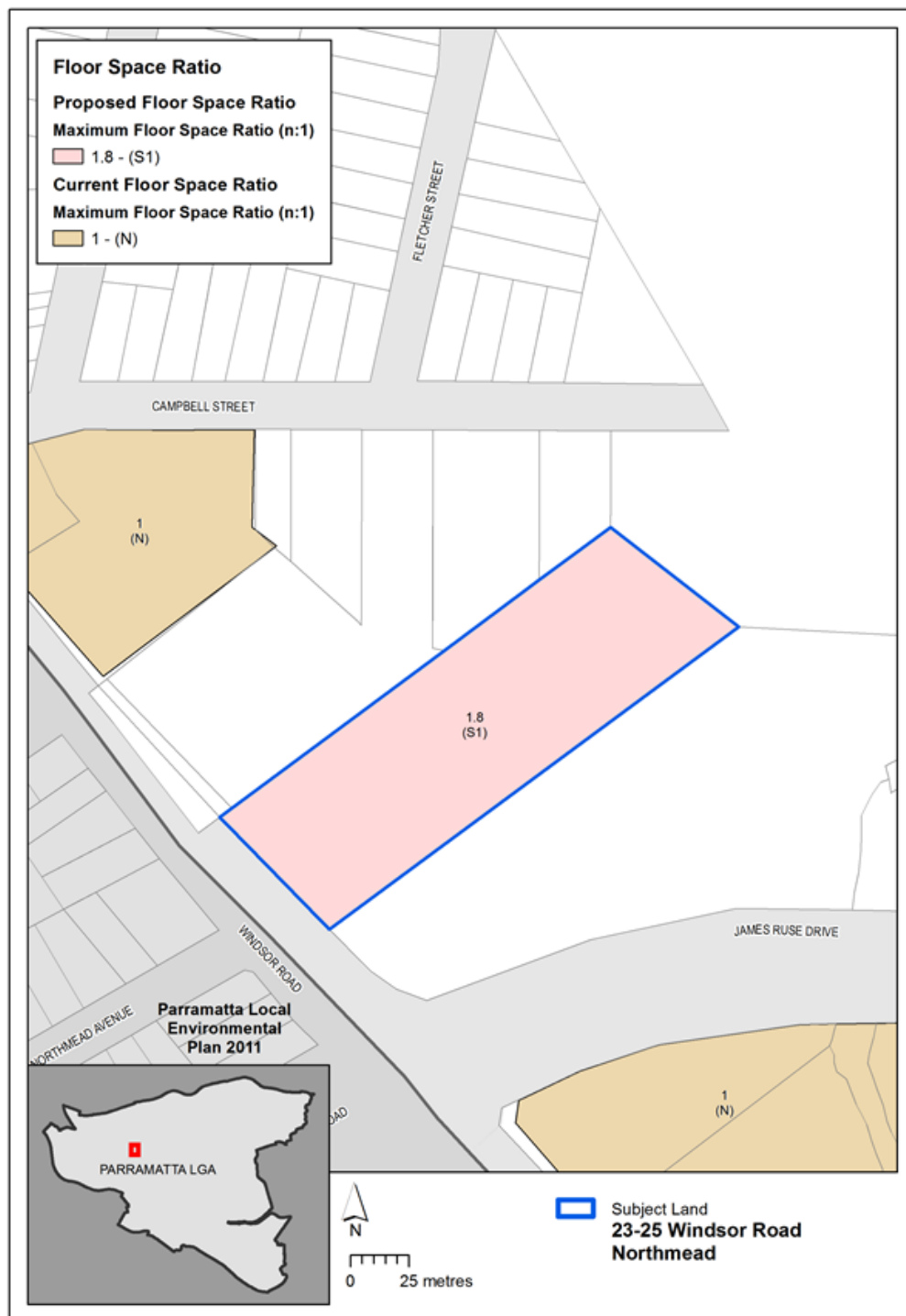


Figure 16 – Proposed amendment to the *THLEP 2012* Floor Space Ratio Map

Figure 16 above illustrates the proposed 1.8:1 maximum FSR over the site.

PART 5 – COMMUNITY CONSULTATION

The planning proposal (as revised to comply with the Gateway determination) is to be publicly available for community consultation.

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.

Consistent with sections 3.34(4) and 3.34(8) of the *EP&A Act 1979*, where community consultation is required, an instrument cannot be made unless the community has been given an opportunity to make submissions and the submissions have been considered.

PART 6 – PROJECT TIMELINE

Once the planning proposal has been referred to the Minister for review of the Gateway Determination and received a Gateway determination, the anticipated project timeline will be further refined, including at each major milestone throughout the planning proposal's process.

Table 7 below outlines the anticipated timeframe for the completion of the planning proposal.

Table 7 – Anticipated timeframe to planning proposal process

MILESTONE	ANTICIPATED TIMEFRAME
Report to LPP on the assessment of the PP	August 2019
Report to Council on the assessment of the PP	September 2019
Referral to Minister for review of Gateway determination	October 2019
Date of issue of the Gateway determination	December 2019
Date of issue or revised Gateway determination (if relevant)	
Commencement and completion dates for public exhibition period	March-April 2020
Commencement and completion dates for government agency notification	April 2020
Consideration of submissions	May 2020
Consideration of planning proposal post exhibition and associated report to Council	July 2020
Submission to the Department to finalise the LEP	September 2020
Notification of instrument	October 2020

The attachments listed below have been included in the Parramatta Local Planning Panel Business Paper dated 20 August 2019 for the Planning Proposal.

Appendix 1 – Concept Plans

(Council Ref: D06927217)

Appendix 2 – Traffic Study

(Council Ref: D06861071)

Appendix 3 – VPA Letter of Offer

(Council Ref: D06849527)



11 June 2019

Reference: 207279

The General Manager
Parramatta City Council
PO Box 32
Parramatta NSW 2124

Attention: Mr Kevin. Kuo

Dear Sir

COUNCIL REF: RZ/18/2016 23-25 WINDSOR ROAD, NORTHMEAD

Hamptons Property Services Pty Ltd (Hamptons) acts on behalf of Strata Plan 47006.

The aforementioned planning proposal is currently being considered by the City of Parramatta Council (PCC) and a number of meetings have been held with both strategic planning and urban design staff.

The amended reference design prepared by PTI Architecture & Interiors responds directly to the amendments requested by PCC staff at our meeting of 2 May 2019, in which the following design amendment was requested:

- Despite potential non-compliances that may result in terms of solar access and cross ventilation requirements, as specified in the NSW Apartment Design Guide (ADG), the angled position of the building form, facing north, with a wider throat to the common open space areas, is to be narrowed, with the buildings to present with a regular position and form.

To respond to this, is a revised reference design, which demonstrates the building forms in the positions, as desired by the PCC, is provided. The only minor deviation is the western section of the western building form, which remains positioned on a 10-degree angle from the balance of the building. This will ensure that a maximum proportion of sunlight is able to strike the northern face of that wall to enable compliance with the ADG.

While we appreciate PCC's position that regularised building forms are preferred, the minor angle of the building ensures that a reference design is being considered by the consent authority that is satisfactory in terms of future amenity and will allow for the establishment of sound planning principles. From a design perspective, having regard to neighbouring developments, the 10-degree angle shows a more responsive alignment to the Windsor Road frontage which responds to the existing buildings to both the north-west and south-east of the site as they face the roadway.

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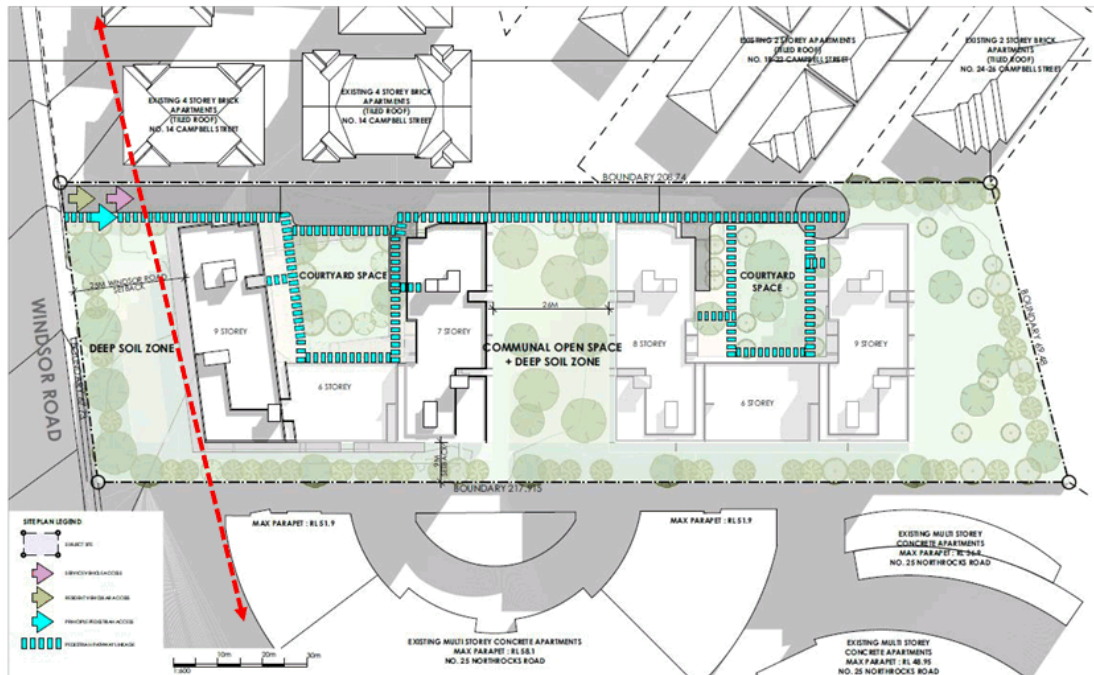
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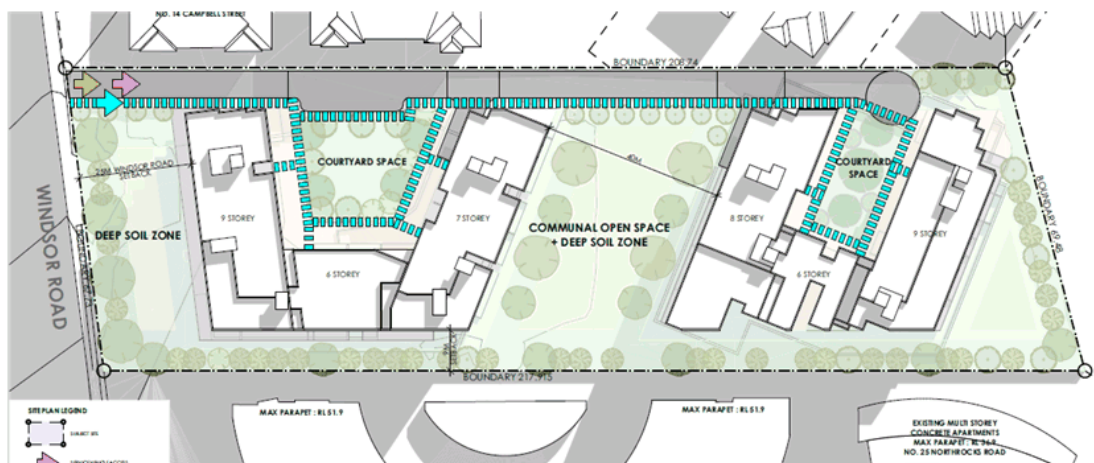


Figure 1: Extract of building layout on the subject site, showing consistent building alignment to Windsor Road



The proponent has relaxed the other angled building forms previously presented to PCC, which were, for the majority, on a 20-degree angle to maximise the northern orientation for solar access to the northern facades of the building. The project team was of the opinion that, given the orientation of the site, the angled forms previously shown would provide greater opportunity for solar access into the buildings, as well as providing a more 'relaxed' built form that was responsive to its urban context, as opposed to such a solid and rigorous urban block form. That said, the Proponent accepts PCC's Urban Design comments to reduce the proportion of angled buildings as previously proposed.

Figure 2: Previous reference design, demonstrating angled building forms



The angled nature of the western building makes good urban planning sense having regard to the position of built form on the neighbouring sites which is responsive to these and suitably characteristic of the location as one heads towards the major intersection of Windsor Road and North Rocks Road.

What do the amendments mean for the reference design?

Apartment Configuration

The amendments to the reference design result in the following potential apartment configuration, which is generally consistent with the previous reference design prepared by PTI.

Table 1: Amended Apartment Configuration

Apartment Type	No. of Apartments	% of Total
Studio	8	3%
1-Bed	53	17%
2-Bed	195	63%
3-Bed	52	17%
	308	100%

Floor Space Ratio

The aforementioned configuration yields a floor space ratio of 1.8:1.

Solar Access & Cross Ventilation

86% of the apartments in the reference design achieve solar access at mid-winter for a minimum of 2 hours. This figure has been materially improved over the previous PTI reference design, by adjusting the internal layout of the apartments to ensure that a maximum number of apartments have their habitable living spaces on the exterior face of the building.

70.1% of the reference design has the potential to achieve adequate cross ventilation.

Therefore, as a reference design, the built form demonstrates that the requirements for apartment amenity may be achieved.

Building Separation

In relation to building separation within the site:

- The eastern and western building have a separation distance of 28 m
- Between the two principal forms, the eastern building has a separation distance of 30 m
- Between the two principal forms, the western building has a separation distance of 33 m.

Full compliance with the ADG is therefore achieved within the site, based on the reference design.



In terms of separation distances to the adjoining sites, the principle contained at Section 2F has generally been relied upon, other than the deviation agreed with PCC, that a 9 m separation distance to the northern and southern boundaries is adequate.

To the west, the building form is set back 25 m from the Windsor Road frontage and aligns with the setback of the development directly south of the site at 25 North Rocks Road. This will create a consistent appearance of built form to Windsor Road and will not dominate the visual landscape. Further, the setback distance will also provide visual relief having regard to the height of the building.

To the eastern side of the site, the building is set back a minimum distance of 22 m, increasing to a maximum distance of 30m.

Communal Open Space & Deep Soil Planting

In relation to communal open space and deep soil planting, the amended scheme will provide the following:

- 49% of the site area will be furnished with common open space, being above the threshold requirement of 25%
- Of the common open space area 82% will achieve more than 2 hours of direct solar access at mid-winter
- 48% of the site area will contain soft (deep soil) landscaping.

On-Site Car Parking

To ensure that adequate on-site car parking is achieved, the reference design demonstrates that 392 car parking spaces may be provided which exceeds the lower rate which the application seeks to rely upon, being the PCC rate, where a site is within 400 m of a bus stop.

Summary of Amendments Sought

The revised reference design therefore seeks for the following changes to the planning controls:

- To impose an amendment to increase the development standards for height of buildings and floor space ratio on the subject site, through Schedule 1 of the PLEP
- To impose a height of building standard, in accordance with Clause 4.3 of the PLEP, to a maximum RL of 55.6 at the western end of the site and RL 52.5 at the eastern end of the site, excluding the provision for building services, which may be above this.
- To impose a floor space ratio in accordance with Clause 4.4 of the PLEP of 1.8:1

It is anticipated that, as part of any future gateway determination, PCC would be seeking a condition for the preparation of a site-specific development control plan, which is accepted by Proponent.



Voluntary Planning Agreement

It is understood that PCC seeks to implement a walkway from the rear of subject site, through the Northmead Creative and Performing Arts School and exiting at Campbell Street, to improve pedestrian accessibility to the local shopping facilities and services at the Northmead Shopping Village, to the north-west of the subject site. This will have a material improvement for future residents within the development, as well as for those residing in nearby developments. The principal outcome will be a material improvement to the pedestrian experience, which will enable people to avoid the Windsor Road frontage and instead traverse through quieter sections of the suburb that benefit from passive surveillance of adjoining developments. The provision of such infrastructure is clearly in the public interest.

This being the case, once PCC has agreed on the location of the pathway, the proponent is willing to pay a contribution towards the implementation of this from the south-eastern corner of the site boundary to Campbell Street on a rate per square metre basis.

In relation to the upswing in value that is afforded to the site as a result of additional floor space, the subject site does not have an existing floor space control in accordance with clause 4.4 of the PLEP. However, when other relevant development standards are applied, the floor space ratio currently attributable to the site is approximately 1.5:1. This being the case, it is proposed that the value uplift payment would be on the basis of 50% of the increased value, based on a floor space difference of 0.3:1. This is set out in the attached template letter provided by PCC.

Additional Traffic Matters

The additional traffic matters that have been raised by PCC are addressed under separate correspondence prepared by Varga Traffic.

Conclusion

The amended reference design prepared by PTI Architecture and Interiors demonstrates what is understood to be the desired outcome from PCC's perspective in terms of building alignment and urban form, as it relates to adjoining sites. This has been achieved on the basis of reasonable amendments to the planning controls, while retaining the zoning that benefits the land.

This being the case, it is requested PCC now report this matter and allow for it to proceed to the Department of Planning & Environment for a gateway determination.

It is relevant to note that the proposal is not subject to the Council Resolution 15.1 of the Full Council Meeting on 10 December 2018 (F2018/01063 - D06520780), which resolved:



(a) That Council not progress with new site specific planning proposals that are seeking an increase in residential density in areas outside of the Parramatta CBD during 2019 until work on both Council's new Local Strategic Planning Statement and Local Housing Strategy is completed

Therefore, this planning proposal may proceed.

Should you have any further queries, please do not hesitate to contact the undersigned.

Yours sincerely,



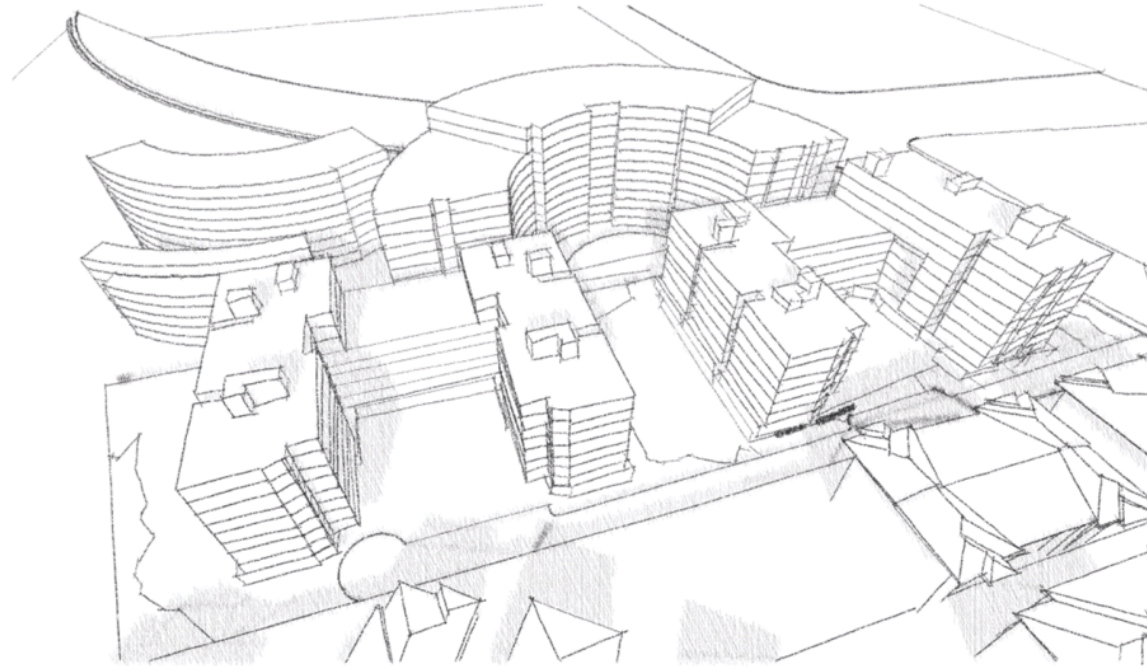
Kristy Hodgkinson

Director



DRAWING LIST

00	COVER SHEET
01	LOCATION PLAN
02	BUILT FORM DEVELOPMENT + SITE ANALYSIS 01
03	BUILT FORM DEVELOPMENT + SITE ANALYSIS 02
04	PROPOSED SITE PLAN
05	OVERALL GROUND FLOOR PLAN
06	GFA DIAGRAMS 01
07	GFA DIAGRAMS 02
08	GFA DIAGRAMS 03
09	GFA DIAGRAMS 04
10	WINDSOR ROAD STREET ELEVATION
11	3D VIEW - NORTH PERSPECTIVE
12	3D VIEW - WEST PERSPECTIVE
13	3D VIEW - SOUTHWEST PERSPECTIVE
14	3D VIEW - NORTHWEST PERSPECTIVE
15	3D VIEW - NORTHWEST STREETSCAPE
16	3D VIEW - NORTHWEST STREETSCAPE
17	SOLAR IMPACT SHADOW ANALYSIS 01
18	SOLAR IMPACT SHADOW ANALYSIS 02
19	GFA + FSR SCHEDULE
20	LANDSCAPE CONCEPT 01
21	LANDSCAPE CONCEPT 02
22	REFERENCE DESIGN WEST BASEMENT 1-2
23	REFERENCE DESIGN WEST LG FLOOR PLAN
24	REFERENCE DESIGN WEST GROUND FLOOR PLAN
25	REFERENCE DESIGN WEST LEVEL 1-5 TYPICAL FLOOR PLAN
26	REFERENCE DESIGN WEST LEVEL 6 FLOOR PLAN
27	REFERENCE DESIGN WEST LEVEL 7 FLOOR PLAN
28	REFERENCE DESIGN WEST LEVEL 8 FLOOR PLAN
29	REFERENCE DESIGN WEST ROOF PLAN
30	REFERENCE DESIGN EAST BASEMENT 2
31	REFERENCE DESIGN EAST BASEMENT 01
32	REFERENCE DESIGN EAST GROUND FLOOR PLAN
33	REFERENCE DESIGN EAST LEVEL 1-5 TYPICAL FLOOR PLAN
34	REFERENCE DESIGN EAST LEVEL 6 FLOOR PLAN
35	REFERENCE DESIGN EAST LEVEL 7 FLOOR PLAN
36	REFERENCE DESIGN EAST LEVEL 8 FLOOR PLAN
37	REFERENCE DESIGN EAST ROOF PLAN
38	SECTIONS
39	ADG COMPLIANCE SCHEDULE 01
40	ADG COMPLIANCE SCHEDULE 02



23-25 WINDSOR RD NORTHMEAD

PREPARED FOR

OWNERS CORPORATION STRATA PLAN 47006

FEB 2019



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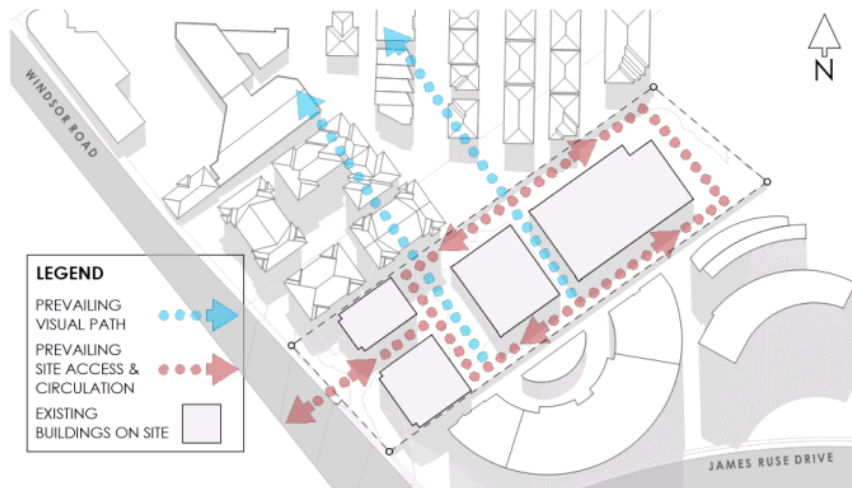
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E	ISSUE FOR INFORMATION	VW	12.02.2019
F	ISSUE FOR INFORMATION	VW	17.05.2019

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PROJECT REF
23-25 WINDSOR RD
NORTHMEAD
DRAWING TITLE
LOCATION PLAN



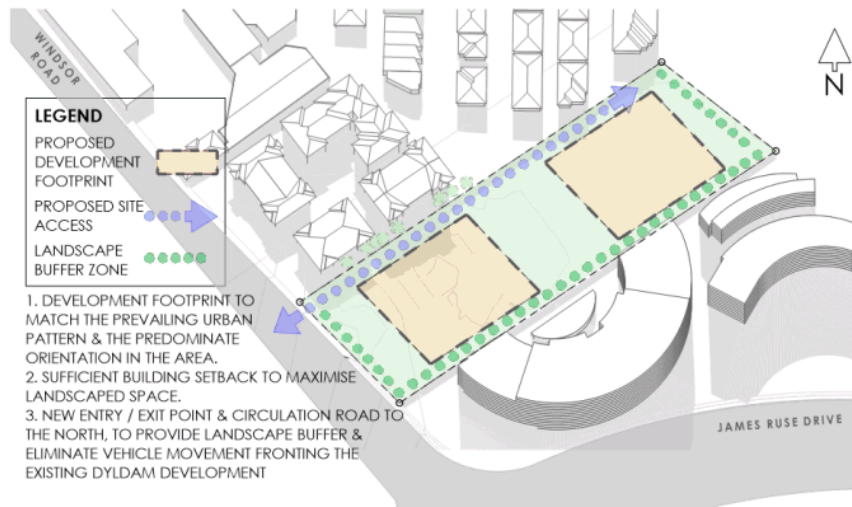
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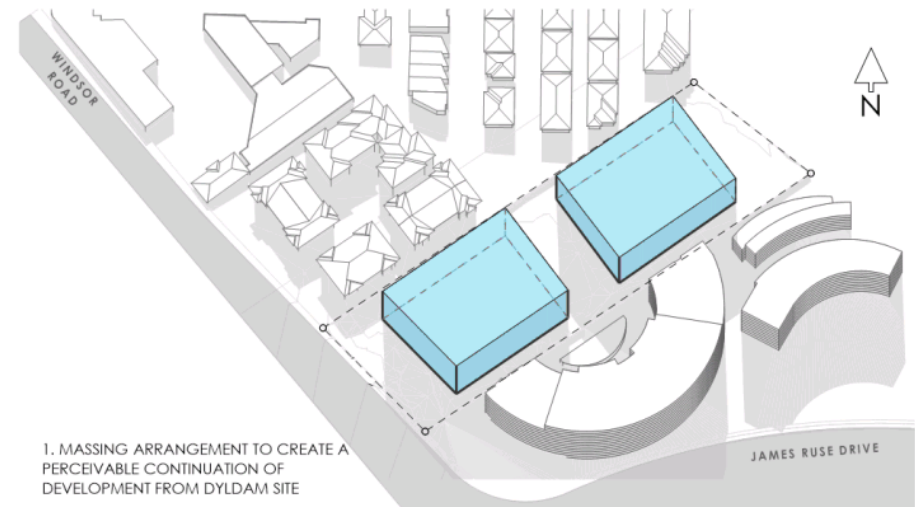
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2 THE SITE
N.T.S



3 LANDSCAPE + SETBACK + VEHICLE CIRCULATION
N.T.S



4 INITIAL MASSING FORM
N.T.S



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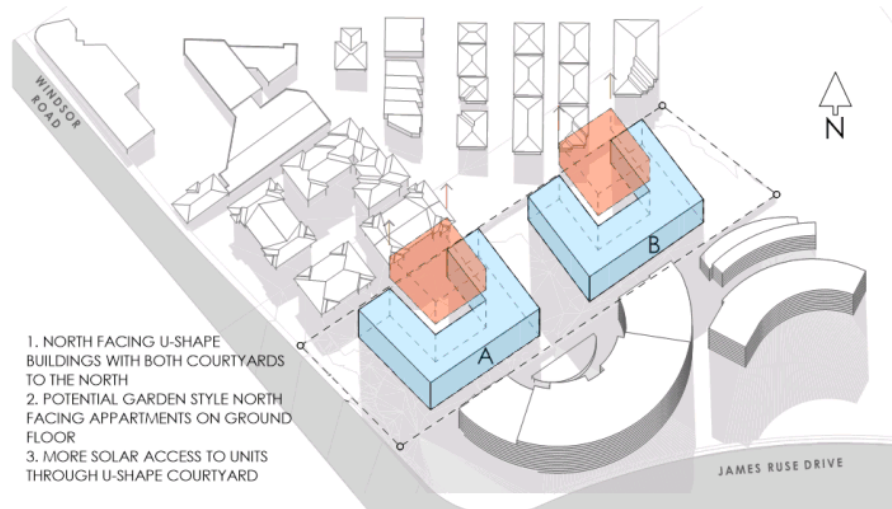
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NORTHMEAD

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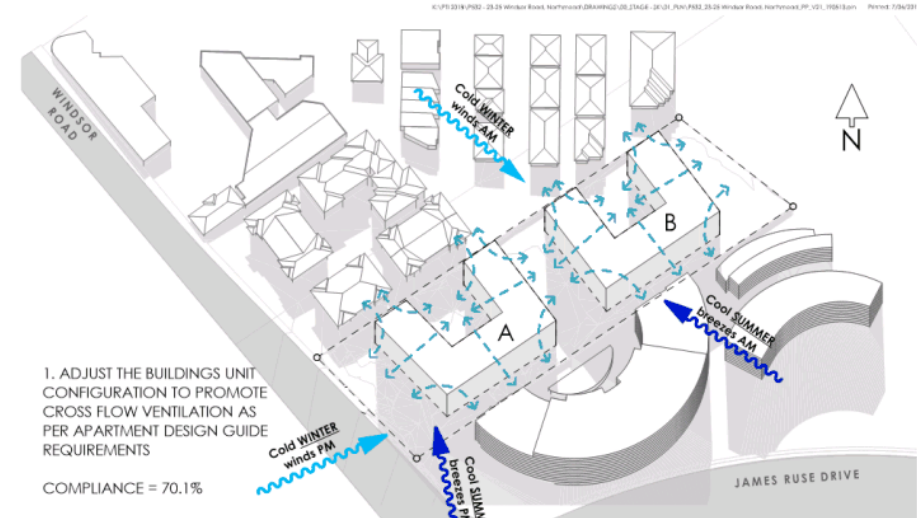


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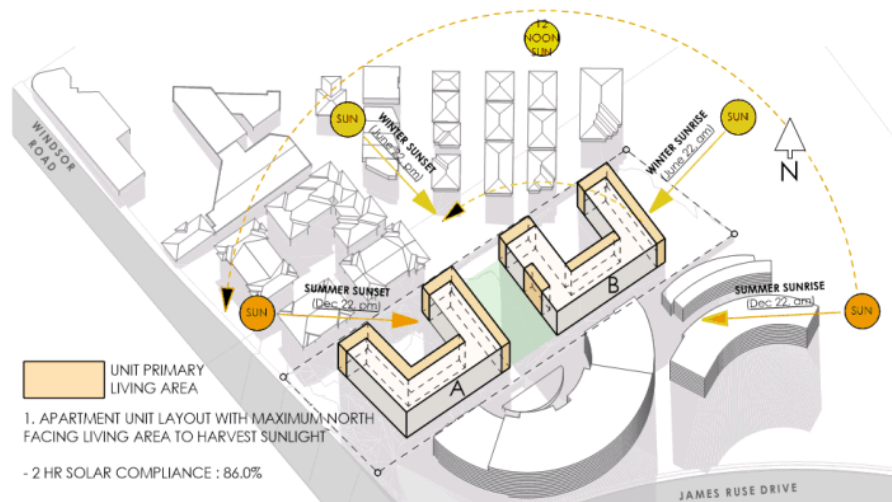
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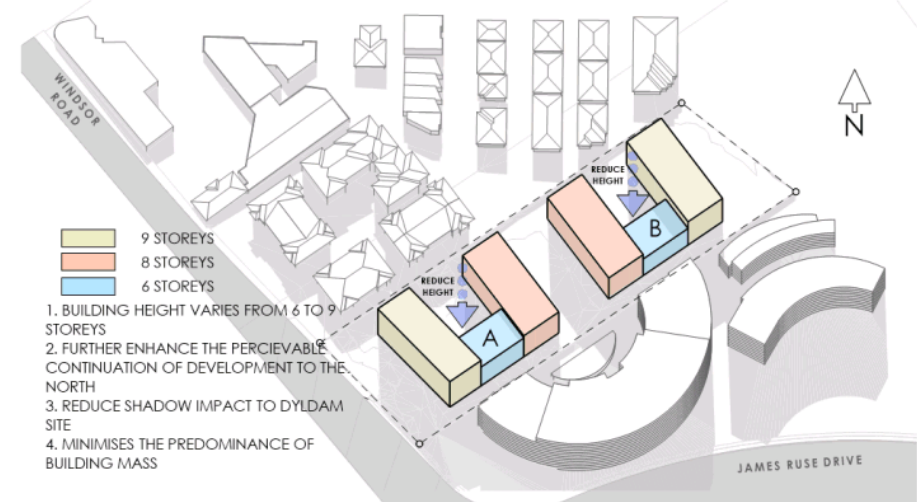
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2 CROSS VENTILATION CONCEPT
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3 MAXIMIZING SOLAR ACCESS
N.T.S.



4 BUILDING TRANSITION
N.T.S.



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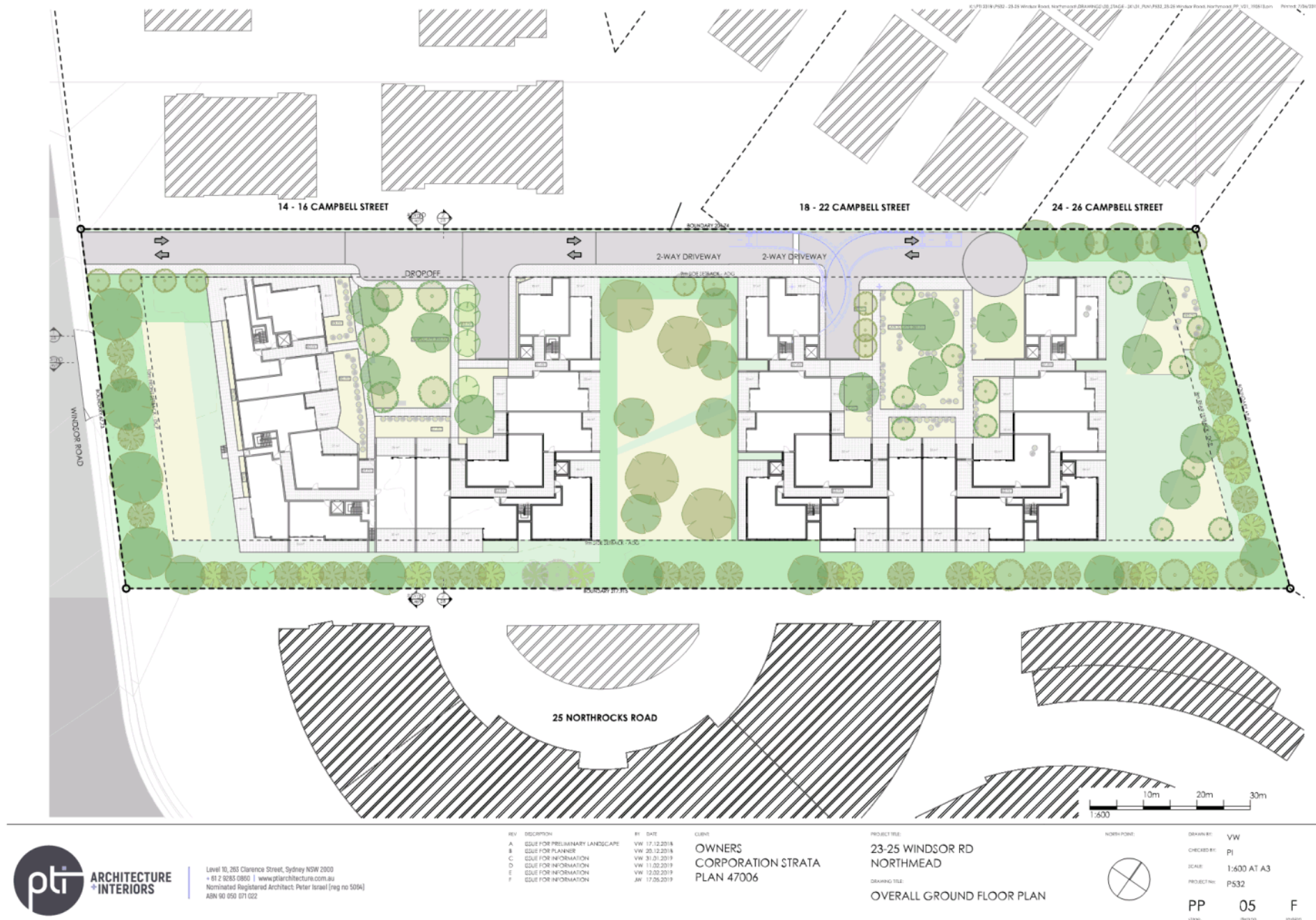
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ANALYSIS 02

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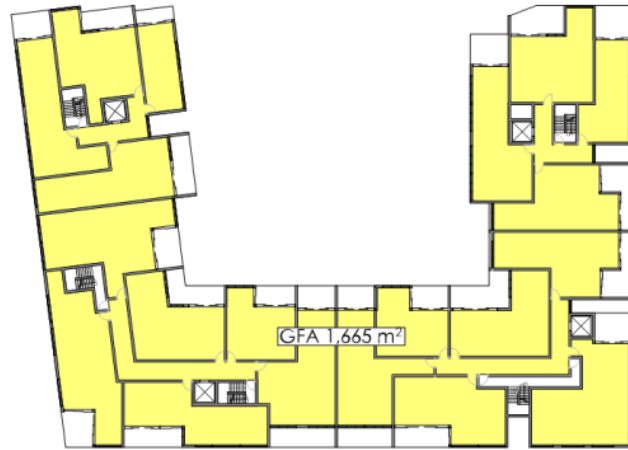


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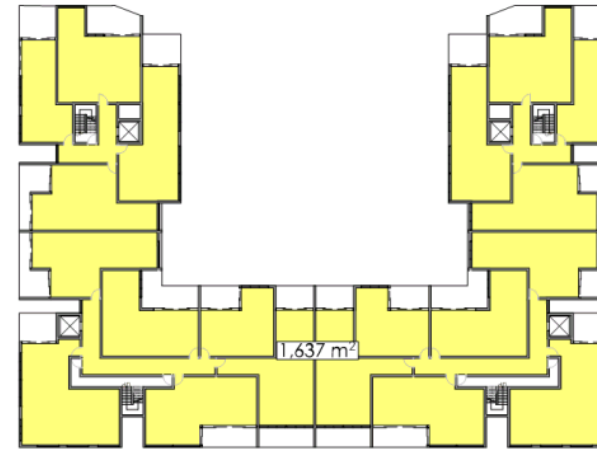








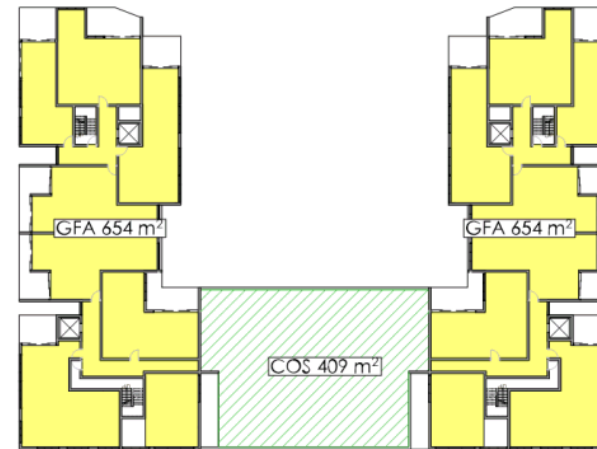
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4 EAST BLOCK - LEVEL 6 FLOOR PLAN
1:500

GFA & FSR LEGEND

- GFA AREA
- COMMUNAL OPEN SPACE AREA
- UNPAVED SOFT LANDSCAPING AREA
- DEEP SOIL AREA



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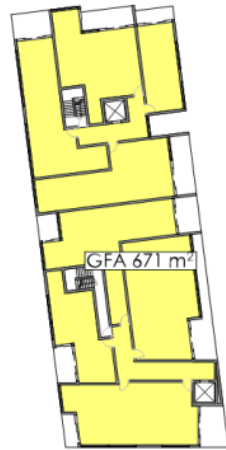
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PROJECT REF:
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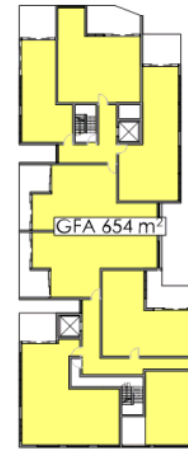
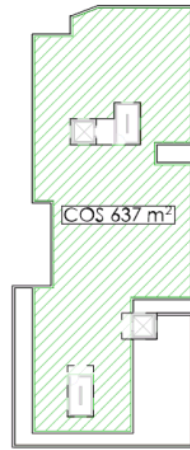
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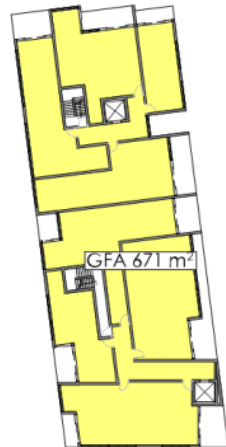
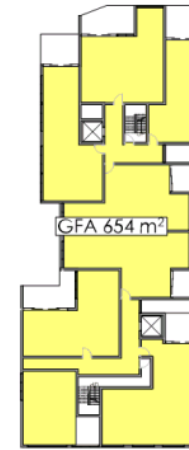
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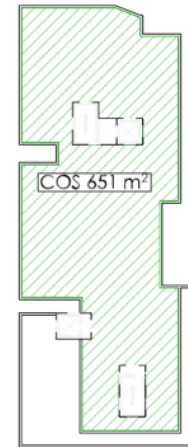
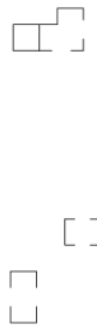
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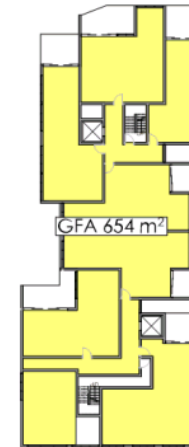
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3 WEST BLOCK - LEVEL 8 FLOOR PLAN
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4 EAST BLOCK - LEVEL 8 FLOOR PLAN
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GFA & PSR LEGEND

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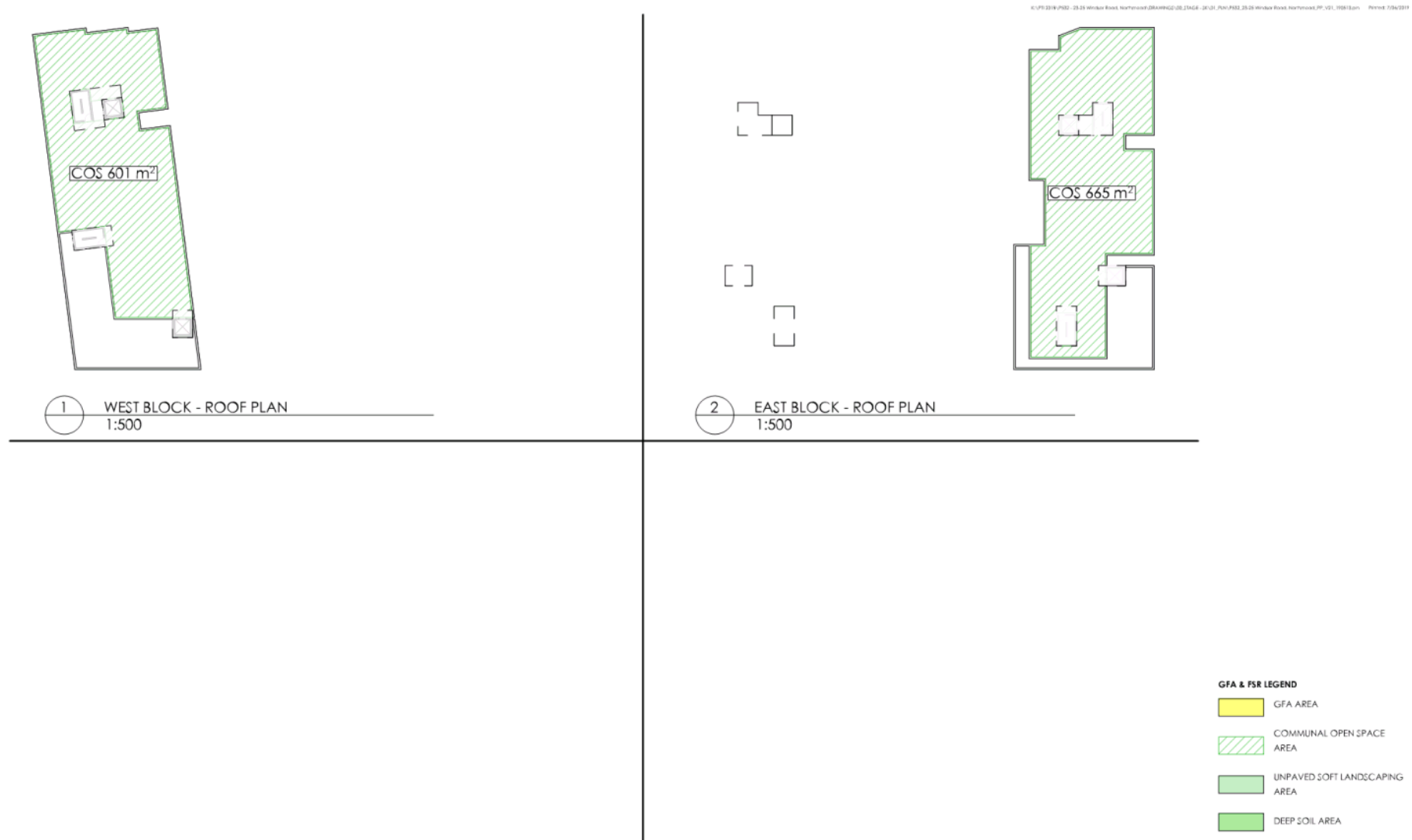
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PROJECT TITLE
23-25 WINDSOR RD
NORTHMEAD

DRAWING TITLE
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DRAWN BY: VW
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SCALE: 1:500 AT A3
PROJECT NO: P532

PP 08 F
stage designs render



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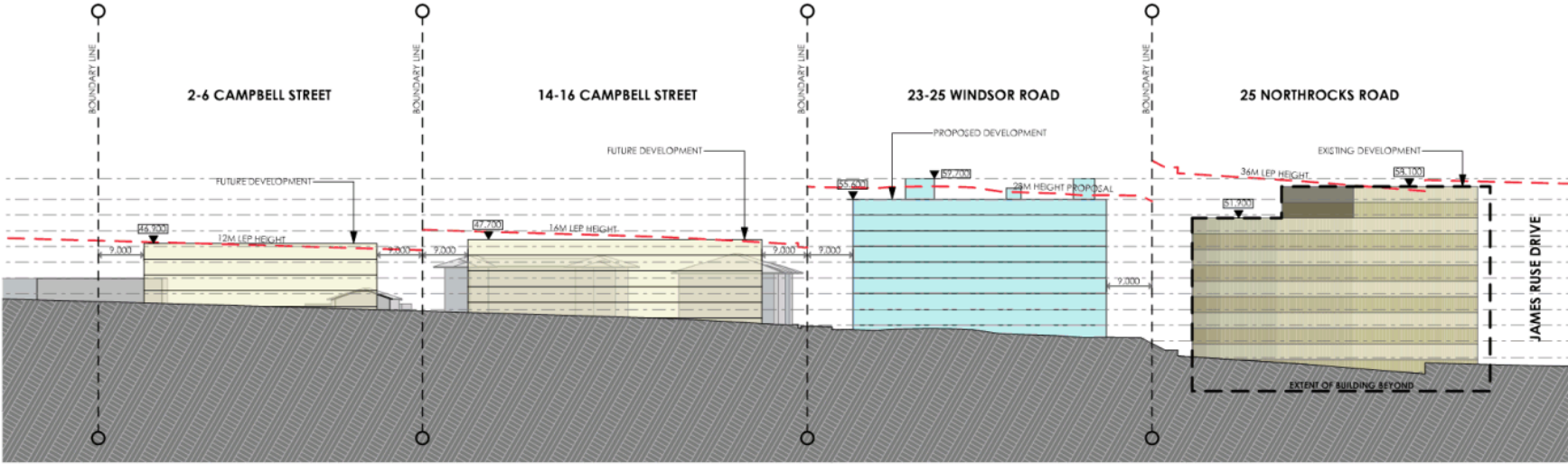
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 stage design revision

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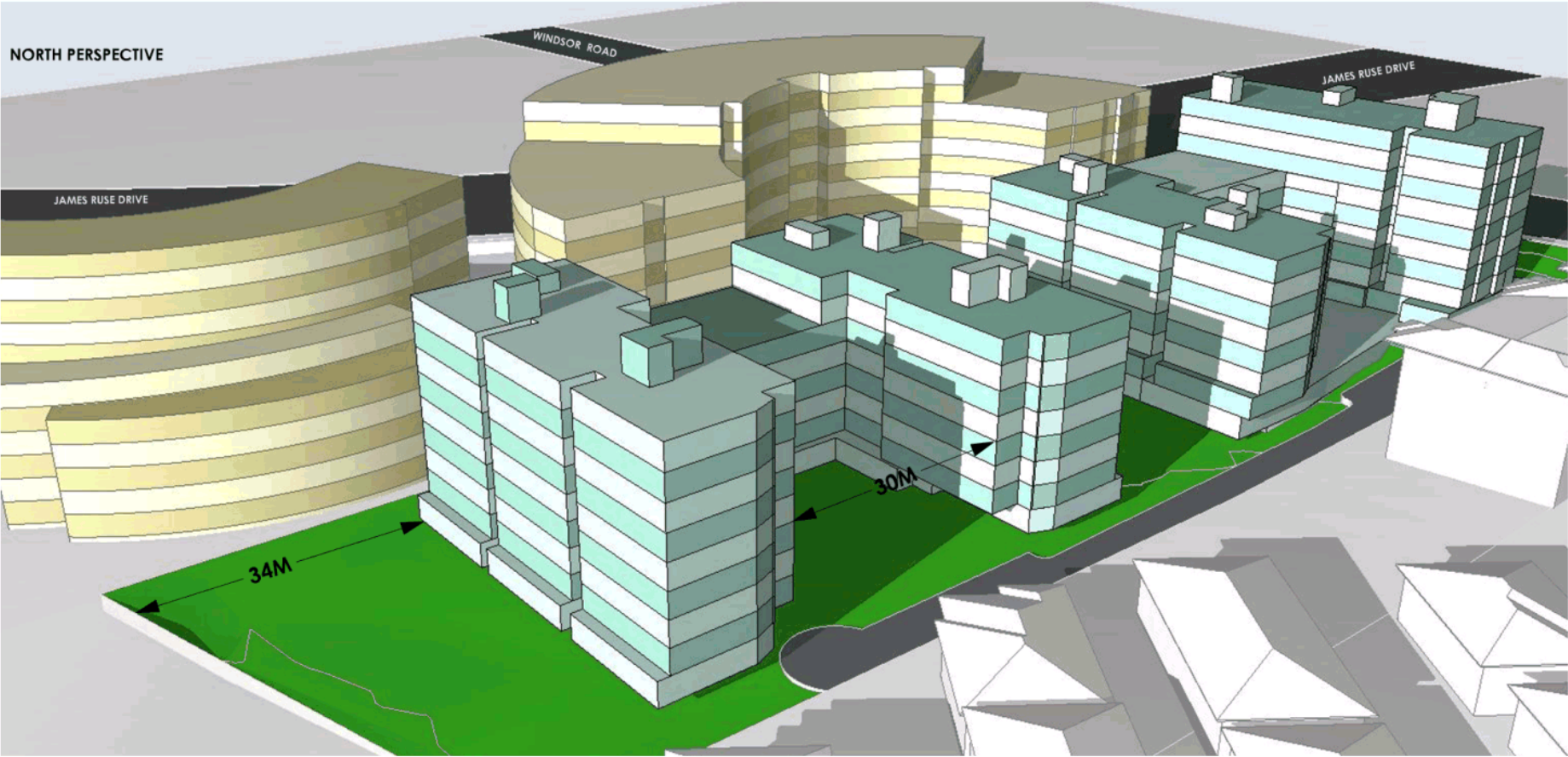
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23-25 WINDSOR RD
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PROJECT NO:

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stage designs render

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ISSUE FOR PRELIMINARY LANDSCAPE

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ISSUE FOR INFORMATION

JW

17.05.2019

PROJECT REF

23-25 WINDSOR RD
NORTHMEAD

DRAWING TITLE

3D VIEW - NORTH PERSPECTIVE

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VW

CHECKED BY

PI

SCALE

AT A3

PROJECT No

P532

PP

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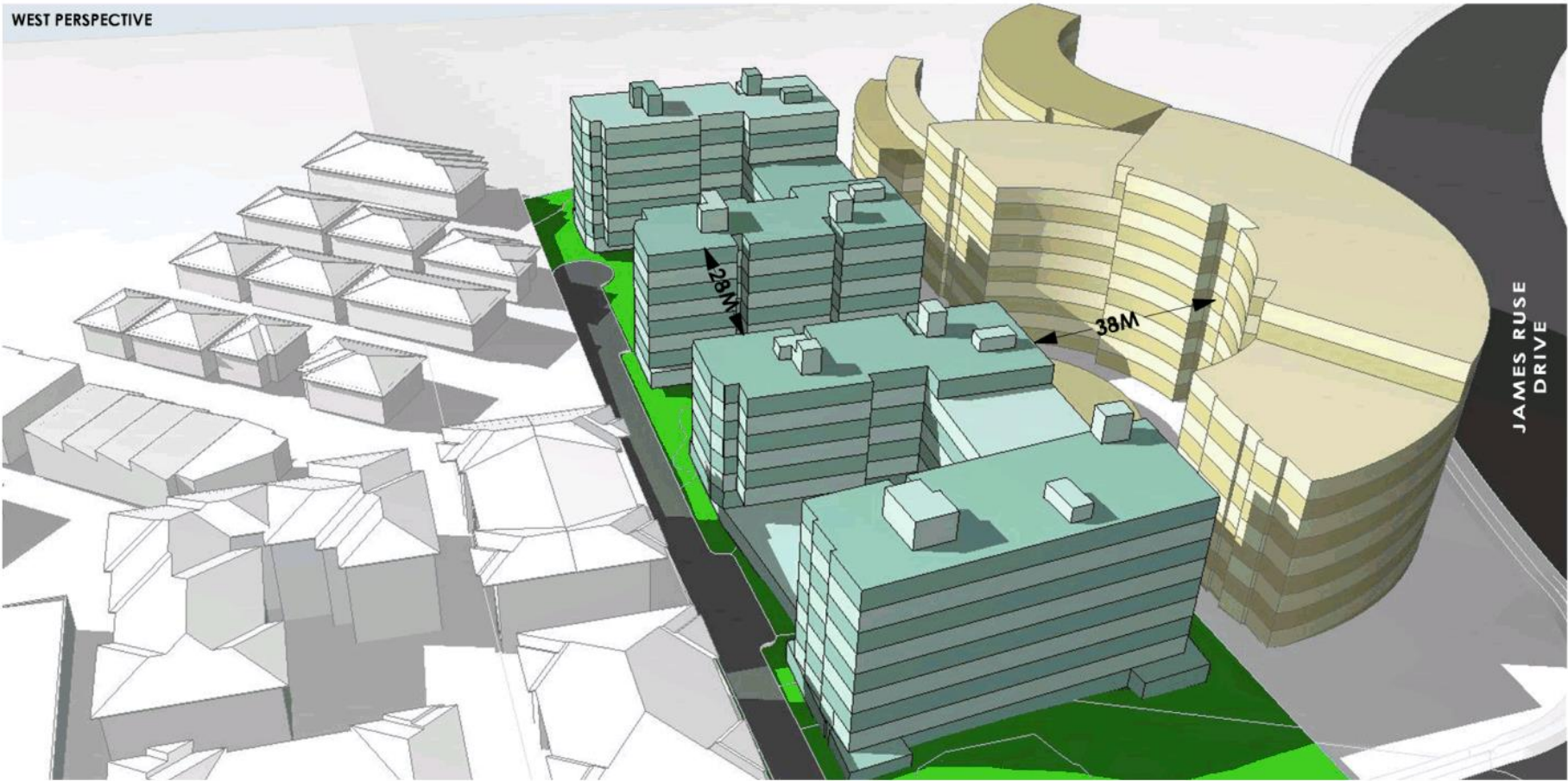
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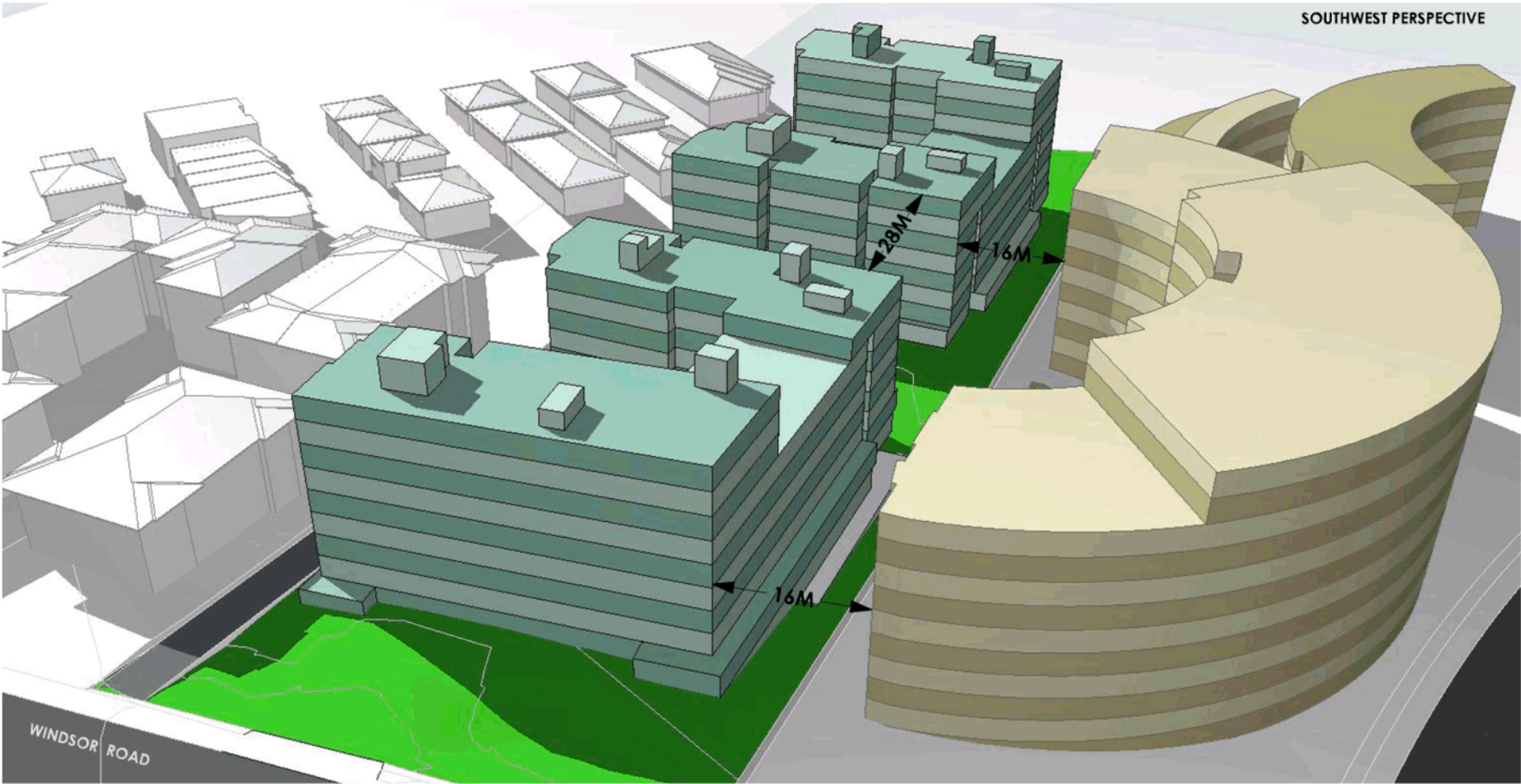
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\\PTI\314\PS32 - 23-25 Windsor Road, Northmead\230406\23-25 Windsor Road - 3d\31-PTI\PS32_23-25 Windsor Road, Northmead, PT 301_1708.dwg - Permitt 22/02/2019

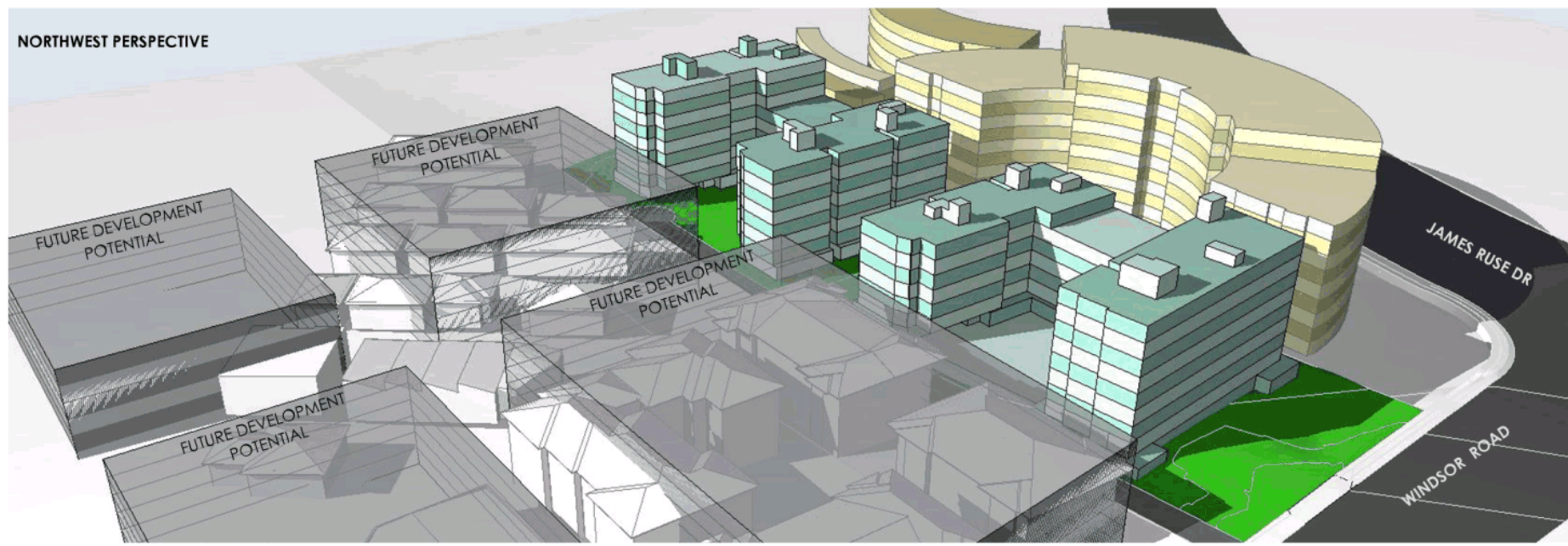
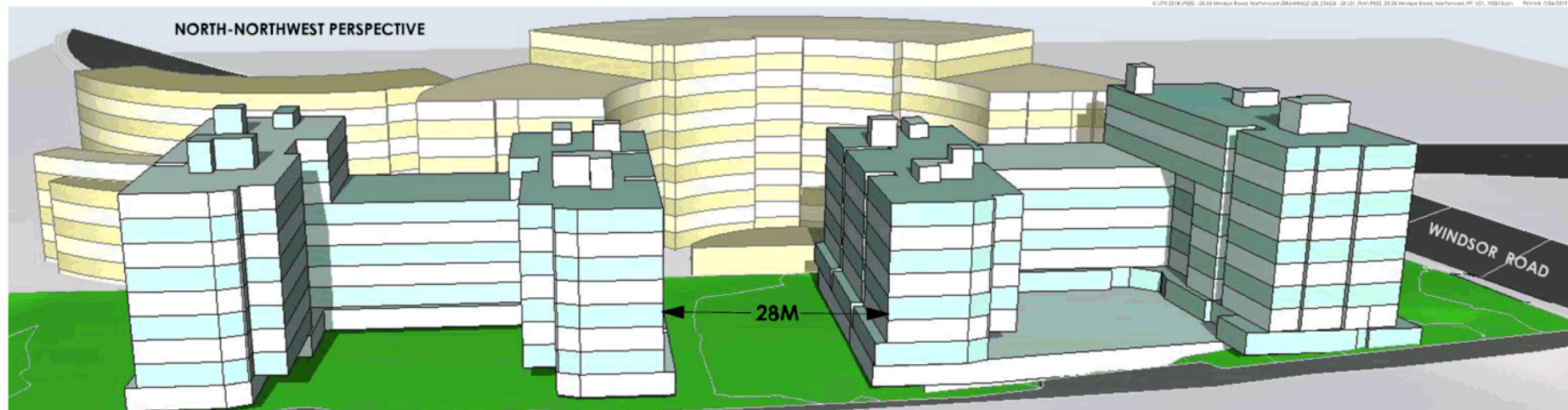


<div><div><div>pti</div><div>ARCHITECTURE INTERIORS</div></div><div>Level 10, 265 Clarence Street, Sydney NSW 2000 + 61 2 9253 0900 www.ptiarchitecture.com.au Nominated Registered Architect: Peter Israel (reg no 5094) ABN 90 050 071 022</div></div>	REV	DESCRIPTION	BY	DATE	CLIENT	PROJECT REF	DRAWING BY
	A	ISSUE FOR PRELIMINARY LANDSCAPE	VW	17.12.2018	OWNERS CORPORATION STRATA PLAN 47006	23-25 WINDSOR RD NORTHMEAD	VW
	B	ISSUE FOR PLANNER	VW	20.12.2018			PI
	C	ISSUE FOR INFORMATION	VW	31.01.2019			SCALE
	D	ISSUE FOR INFORMATION	VW	11.02.2019			AT A3
	E	ISSUE FOR INFORMATION	VW	12.02.2019			PROJECT No
	F	ISSUE FOR INFORMATION	VW	17.05.2019			P532
							PP
							12
							F
							stage
							designs
							revision

K:\PTI\2019\PS32 - 23-25 Windsor Road, Northmead\DRAWINGS\23-25 Windsor Rd - 3D View - PTI\PS32 - 23-25 Windsor Road, Northmead\PTI_V01_110813.dwg - Plotter: 7/26/2019



 <p>ARCHITECTURE INTERIORS</p> <p>Level 10, 265 Clarence Street, Sydney NSW 2000 + 61 2 9253 0800 www.ptiarchitecture.com.au Nominated Registered Architect: Peter Israel (reg no 5094) ABN 90 050 071 022</p>	REV	DESCRIPTION	BY	DATE	CLIENT	PROJECT REF	DRAWN BY
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	B	ISSUE FOR PLANNER	VW	20.12.2018	CORPORATION STRATA	NORTHMEAD	PJ
	C	ISSUE FOR INFORMATION	VW	31.01.2019	PLAN 47006		SCALE
	D	ISSUE FOR INFORMATION	VW	11.02.2019			AT A3
	E	ISSUE FOR INFORMATION	VW	12.02.2019			PROJECT No
	F	ISSUE FOR INFORMATION	JW	17.05.2019			PS32
						Drawing Title	PP
						3D VIEW - SOUTHWEST PERSPECTIVE	13
							F



**ARCHITECTURE
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F	ISSUE FOR INFORMATION

BY	DATE
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VW	20.12.2018
VW	31.01.2019
VW	11.02.2019
VW	12.02.2019
JW	17.05.2019

CLIENT:
**OWNERS
CORPORATION STRATA
PLAN 47006**

PROJECT REF:
**23-25 WINDSOR RD
NORTHMEAD**

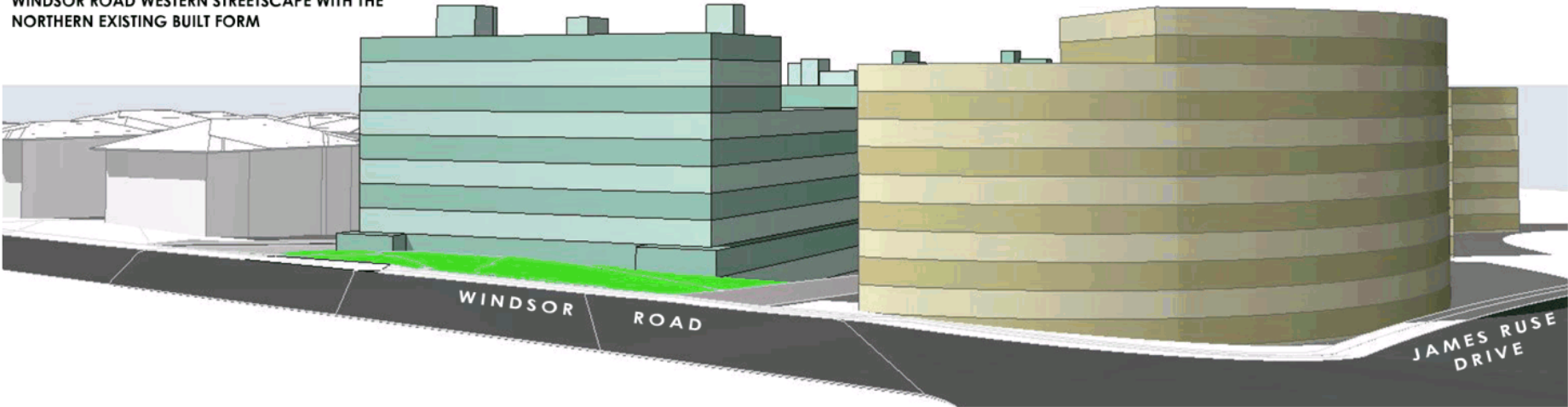
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3D VIEW - NORTHWEST PERSPECTIVE

DRAWN BY:
CHECKED BY:
SCALE:
PROJECT NO:

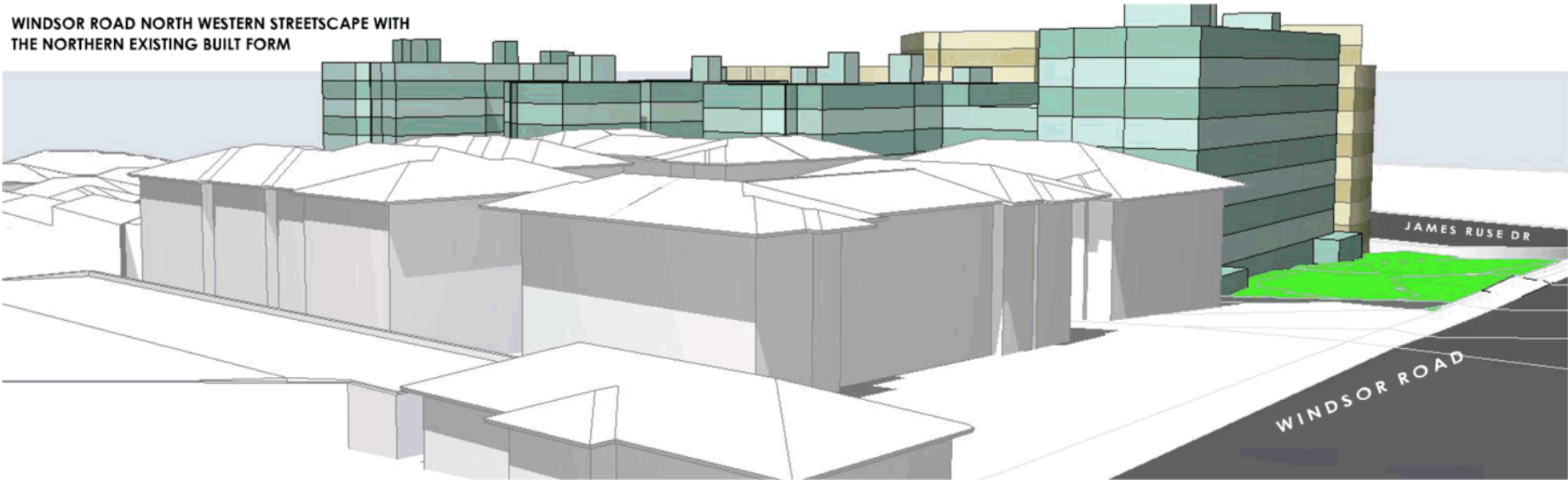
PP	14	F
stage	design	model

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WINDSOR ROAD WESTERN STREETScape WITH THE
NORTHERN EXISTING BUILT FORM



WINDSOR ROAD NORTH WESTERN STREETScape WITH
THE NORTHERN EXISTING BUILT FORM



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INTERIORS

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VW	20.12.2018
VW	31.01.2019
VW	11.02.2019
VW	12.02.2019
JW	17.05.2019

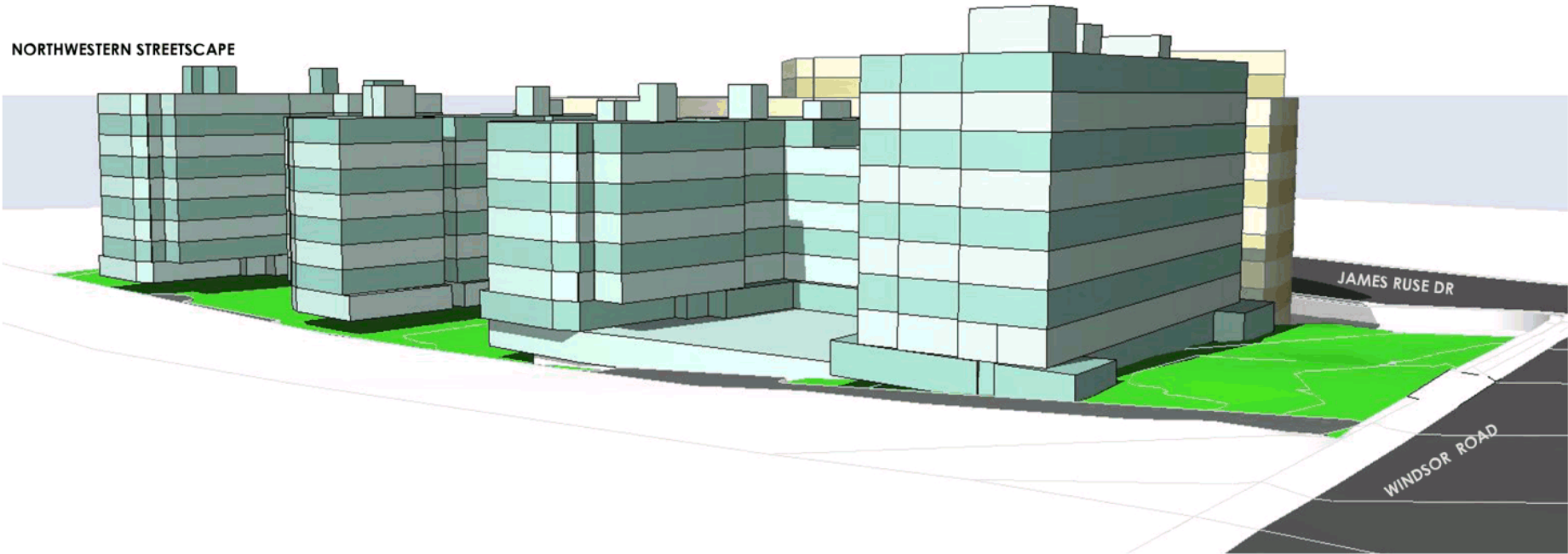
CLIENT
OWNERS CORPORATION STRATA PLAN 47006

PROJECT REF:
23-25 WINDSOR RD NORTHMEAD
DRAWING TITLE:
3D VIEW - NORTHWEST STREETScape

DRAWN BY:
VW
CHECKED BY:
PJ
SCALE:
AT A3
PROJECT No:
PS32
PP
stage
15
design
F
model

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NORTHWESTERN STREETScape



ARCHITECTURE
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JW	17.05.2019

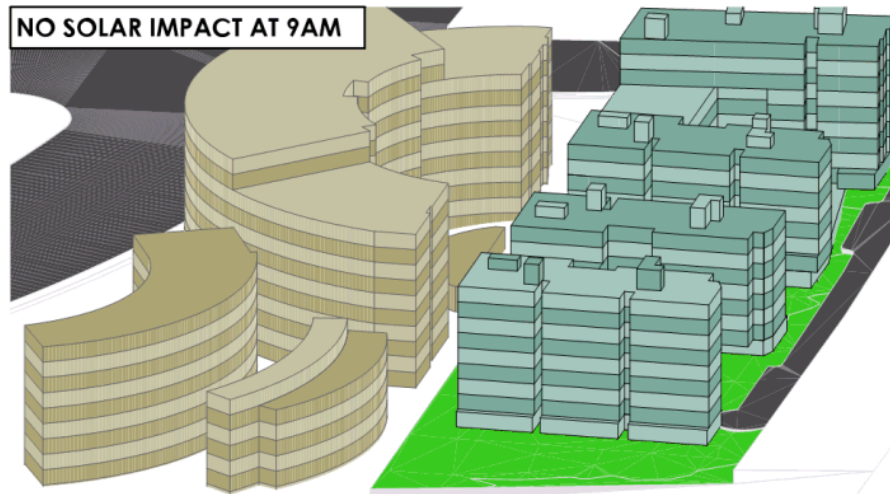
CLIENT
OWNERS CORPORATION STRATA PLAN 47006

PROJECT REF:
23-25 WINDSOR RD NORTHMEAD

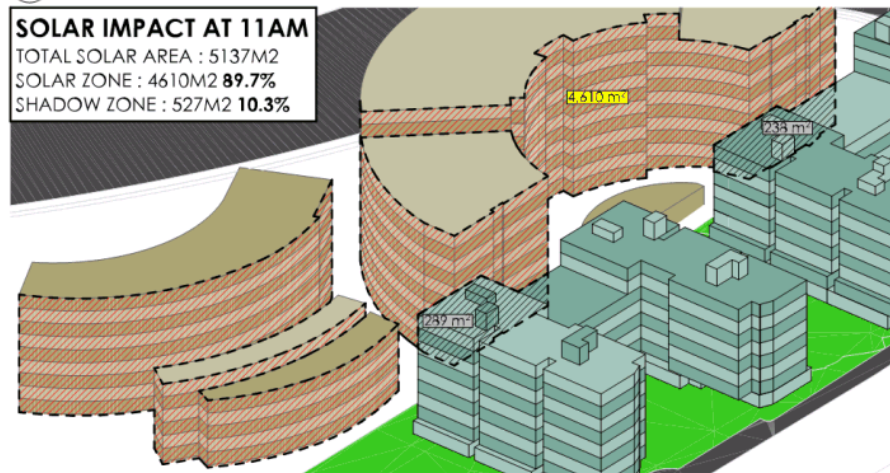
DRAWING TITLE:
3D VIEW - NORTHWEST STREETScape

DRAWN BY:
VW
CHECKED BY:
PJ
SCALE:
AT A3
PROJECT No:
PS32

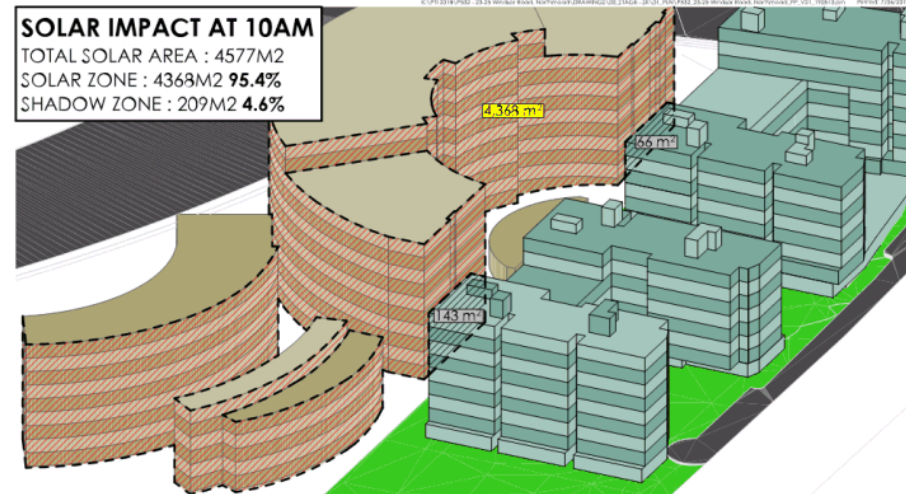
PP	16	F
stage	design	model



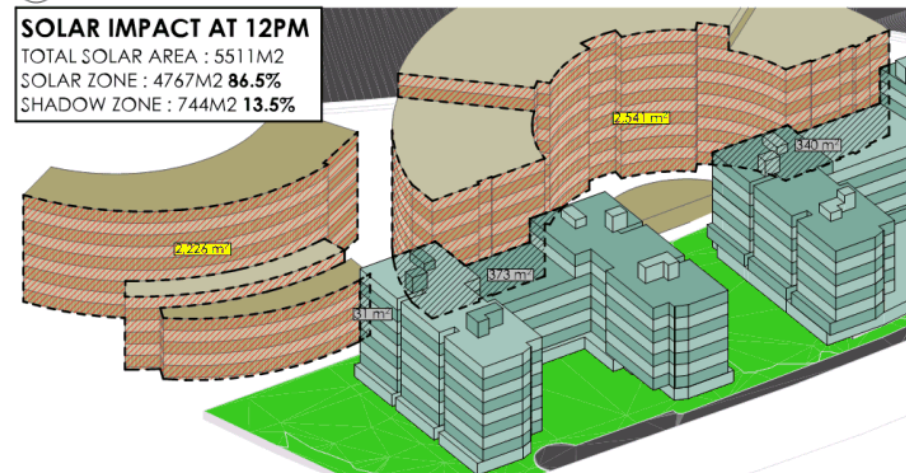
1 SOLAR IMPACT ANALYSIS - 9AM



3 SOLAR IMPACT ANALYSIS - 11AM



2 SOLAR IMPACT ANALYSIS - 10AM



4 SOLAR IMPACT ANALYSIS - 12PM

THIS IS A STUDY OF THE SOLAR IMPACT OF THE PROPOSED DEVELOPMENT ONTO THE SOUTH ADJACENT APARTMENT 23-25 NORTH ROCKS ROAD. USING A SIMPLE PERCENTAGE FIGURE OF EXISTING SOLAR ACCESS COVERAGE TO THE PROPOSED OVERSHADOWING COVERAGE PER HOUR, THE OVERALL MEAN SHADOW IMPACT IS LESS THAN 20%



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 VW 31.01.2019
 VW 11.02.2019
 VW 12.02.2019
 JW 17.05.2019

CLIENT
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 CORPORATION STRATA
 PLAN 47006

PROJECT TITLE
 23-25 WINDSOR RD
 NORTHMEAD

DRAWING TITLE
 SOLAR IMPACT SHADOW ANALYSIS 01

DRAWN BY: VW
 CHECKED BY: PJ
 SCALE: 1:600 AT A3
 PROJECT NO: P532

PP 17 F
 stage design model

GFA & FSR CALCULATIONS

PROJECT NO.: P537

ADDRESS: 23-35 WINDSOR ROAD, NORTHMEAD

REVISION/ DATE: 30TH JAN 2019

APARTMENTS (qty)

LEVEL		STUDIO	1 BED	2 BED	3 BED	TOTAL
WEST Building	LG	-	-	3	1	4
	GF	-	1	7	8	16
	L1	1	3	13	3	20
	L2	1	3	13	3	20
	L3	1	3	13	3	20
	L4	1	3	13	3	20
	L5	1	3	13	3	20
	L6	1	3	9	3	16
L7	1	1	4	2	8	
L8	1	1	4	2	8	
EAST Building	LG	-	-	-	-	-
	GF	-	2	8	6	16
	L1	-	4	14	2	20
	L2	-	4	14	2	20
	L3	-	4	14	2	20
	L4	-	4	14	2	20
	L5	-	4	14	2	20
	L6	-	4	10	2	16
L7	-	4	10	2	16	
L8	-	2	5	1	8	
UNITS		8	53	195	52	308
UNIT MIX		3%	17%	63%	17%	100%

GFA CALCULATION (sqm)

USE	RESIDENTIAL		TOTAL
	West Building	EAST Building	
RESIDENTIAL	485	-	485
RESIDENTIAL	1,644	1,584	3,228
RESIDENTIAL	1,665	1,637	3,302
RESIDENTIAL	1,665	1,637	3,302
RESIDENTIAL	1,665	1,637	3,302
RESIDENTIAL	1,665	1,637	3,302
RESIDENTIAL	1,665	1,637	3,302
RESIDENTIAL	1,347	1,308	2,655
RESIDENTIAL	671	1,308	1,979
RESIDENTIAL	671	654	1,325
GFA (sqm)	13,143	13,039	26,182
USE MIX	50%	50%	100%

FSR CALCULATION

DESCRIPTION	
SITE AREA (sqm)	14,330
MAXIMUM RESIDENTIAL FSR	-
MAXIMUM COMMERCIAL FSR	-
PROPOSED RESIDENTIAL FSR	1.8 : 1
PROPOSED COMMERCIAL FSR	-
TOTAL FSR	1.8 : 1
COMMUNAL OPEN SPACE AREA (sqm)	7007
MINIMUM REQUIREMENT OF SITE	25%
SITE MIX	49%
COMMUNAL OPEN SPACE WITH 2 HR MIN DIRECT SOLAR ACCESS (sqm)	5733
MIN REQUIRED 50% (sqm)	3503.5
SOFT LANDSCAPE AREA	6913
MINIMUM REQUIREMENT NIL	0%
SITE MIX	48%
DEEP SOIL LANDSCAPE AREA	6913
MINIMUM REQUIREMENT	-
SITE MIX	48%

CAR PARKING CALCULATION

LEVEL	RESIDENTIAL	COMMERCIAL	VISITORS	VISITORS	CAR SPACES
WEST BLOCK					
LG	50	0	0	0	50
B1	83	0	0	0	83
B2	83	0	0	0	83
EAST BLOCK					
B1	86	0	0	0	86
B2	90	0	0	0	90
TOTAL	392	0	0	0	392
TOTAL CAR PARKING REQUIREMENTS AS PER PARRAMATTA DCP 2011 PART 3.6.2.6. WITHIN A 400M WALKING DISTANCE TO A BUSTOP					
UNIT TYPE	STUDIO	1 BED	2 BED	3 BED	VISITORS
QTY	8	53	195	52	308
RATE	0	1	1	1.2	0.25
REQUIRED	0.0	53.0	195.0	62.4	77.0
TOTAL					387.4



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BY DATE
 VW 17.12.2018
 VW 20.12.2018
 VW 31.01.2019
 VW 11.02.2019
 VW 12.02.2019
 JW 17.05.2019

CLIENT
 OWNERS
 CORPORATION STRATA
 PLAN 47006

PROJECT REF:

23-25 WINDSOR RD
 NORTHMEAD

DRAWING TITLE:

GFA + FSR SCHEDULE

DRAWN BY: VW

CHECKED BY: PJ

SCALE: 1:1 AT A3

PROJECT NO: P532

PP 19 F

stage design model

6/1/2018/P82 - 25-26 Windsor Road, Northcott/DKARHG2-28, STAGE - 38/31, PN/P82, 25-26 Windsor Road, Northcott_PP_V01, 195813.mxd Printed: 7/8/2018

An aerial photograph showing a proposed residential development. The development is a large, rectangular plot with a complex internal layout of white buildings and green spaces. A central courtyard features a blue and red paved area. The plot is bordered by a road on the left and a larger, curved building complex on the right. The surrounding area includes other residential buildings and a parking lot.



Client	Hampsons Property Services	Drawing Number	009
Architect	PTR Architecture	Issue	"B"
Site Image Job Number	S518-3962	Date	4 June 2019

Site Image #090 Fly Lvs A7B; C4-B; D2-D3 as well as Site Image #090 Bldg E/F G/H
Lower 1, 2 & 3 Supt's Office - NCRN 2019-05-09 at 1:45:43 PM EDT



A circular diagram with a vertical line and a horizontal line intersecting at the center. The top of the vertical line is labeled 'NORTH', the bottom is labeled 'SOUTH', the right side of the horizontal line is labeled 'EAST', and the left side is labeled 'WEST'.

DEAN (R): VW
CHECKED BY: PI
SCALE: 1:600 AT A3
PROJECT No: P532

PP 20 F

6/1/2019/P502_25-26 Windsor Road, Northmead/20180002202/2046-28/01_Plan/P502_25-26 Windsor Road, Northmead_PP_V21_102813.pn Print 7/24/2019



G. Feature landscape to building frontages and courtyards



N. Shade and BBQ canopies throughout provide seating / amenity



Drawing Number 003
Issue B
Date 4 June 2010

Site Image (NEW) Pty Ltd AGN 44 001 2432 500 as report to: Site Image (NEW) Pty Ltd
Level 1, 3-6 Bayview (near Toorak) NSW 2031, Australia. E-mail: info@siteimg.com

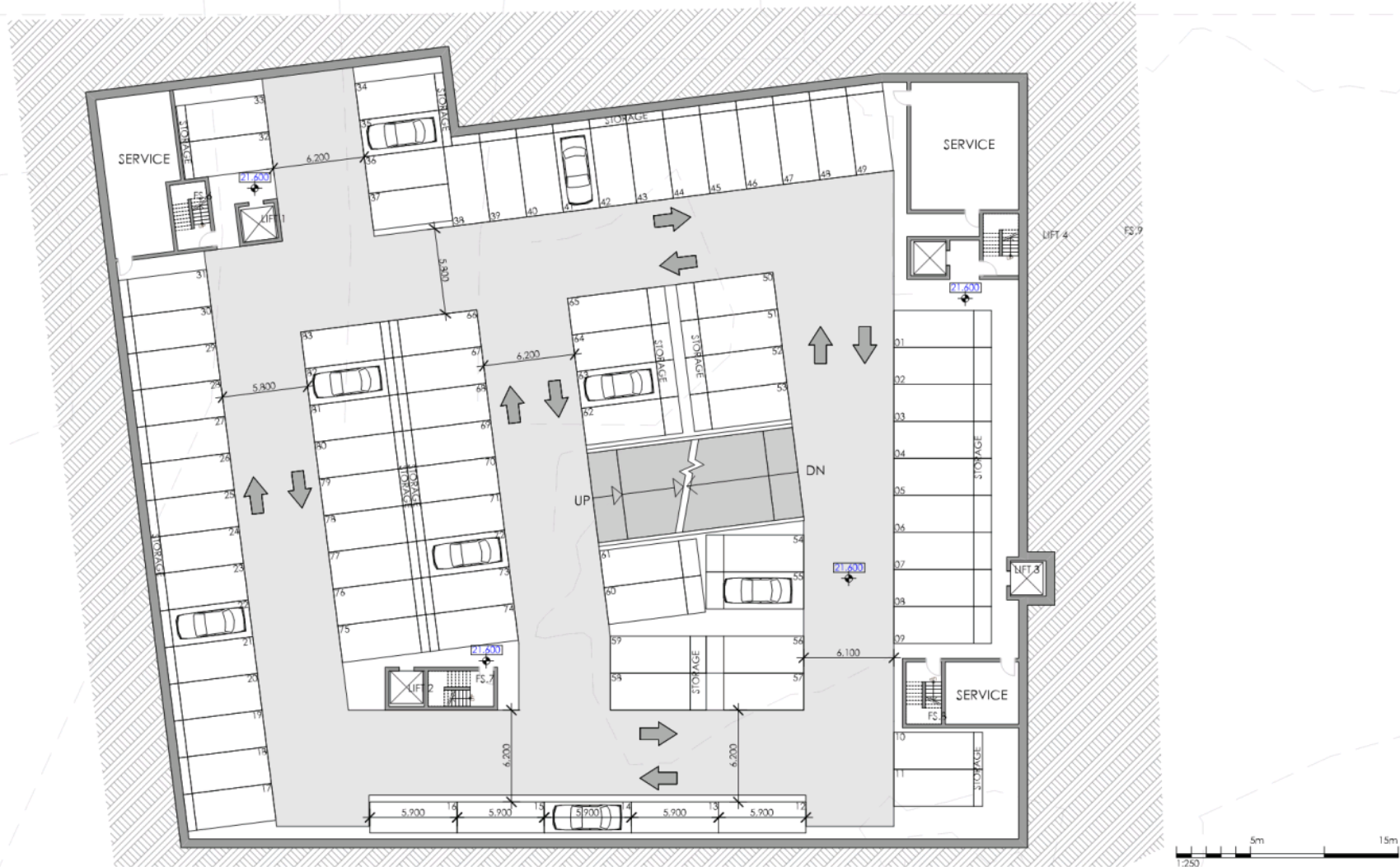


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E	ISSUE FOR INFORMATION	VW	12.02.2019
F	ISSUE FOR INFORMATION	JW	17.06.2019

OWNERS
CORPORATION STRATA
PLAN 47006.

DRAWN BY: VW
 CHECKED BY: PI
 SCALE: 1:600 AT A3
 PROJECT No: P532
 PP 21

K:\PS\2019\PS02 - 23-25 Windsor Road, Northmead\DRAWING\23-25\47006 - 30-01-2019_PSI-P32_23-25 Windsor Road, Northmead_P3-101_11081.dwg Plot Date: 1/26/2019



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 VW 31.01.2019
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 VW 12.02.2019
 JW 17.05.2019

CLIENT
 OWNERS
 CORPORATION STRATA
 PLAN 47006

PROJECT REF:
 23-25 WINDSOR RD
 NORTHMEAD

DRAWING TITLE:
 REFERENCE DESIGN WEST BASEMENT 1-
 2

1:250 5m 15m



DRAWN BY: VW
 CHECKED BY: PJ
 SCALE: 1:250 AT A3
 PROJECT NO: PS32
 PP 22 F
 stage design review

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**ARCHITECTURE
+ INTERIORS**

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JW 17.05.2019

CLIENT
**OWNERS
CORPORATION STRATA
PLAN 47006**

PROJECT TITLE
**23-25 WINDSOR RD
NORTHMEAD**

DRAWING TITLE
**REFERENCE DESIGN WEST LG FLOOR
PLAN**

ACROSS POINT



DRAWN BY: VW
CHECKED BY: PJ
SCALE: 1:250 AT A3
PROJECT NO: PS32

PP
stage

23
design

F
revis

© PTI 2019 (P502) - 23-25 Windsor Road, Northmead (B0000002) (28_23AUG_19) (P501_P502_P503_23-25 Windsor Road, Northmead, PTI_V01_100813am) - Permit: 72942019



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BY DATE
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 VW 11.02.2019
 VW 12.02.2019
 JW 17.05.2019

CLIENT
 OWNERS
 CORPORATION STRATA
 PLAN 47006

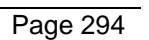
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 23-25 WINDSOR RD
 NORTHMEAD

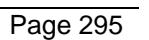
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 REFERENCE DESIGN WEST GROUND
 FLOOR PLAN



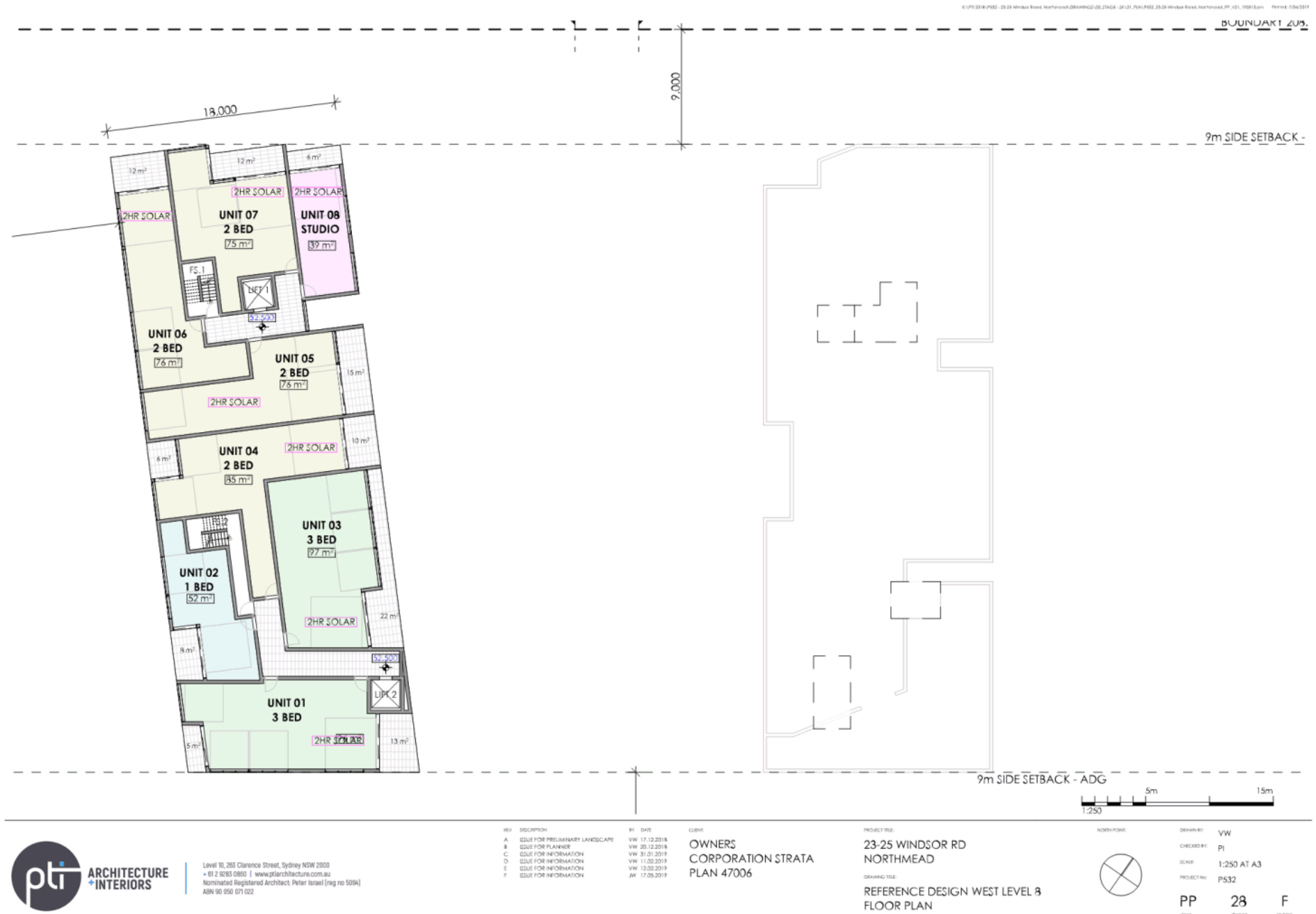
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 PROJECT NO: P532

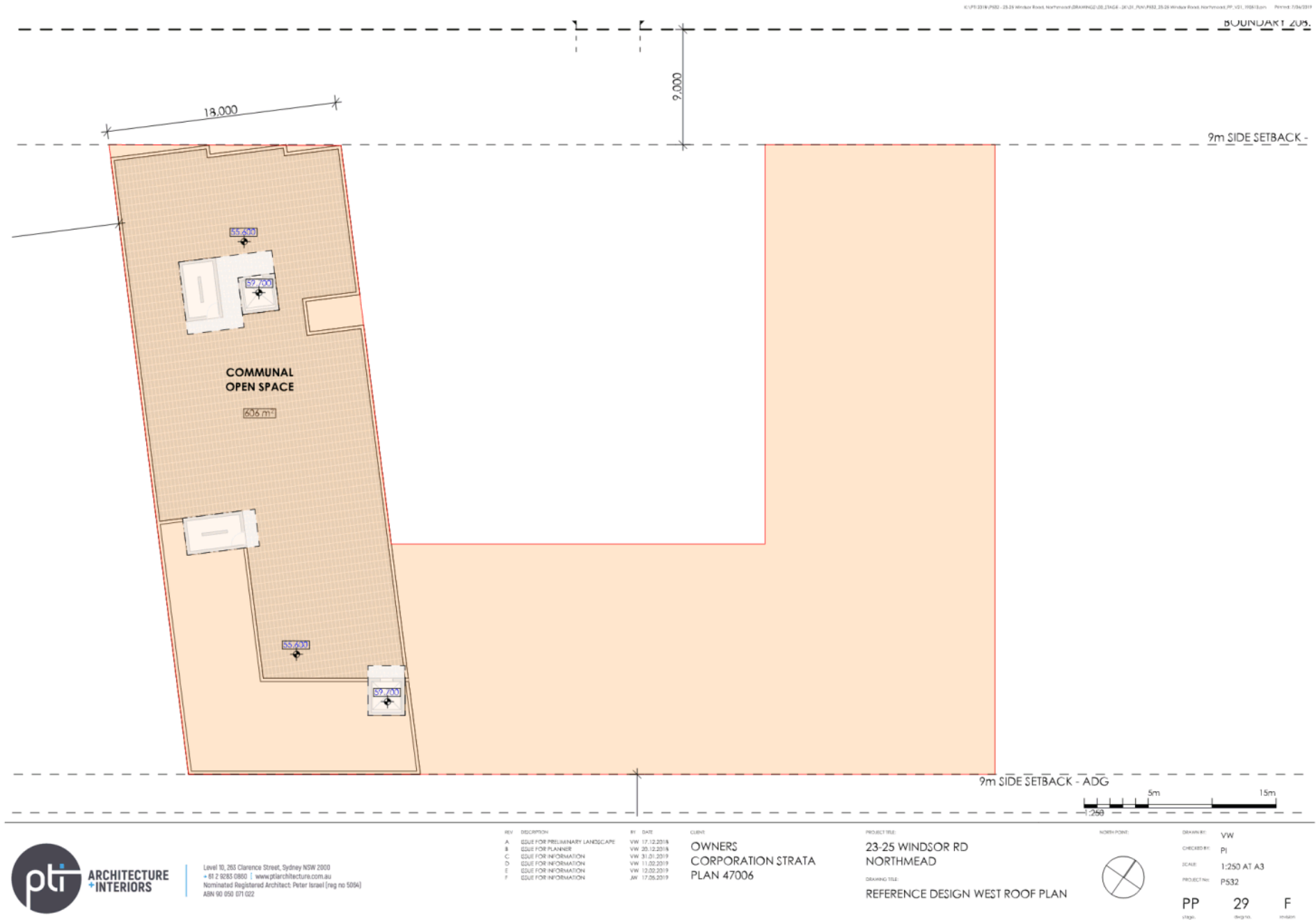
PP 24 F
 stage design model

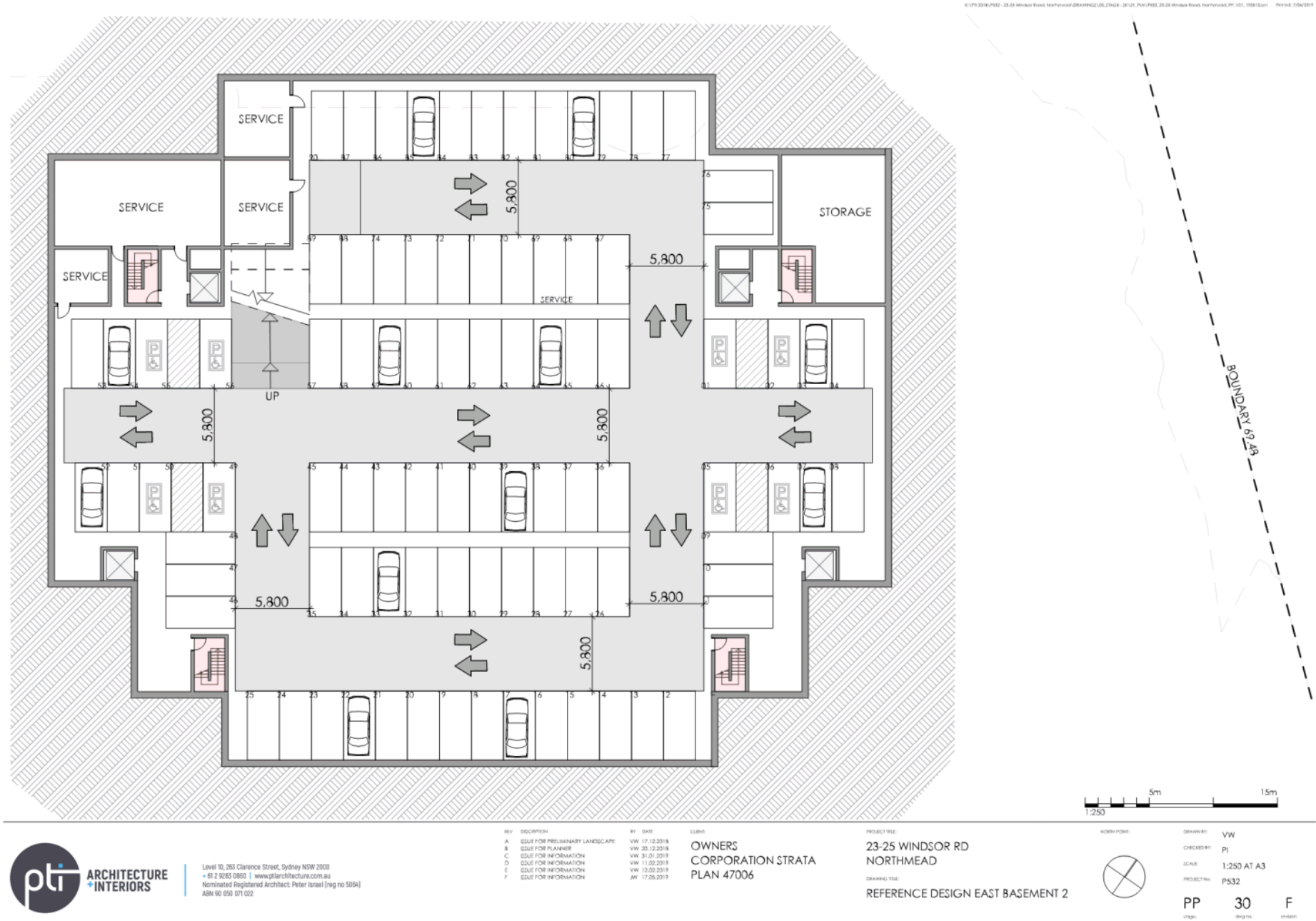




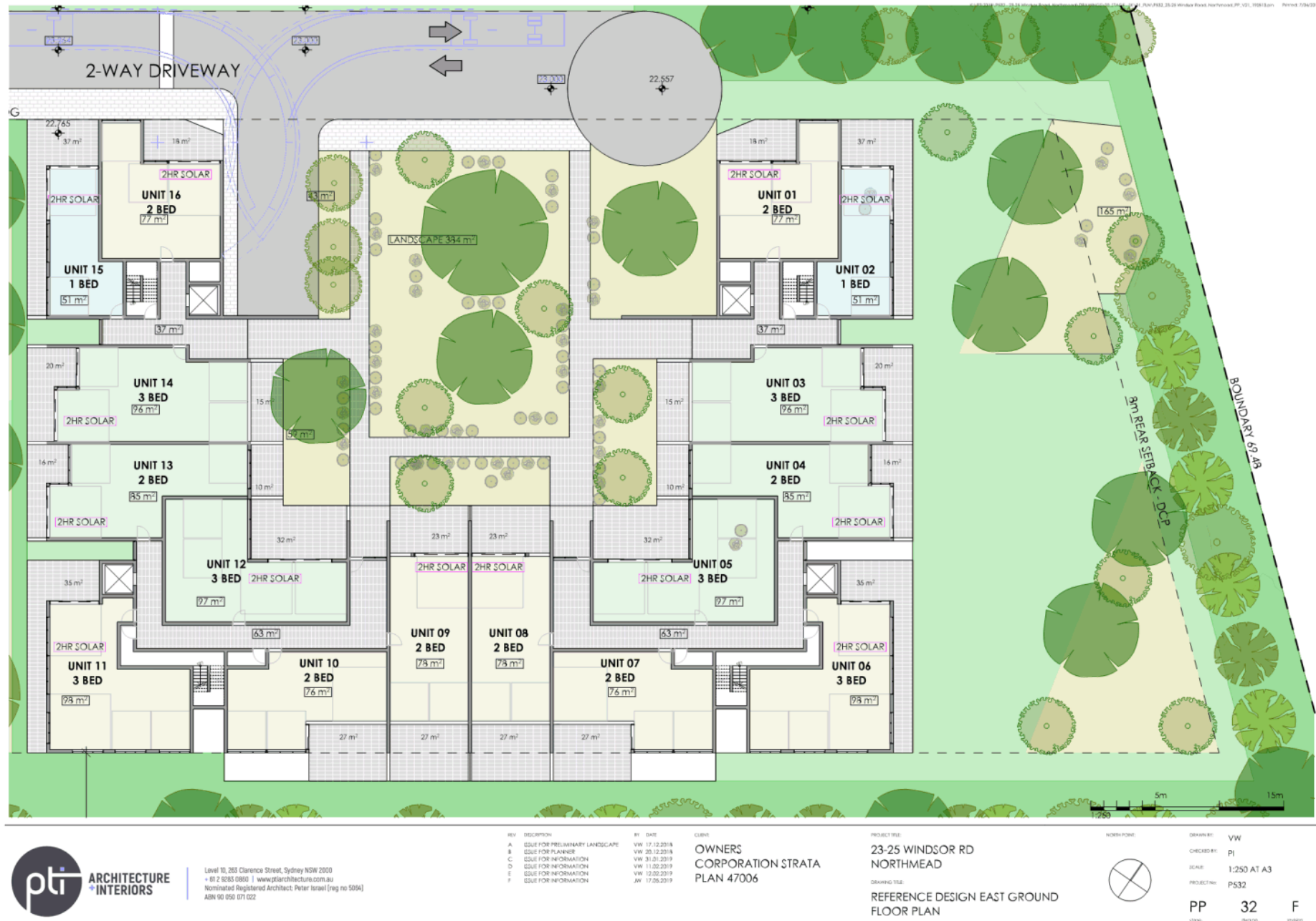




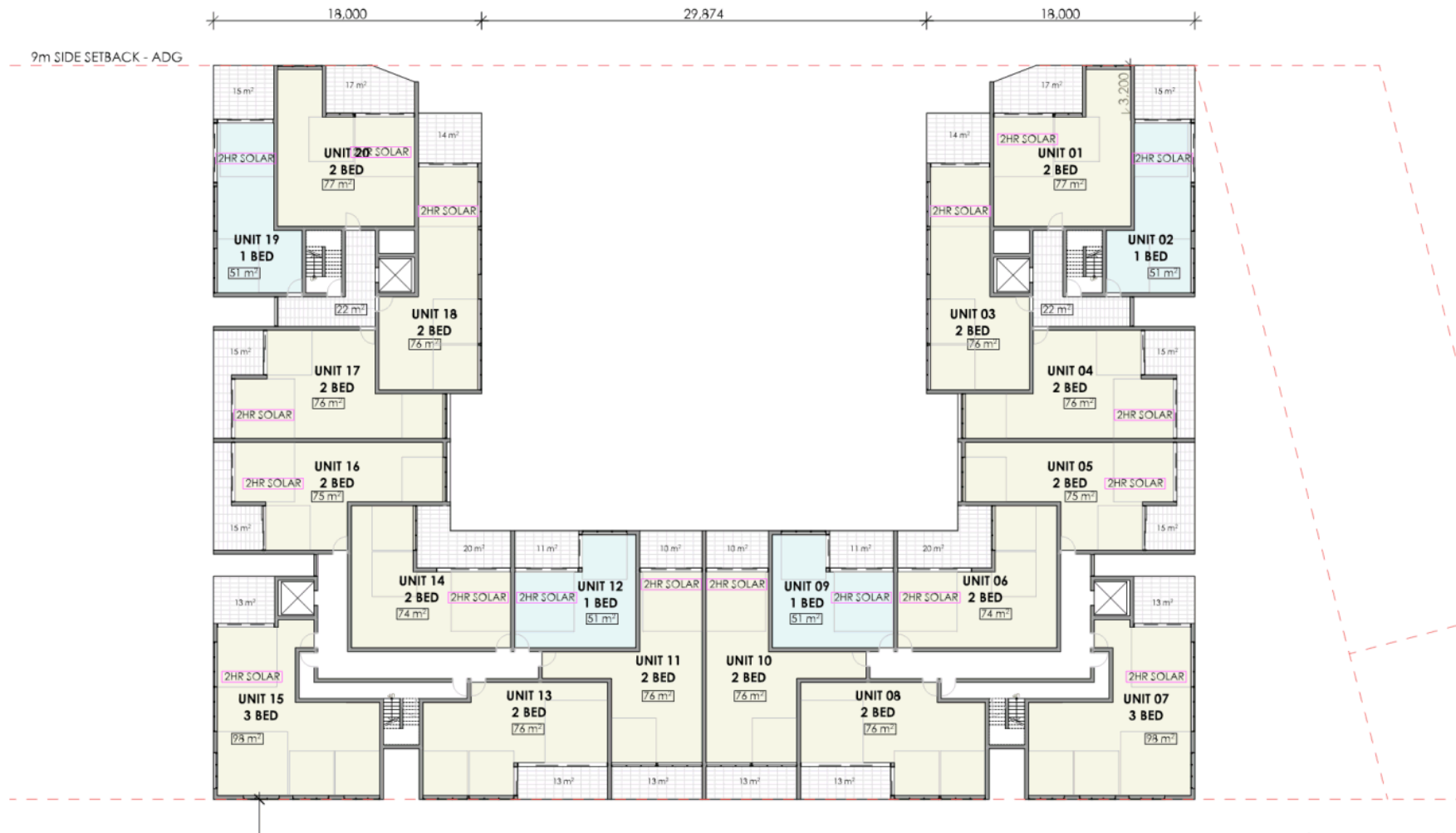








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JW	17.02.2019

CLIENT:
 OWNERS
 CORPORATION STRATA
 PLAN 47006

PROJECT REF:
 23-25 WINDSOR RD
 NORTHMEAD

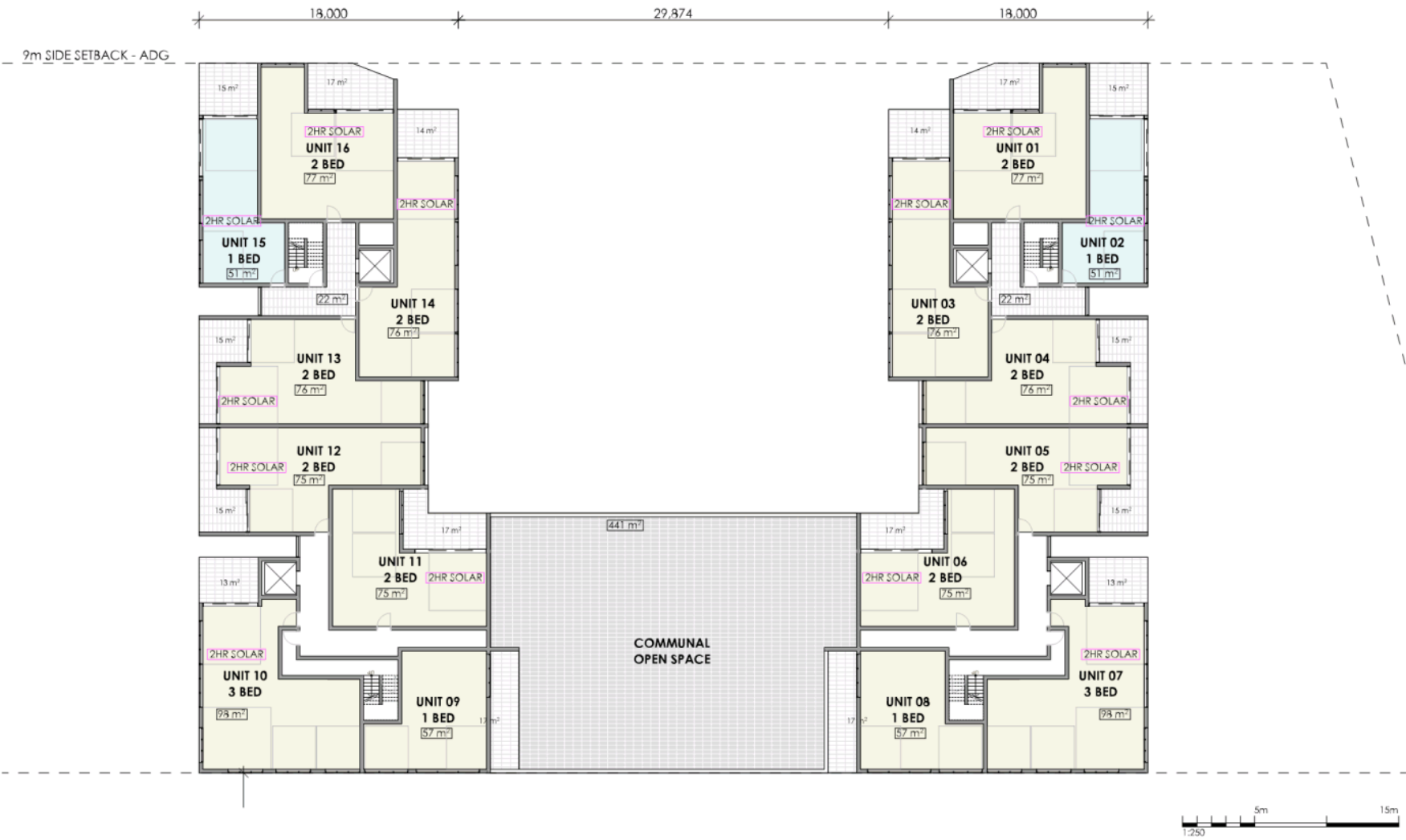
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 REFERENCE DESIGN EAST LEVEL 1-5
 TYPICAL FLOOR PLAN

NORTH POINT:



DRAWN BY:	VW
CHECKED BY:	PI
SCALE:	1:250 AT A3
PROJECT NO:	PS32
PP	33
stage	design
F	model

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F	ISSUE FOR INFORMATION	JW	17.05.2019	

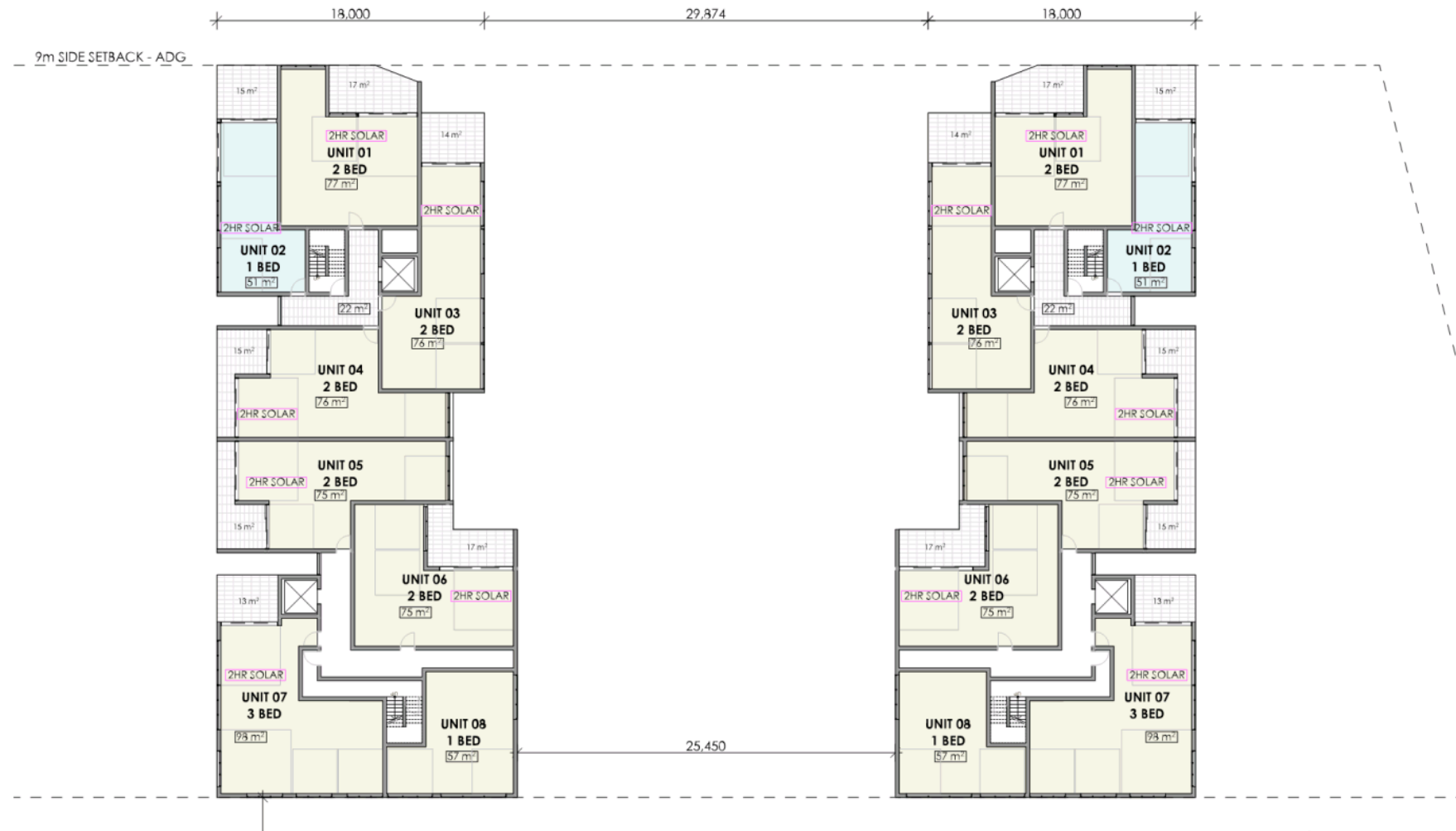
PROJECT REF:
23-25 WINDSOR RD
NORTHMEAD

DRAWING TITLE:
REFERENCE DESIGN EAST LEVEL 6
FLOOR PLAN



DRAWN BY:	VW	
CHECKED BY:	PJ	
SCALE:	1:250 AT A3	
PROJECT No:	P532	
PP	34	F
stage,	design no,	revision

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Level 10, 265 Clarence Street, Sydney NSW 2000
 • 61 2 9283 0860 | www.ptiarchitecture.com.au
 Nominated Registered Architect: Peter Israel (reg no 5094)
 ABN 90 050 071 022

REV	DESCRIPTION
A	ISSUE FOR PRELIMINARY LANDSCAPE
B	ISSUE FOR PLANNER
C	ISSUE FOR INFORMATION
D	ISSUE FOR INFORMATION
E	ISSUE FOR INFORMATION
F	ISSUE FOR INFORMATION

REV	DATE
VW	17.12.2018
VW	20.12.2018
VW	31.01.2019
VW	11.02.2019
VW	12.02.2019
JW	17.02.2019

OWNERS
 CORPORATION STRATA
 PLAN 47006

PROJECT REF:
 23-25 WINDSOR RD
 NORTHMEAD

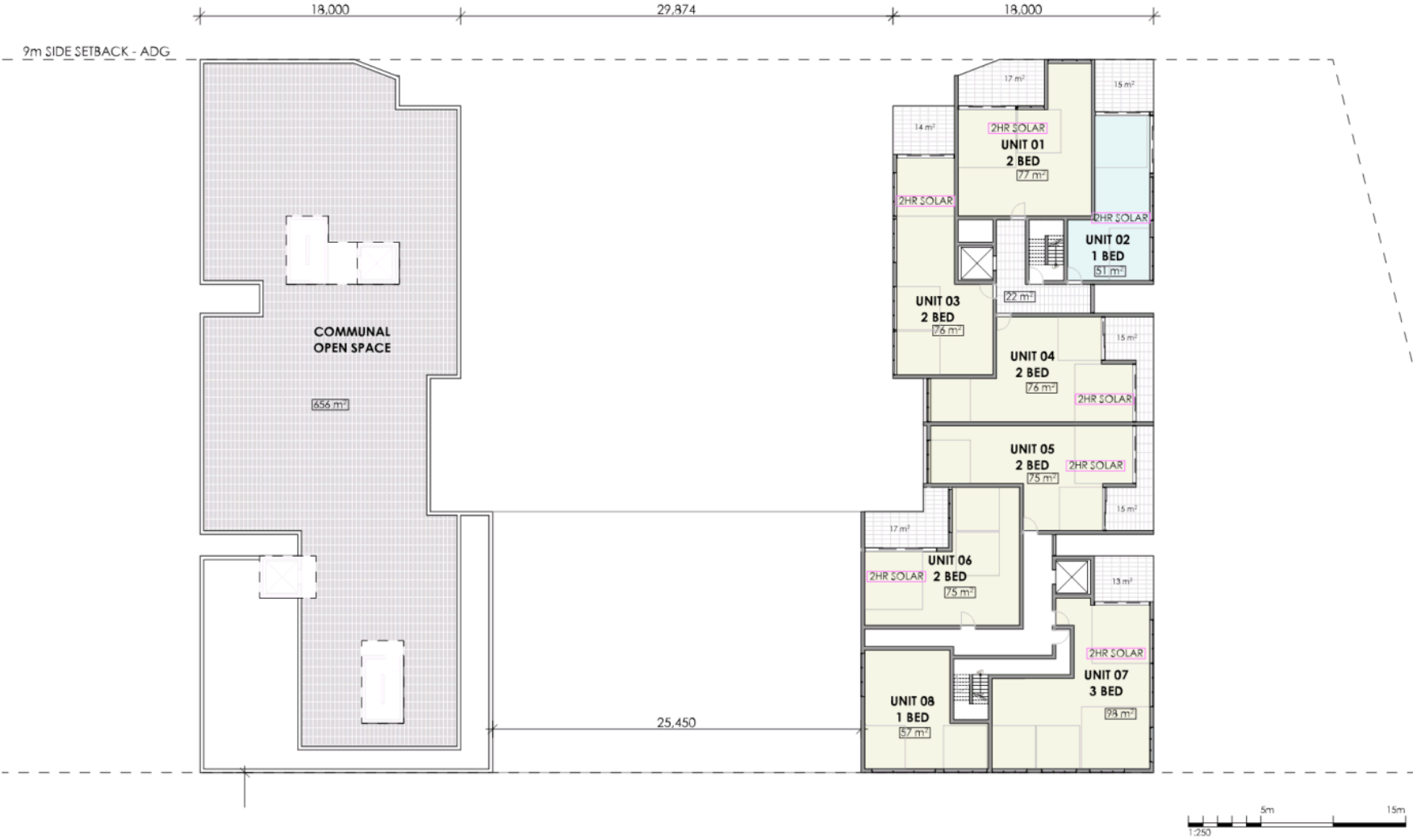
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 REFERENCE DESIGN EAST LEVEL 7
 FLOOR PLAN



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 CHECKED BY: PJ
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 PROJECT No: PS32

PP 35 F
 stage designs render

K:\PTI\2019\PS32 - 23-25 Windsor Road, Northmead\DRAWING\23-25 Windsor Road - PS32 - 23-25 Windsor Road, Northmead, PP, V01, 170813.dwg Period: 1/26/2019



ARCHITECTURE
INTERIORS

Level 10, 265 Clarence Street, Sydney NSW 2000
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Nominated Registered Architect: Peter Israel (reg no 5094)
ABN 90 050 071 022

REV	DESCRIPTION	BY	DATE
A	ISSUE FOR PRELIMINARY LANDSCAPE	VW	17.12.2018
B	ISSUE FOR PLANNER	VW	20.12.2018
C	ISSUE FOR INFORMATION	VW	31.01.2019
D	ISSUE FOR INFORMATION	VW	11.02.2019
E	ISSUE FOR INFORMATION	VW	12.02.2019
F	ISSUE FOR INFORMATION	JW	17.05.2019

REV	DATE
VW	17.12.2018
VW	20.12.2018
VW	31.01.2019
VW	11.02.2019
VW	12.02.2019
JW	17.05.2019

OWNERS
CORPORATION STRATA
PLAN 47006

PROJECT REF:
23-25 WINDSOR RD
NORTHMEAD

DRAWING TITLE:
REFERENCE DESIGN EAST LEVEL 3
FLOOR PLAN



DRAWN BY:
VW
CHECKED BY:
PJ
SCALE:
1:250 AT A3
PROJECT NO:
PS32

PP 36 F
stage designs models

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**ARCHITECTURE
INTERIORS**


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Nominated Registered Architect: Peter Israel (reg no 5094)
ABN 90 050 071 022

REV	DESCRIPTION	BY	DATE	CLIENT
A	ISSUE FOR PRELIMINARY LANDSCAPE	VW	17.12.2018	OWNERS CORPORATION STRATA PLAN 47006
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C	ISSUE FOR INFORMATION	VW	31.01.2019	
D	ISSUE FOR INFORMATION	VW	11.02.2019	
E	ISSUE FOR INFORMATION	VW	12.02.2019	
F	ISSUE FOR INFORMATION	JW	17.05.2019	

PROJECT REF:
**23-25 WINDSOR RD
NORTHMEAD**

DRAWING TITLE:
REFERENCE DESIGN EAST ROOF PLAN

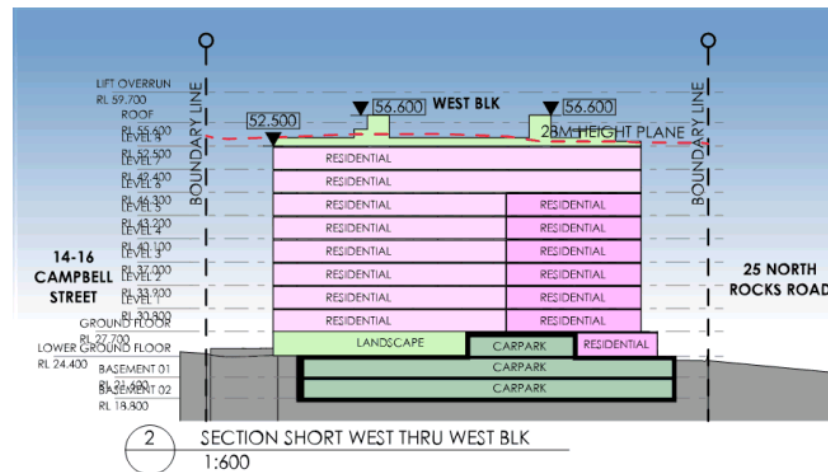
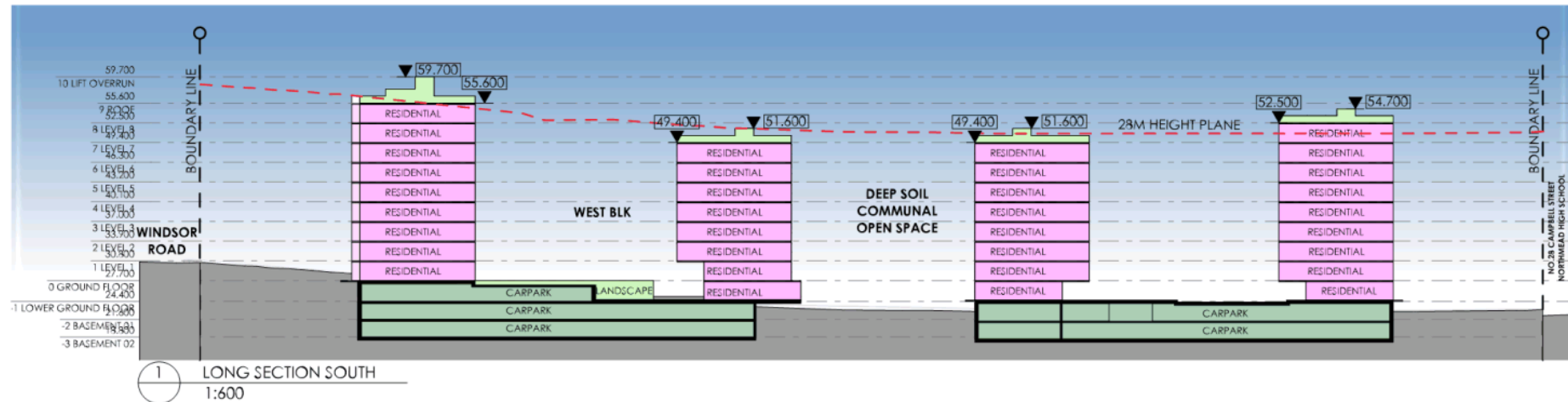
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PP 37 F
stage design revision

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Level 10, 265 Clarence Street, Sydney NSW 2000
 + 61 2 9253 0800 | www.ptiarchitecture.com.au
 Nominated Registered Architect: Peter Israel (reg no 5094)
 ABN 90 050 071 022

REV	DESCRIPTION	BY	DATE
A	ISSUE FOR PRELIMINARY LANDSCAPE	VW	17.12.2018
B	ISSUE FOR PLANNER	VW	20.12.2018
C	ISSUE FOR INFORMATION	VW	31.01.2019
D	ISSUE FOR INFORMATION	VW	11.02.2019
E	ISSUE FOR INFORMATION	VW	12.02.2019
F	ISSUE FOR INFORMATION	JW	17.05.2019

OWNERS
 CORPORATION STRATA
 PLAN 47006

PROJECT REF:
 23-25 WINDSOR RD
 NORTHMEAD

DRAWING TITLE:
 SECTIONS

DRAWN BY: VW
 CHECKED BY: PJ
 SCALE: 1:600 AT A3
 PROJECT NO: PS32

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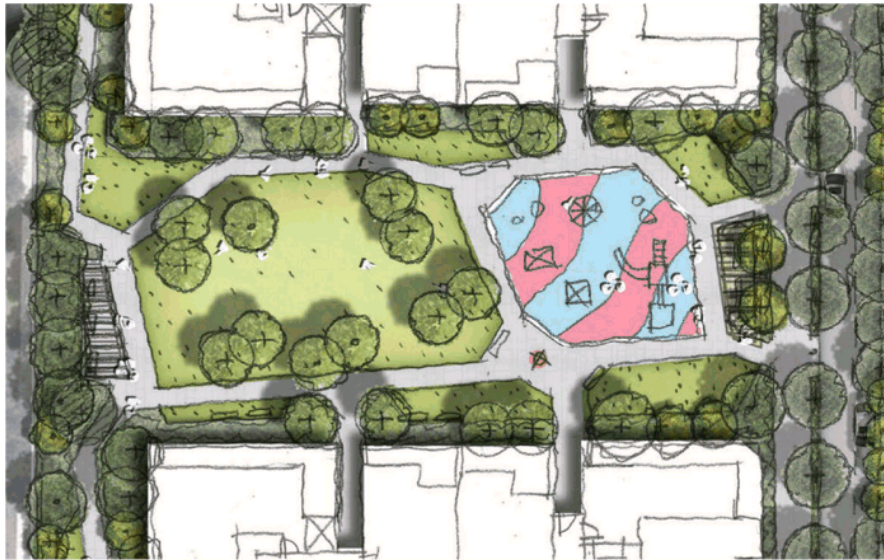
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23-25 Windsor Road, Northmead Landscape Concept

Prepared for: Hamptons Property Services

By: Site Image Landscape Architects

Architect: PTI Architecture

Date : 15 July 2019



SITE IMAGE
Landscape Architects

Site Image (NSW) Pty Ltd
Level 1, 3-5 Baptist Street Redfern NSW 2016 Australia | T +61 2 8332 5600



Landscape Concept

The landscape provides a comprehensive landscape setting to the buildings, and creates strong separation and greening between adjacent properties. The streetscape is to have a high quality public domain, with strong definition of building entries and distinctive address. Publicly accessible common open space is provided in three large areas, with these providing a broad range of amenity areas from playground and exercise, barbeque and seating shelters, passive open lawn areas, and loop walkways throughout. Podium level landscape areas also provide strong amenity with similar programme of lawns, gardens, loop walkways and amenity shelters. Ground floor apartments have been provided courtyards with lush gardens that provide a green edge to adjoining open space areas. The landscape is to be activated by the strong amenity provided, and CPTED principles addressed with overlooking and clear sightlines around open space areas.



SITE IMAGE
Landscape Architects



23-25 Windsor Road, Northmead
Landscape Concept

Client	Hamptons Property Services	Drawing Number	002
Architect	PTI Architecture	Issue	C
Site Image Job Number	SS18-3982	Date	16 July 2019

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23-25 Windsor Road, Northmead Landscape Concept



A. Open space presenting to Windsor Road



B. Internal streetscape to have high quality public domain



C. Residential entries to be well defined & have clear identity



D. Tree planting in broad lawns providing shade & greening



E. High quality paths and feature civic nodes / building entries



F. Building Entrances with canopies and secure access



G. Feature landscape to building frontages and courtyards



H. Meandering paths through lawns and gardens



I. Podium landscapes provide lawns and diverse amenity



J. Playground provides for a range of different ages



K. Tall screen planting and dense understorey trees to boundary



L. Outdoor exercise equipment and exercise circuits



M. Future path connectivity shown indicatively



N. Shade and BBQ canopies throughout provide seating / amenity



SITE IMAGE
Landscape Architects



23-25 Windsor Road, Northmead Landscape Concept

Client	Hamptons Property Services	Drawing Number	003
Architect	PTI Architecture	Issue	C
Site Image Job Number	SS18-3982	Date	16 July 2019

Site Image (NSW) Pty Ltd ABN 44 661 282 000 is a company of Site Image North Pty Ltd (NSW) Level 1, 3-5 Belford Street, Northmead NSW 2151. Architecture & Landscape Pty Ltd



14 June 2019
Ref 18576

Felicity Roberts
Parramatta Council
P.O. Box 32
PARRAMATTA NSW 2124

Attn: Ms Felicity Roberts
E: FRoberts@cityofparramatta.nsw.gov.au

Dear Felicity,

PLANNING PROPOSAL RZ/18/2016
PROPOSED RESIDENTIAL DEVELOPMENT
23-25 WINDSOR ROAD, NORTHMEAD
PROPOSED VEHICULAR ACCESS ARRANGEMENTS - ADDENDUM ASSESSMENT

Introduction

This addendum traffic assessment has been prepared in response to comments received from Council in relation to *Varga Traffic Planning's* previous assessment dated 12 March 2019. The following information is provided in response to the issues raised by Council in their latest comments.

Proposal

I understand that under the current *LEP* planning controls that apply to the site, including the *R4* zoning and the 16m height limit, the site has the potential to achieve a yield in the order of 270 dwellings, equating to an FSR of approximately 1.5:1.

The Planning Proposal seeks to increase the height controls that currently apply to the site as well as increase the FSR to 1.8:1. The proposed amendments to the *LEP* thereby result in a potential yield of 308 dwellings – i.e. a *nett increase* of 38 dwellings over and above the current controls (down slightly from the previous 310 dwellings in the previous *VTP* assessment).

It is envisaged that off-street parking will be provided in basement car parking areas located underneath the respective buildings, in accordance with the parking rates specified in Council's *Parramatta DCP 2011* for high density residential flat buildings in sub-regional centres. Vehicular access to the site remains proposed via a new entry/exit driveway located at the north-western end of the Windsor Road site frontage.

Suite 6, 20 Young Street, Neutral Bay NSW 2089 - PO Box 1868, Neutral Bay NSW 2089 - Ph: 9904 3224

In this regard, reference is made to comments received from Council's Urban Design Department, dated 13 November, 2018, under the "Site Access and Circulation" section, which notes:

"Vehicular access should be provided as a 2-way and 24hr access-way. Given the unlikely possibility for vehicular access to the rear of the site through a dedication from the adjacent Northmead Creative and Performing Arts School and proximity of the south-west corner to the highway intersection, it is understood that the only reasonable vehicular access point to the site is on the north-west corner, off Windsor Road. However, the proposal should maintain the potential for future connections to the centre and rear".

Further to the above, Council's latest comments also notes the following:

"Council's officer notes that RMS has already advised the applicant that they raised no objections to the original proposed plan (406 units) prior to the lodgement of the Planning Proposal. Council will therefore carry out formal consultation with the RMS should the PP proceed to Gateway Determination as part of the public exhibition phase where the updated traffic report will be provided accordingly".

A recent aerial image of the site in relation to the Windsor Road and the James Ruse Drive intersection is reproduced below.



Existing Lane Configuration

Windsor Road directly outside the site comprises two northbound traffic lanes and 5 southbound traffic lanes, comprising the following:

- Lane 1: dedicated left turn slip lane for vehicles turning left onto James Ruse Drive
- Lane 2: dedicated Bus Lane for buses heading south along Windsor Road
- Lane 3: general traffic lane for vehicles heading south along Windsor Road
- Lane 4: general traffic lane for vehicles heading south along Windsor Road
- Lane 5: right turn holding lane for vehicles turning right onto James Ruse Drive

Existing & Future Public Transport

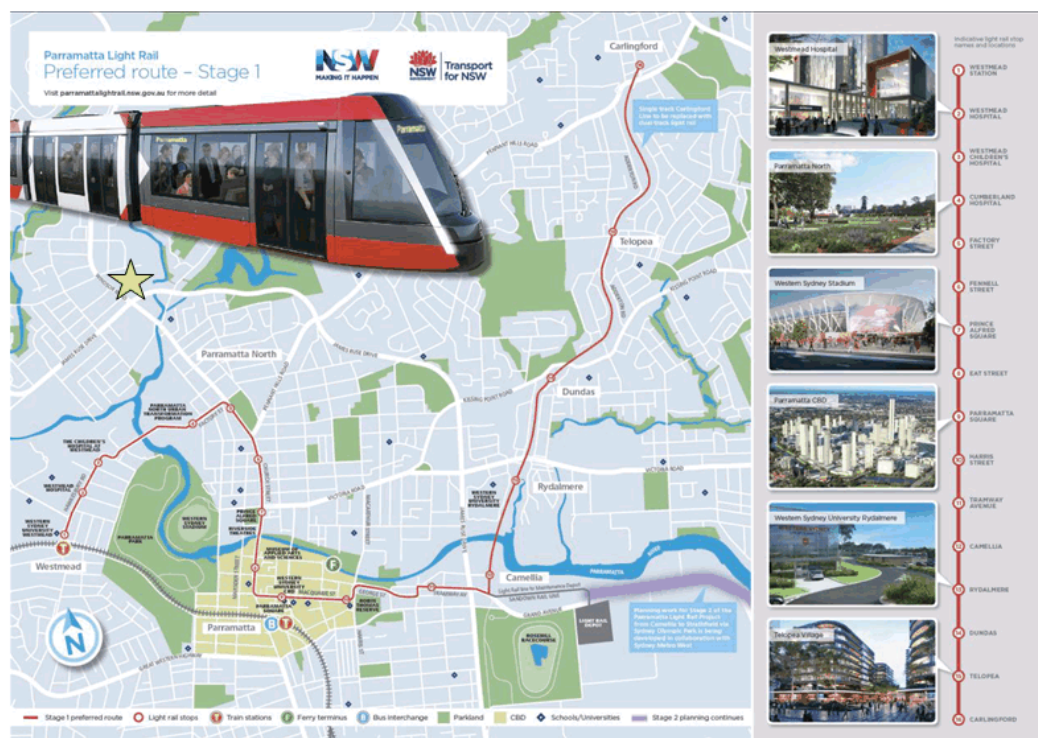
There are currently six bus services that operate along Windsor Road, directly past the site, with the nearest bus stops located approximately 160m walking distance to/from the site including the 601, 603, 604, 606, 609 and 706 services along with the high-frequency intra-regional *Metrobus M60*.

The M60 service operates between Hornsby and Parramatta seven days per week, with weekday services every 15 minutes (every 10 minutes during the morning and afternoon peak) and weekend services every 20 minutes. The abovementioned bus services also connect with train services at numerous suburban railway stations including Parramatta, Blacktown, Hornsby and Pennant Hills.

Furthermore, the new Parramatta Light Rail is one of the NSW Government's latest infrastructure projects being delivered to serve a growing Sydney.

Stage 1 will connect Westmead to Carlingford via the Parramatta CBD and Camellia, with a two-way track spanning 12kms, and is expected to open in 2023. The Stage 1 route will link Parramatta's CBD and Railway Station to the Westmead Health precinct, Parramatta North Urban Transformation Program, the new Western Sydney Stadium, the Camellia Precinct, the new Powerhouse Museum, the private and social housing redevelopment at Telopea, Rosehill Gardens Racecourse and three Western Sydney University campuses. A map of the Stage 1 route is shown below.

Stage 1 of the project will deliver 16 new stations, including "Factory Street" which will be the closest station to the subject site and located approximately 1.2km south of the site – i.e. a 12-16 minute walk. High frequency "turn up and go" services will be provided from early morning to late evening, including every 7.5 minutes throughout the day.



Planning work for Stage 2 of the project, between Camellia and Strathfield via Sydney Olympic Park, is being developed in collaboration with Sydney Metro West, Australia's largest public transport infrastructure project. The Stage 2 route will include 10-12 new stations over a 10km, two-way track.

Existing Traffic Conditions & Gap Analysis

An indication of the existing traffic conditions on the road network in the vicinity of the site is provided by peak period traffic surveys undertaken by *R.O.A.R Data* on behalf of *Terraffic*, the traffic and transport consultant previously engaged on the Planning Proposal.

The traffic surveys were undertaken in Windsor Road, directly outside the subject site, on Tuesday 14th March, 2017. The results of the traffic surveys are attached in full and reveal that:

- southbound traffic flows in Windsor Road past the site during the weekday *morning* network peak period of between 7:00am-8:00am is in the order of 2,750 vehicles per hour (vph)
- southbound traffic flows in Windsor Road past the site during the weekday *afternoon* network peak period of between 5:15pm-6:15pm is *significantly lower* and in the order of 1,450 vph.

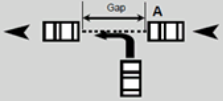
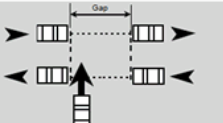
In addition to the peak period traffic counts undertaken in 2017, a video and gap analysis study was undertaken by *Matrix Traffic & Transport Data* on Tuesday 30th and Wednesday 31st October, 2018, between 6:30am-11:30am and again between 2:00pm-7:00pm. The raw data files of the video and gap analysis are provided under separate cover.

With respect to the future residential uses on the subject site, the weekday *morning* peak period is the critical, or *worst-case*, period for this vehicular access analysis as that is the period with the highest volume of southbound traffic on the road network *and* the period with the highest volume of traffic exiting the site – i.e. when residents are leaving home to head to work and therefore entering the road network.

In order to determine the time drivers typically require to enter the road network traffic flow, reference is made to the *Austrroads* publication, *Guide to Road Design Part 4A: Unsignalised and Signalised Intersections*, Table 3.4: *Critical Acceptance Gaps and Follow-Up Headways*. An extract of Table 3.4 is reproduced below.

Guide to Road Design Part 4A: Unsignalised and Signalised Intersections

Table 3.5: Critical acceptance gaps and follow-up headways

Movement	Diagram	Description	$t_s^{(1)}$ (sec)	$t_r^{(2)}$ (sec)
Left turn		Not interfering with A Requiring A to slow	14–40 5	2–3 2–3
Crossing		Two lane/one way Three lane/one way Four lane/one way Two lane/two way Four lane/two way Six lane/two way	4 6 8 5 8 8	2 3 4 3 5 5

In essence, *Austroads* research indicates that a driver typically requires a 5 second “critical acceptance” gap to make a left turn into the traffic flow whilst subsequent drivers immediately afterwards require a “follow-up headway” gap of between 2 and 3 seconds to make the same left turn.

For the purposes of this assessment, it has been assumed that a gap of 5-7 seconds would allow 1 car to exit the site into Lane 1, a gap of 8-9 seconds would allow 2 cars to exit, a gap of 10-11 seconds would allow 3 cars to exit, a gap of 12-13 cars would allow 4 cars to exit, and so on.

The previous *VTP* assessment was based on the weekday *morning* peak period of 7:00am-8:00am as that was the peak *hour* determined by the *R.O.A.R Data* survey. Notwithstanding, Council’s latest comments advise that assessment should be based on the weekday *morning* peak period of 8:00am-9:00am “as this is considered to be the true peak given school drop-offs”.

By way of comparison, the *R.O.A.R Data* traffic surveys undertaken in Windsor Road, directly outside the subject site on Tuesday 14th March, 2017, revealed that:

- southbound traffic flows in Windsor Road past the site during the weekday *morning* network peak period of between 8:00am-9:00am is in the order of 2,450 vph (compared to 2,750 vph between 7:00am-8:00am)

In any event, the gap analysis raw data has been re-reviewed during the weekday *morning* peak period of 8:00am-9:00am (as requested by Council), and in particular, the number of gaps in southbound traffic flow in Lane 1 (i.e. the kerbside lane). The results of the traffic surveys reveal that:

- on Tuesday 30th October 2018, during the *morning* network peak period there were approximately 48 gaps of 5 seconds *or more* in southbound traffic flow in Lane 1 which would allow approximately 117 potential vehicles to exit the site onto Windsor Road
- during the same Tuesday *morning* period there were 15 gaps (of 5 seconds *or more*) in southbound traffic flow in Lane 2 (i.e. the Bus Lane), with an average gap time of 96 seconds *per gap*
- during the same Tuesday *morning* period there were 56 gaps (of 5 seconds *or more*) in southbound traffic flow in Lane 3, with an average gap time of 24 seconds *per gap*
- on Wednesday 31st October 2018, during the *morning* network peak period there were approximately 66 gaps of 5 seconds *or more* in southbound traffic flow in Lane 1 which would allow approximately 150 potential vehicles to exit the site onto Windsor Road
- during the same Wednesday *morning* period there were 19 consecutive gaps (of 5 seconds *or more*) in southbound traffic flow in Lane 2 (i.e. the Bus Lane), with an average gap time of 126 seconds *per gap*
- during the same Wednesday *morning* period there were 42 gaps (of 5 seconds *or more*) in southbound traffic flow in Lane 3, with an average gap time of 32 seconds *per gap*.

Parking Rates

As the site was previously located within The Hills LGA, prior to the border realignment in 2016, reference is made to *The Hills DCP 2012, Part B, Section 5, Residential Flat Buildings, Section 3.19 – Car Parking* which nominates the following parking rates:

The Hills DCP 2012

1 bedroom unit:	1 space per dwelling
2 bedroom unit:	2 spaces per dwelling
3 bedroom unit:	2 spaces per dwelling
Visitors:	2 spaces per 5 dwellings

The site however is now located within the Parramatta LGA, therefore reference is also made to *Parramatta DCP 2011, Part 3, Development Principles, Table 3.6.2.3 – Minimum Car Parking Rates* which nominates the following parking rates for developments *not* located within 400m walking distance of a transitway bus stop or railway station:

Parramatta DCP 2011

1 bedroom unit:	1 space per dwelling
2 bedroom unit:	1.25 spaces per dwelling
3 bedroom unit:	1.5 spaces per dwelling
Visitors:	0.25 spaces per dwelling

By way of further comparison, reference is also made to the Roads and Maritime's publication *Guide to Traffic Generating Developments, Section 5 – Parking Requirements for Specific Land Uses (October 2002)*.

The RMS *Guidelines* are based on extensive surveys of a wide range of land uses and nominates the following off-street parking rates for high density residential flat buildings:

RMS Guidelines

1 bedroom unit:	0.6 spaces per dwelling
2 bedroom unit:	0.9 spaces per dwelling
3 bedroom unit:	1.4 spaces per dwelling
Visitors:	1 space per 5 dwellings

Since the previous *VTP* assessment, the indicative bedroom mix has been confirmed as follows:

Studio unit:	8 dwellings
1 bedroom unit:	53 dwellings
2 bedroom unit:	195 dwellings
3 bedroom unit:	52 dwellings
TOTAL:	308 dwellings

Application of the various parking rates to the proposed yield of 308 apartments yields the following parking requirements:

	The Hills DCP 2012	Parramatta DCP 2011	RMS Guidelines
Residents	555 spaces	383 spaces	285 spaces
Visitors	123 spaces	77 spaces	62 spaces
TOTAL	678 spaces	460 spaces	347 spaces

It should be noted that the parking rates specified in *The Hills DCP 2012* are considered *extremely high* comparative to other LGAs within greater Sydney, primarily due to the historical lack of rail infrastructure in the area.

By comparison, the parking rates specified in the *Parramatta DCP 2011* are much lower and reflective of high density residential developments in areas with good access to a range of public transport services including bus and rail such as the subject site.

The parking rates specified in the *RMS Guidelines* are lower again and reflective of high density residential developments in areas with excellent access to a range of public transport services including bus and rail.

As noted in the foregoing, there are currently six bus services which operate along Windsor Road past the site, including high-frequency *Metrobus* services. In addition, the new Parramatta light rail is under construction, with the nearest future station to be located approximately 1.2km walking distance south of the site.

As such, it is considered that the parking rates specified in the *Parramatta DCP 2011* are the most appropriate rates to apply to the Planning Proposal.

Projected Traffic Generation

The traffic implications of development proposals primarily concern the effects of the *additional* traffic flows generated as a result of a development and its impact on the operational performance of the adjacent road network.

An indication of the traffic generation potential of the Planning Proposal is provided by reference to the Roads and Maritime Services publication *Guide to Traffic Generating Developments, Section 3 - Landuse Traffic Generation (October 2002)* and the updated traffic generation rates in the *RMS Technical Direction (TDT 2013/04a)* document.

The TDT 2013/04a document specifies that it replaces those sections of the *RMS Guidelines* indicated, and must be followed when RMS is undertaking trip generation and/or parking demand assessments.

The *RMS Guidelines* and the updated TDT 2013/04a are based on extensive surveys of a wide range of land uses and nominate the following “Sydney Average” traffic generation rates which are applicable to the development proposal:

High Density Residential Flat Dwellings (Sydney Average)

AM: 0.19 peak hour vehicle trips *per unit*

PM: 0.15 peak hour vehicle trips *per unit*

Notwithstanding, previous advice received by Council based on the *Journey to Work* data provided by the NSW *Bureau of Statistics* indicates that for a residential development located within the Northmead area, the “Rockdale” traffic generation rates should apply as they both exhibit similar travel mode characteristics.

Appendix B3 of the TDT 2013/04a therefore nominates the following traffic generation rates which apply to the Rockdale area, and in theory, the Northmead area as well:

High Density Residential Flat Dwellings (Rockdale)AM: 0.32 peak hour vehicle trips *per unit*PM: 0.18 peak hour vehicle trips *per unit*

Application of the above traffic generation rates to the potential 308 apartments outlined in the amended Planning Proposal yields a traffic generation potential of between 46 vph and 59 vph using the “Sydney Average” rates and between 55 vph and 99 vph using the “Rockdale” rates.

Sydney Average

AM: 308 units @ 0.19 vtp/unit = 59 vph

PM: 308 units @ 0.15 vtp/unit = 46 vph

Rockdale

AM: 308 units @ 0.32 vtp/unit = 99 vph

PM: 308 units @ 0.18 vtp/unit = 55 vph

By way of comparison, application of the above traffic generation rates to the potential for 270 apartments permissible under the current planning controls yields a traffic generation potential of between 41 vph and 51 vph using the “Sydney Average” rates and between 49 vph and 86 vph using the “Rockdale” rates.

Sydney Average

AM: 270 units @ 0.19 vtp/unit = 51 vph

PM: 270 units @ 0.15 vtp/unit = 41 vph

Rockdale

AM: 270 units @ 0.32 vtp/unit = 86 vph

PM: 270 units @ 0.18 vtp/unit = 49 vph

As noted in the foregoing, with respect to the future residential uses on the subject site, the weekday *morning* peak period is the critical, or *worst case*, period for this vehicular access analysis as that is the period with the highest volume of southbound traffic on the road network *and* the period with the highest volume of traffic exiting the site – i.e. when residents are leaving home to head to work and therefore entering the road network.

If a 20/80 split is applied to the (Rockdale) AM traffic volumes specified above (i.e. 20% entering & 80% exiting), the *nett increase* in vehicles exiting the site during the weekday *morning* network peak period between the Planning Proposal and a development under the current planning controls is just 13 vph, or approximately *1 vehicle every 4.6 minutes*, as detailed in the table below.

	Planning Proposal	Permissible Development	Difference
AM Peak – IN	20 vph IN	17 vph IN	+3 vph IN
AM Peak – OUT	79 vph OUT	69 vph OUT	+10 vph OUT
TOTAL	99 vph	86 vph	+13 vph

The amended gap analysis detailed earlier in this traffic study, which was based on surveys conducted over a *two-day* period, focusing on the weekday *morning* peak period of 8:00am-9:00am (as requested by Council), indicates that during that hour period, there were sufficient gaps in southbound traffic flow in Lane 1 to allow between 117 vehicles and 150 vehicles to exit the site onto Windsor Road. Furthermore, the results also indicate that there is an average gap time of 111 seconds *per gap* into Lane 2 and an average gap time of 28 seconds *per gap* into Lane 3 (averaged between the two survey days).

Notwithstanding, Council’s latest comments noted that the above assessment is based on each lane in isolation, not the through lanes on Windsor Road as a whole.

Council's traffic team "observed the raw data associated with the video and gap analysis and identified that there were periods of 2 to 3 minutes where there was no gap greater than 5 seconds in these travel lanes at the same time. Average delays for cars exiting the site onto Windsor Road are likely to be higher than 2 minutes".

Whilst a re-review of the raw data associated with the video and gap analysis by VTP indicates that Council's above comments are reasonable, and that vehicles exiting the site across into Lane 3 on Windsor Road during the weekday *morning* peak period are likely to experience delays higher than 2 minutes, Council also acknowledges that "the site is located at the confluence of a major through traffic route (Windsor Road the James Ruse Drive on-ramp) which means that even development of the site within current planning controls are likely to be subject to egress issues during the morning peak".

Access Driveway Design

Reference to Table 3.1 & Table 3.2 in *AS2890.1:2004* which indicates that for a Class 1A development with between 301 and 600 parking spaces, accessed from an arterial road, a Category 4 driveway is required, that is, entry and exit driveway widths of between 6m-8m each, with a 1m-3m separation distance.

The site frontage is of sufficient width that the above parameters should be able to be accommodated without issue, subject to detailed design at DA stage.

Traffic Implications

Further reference to the *Journey to Work* data indicates that "place of employment" splits for residents living within the Northmead area are detailed in the table below.

Whilst the precise future percentage split for drivers wishing to exit into either Lane 1 or Lane 3 is difficult to accurately quantify, it is expected that during the weekday *morning* peak period, the majority of future residents exiting the site will turn left out of the site into Lane 1 and then left onto the James Ruse Drive on ramp as that will be the easiest option. Drivers wishing to head north, west and potentially south then have the option to either exit James Ruse Drive onto Pennant Hills Road, approximately 1.6km south of the Windsor Road interchange, *or* undertake a U-turn at the Pennant Hills Road interchange back onto James Ruse Drive. Potential departure routes are also noted in the table below.

Sydney Area	% Split	Potential Departure Route During AM Peak
Blacktown	5%	James Ruse Dr to Parramatta Rd and M4 Motorway
Baulkham Hills	12%	James Ruse Dr to Pennant Hills Rd & U-turn back to Windsor Rd
Carlingford	4%	James Ruse Dr to Pennant Hills Rd
Parramatta	41%	James Ruse Dr to Victoria Rd or Hassall Street
Fairfield	3%	James Ruse Dr to Parramatta Rd or M4 Motorway
Merrylands	4%	James Ruse Dr to Parramatta Rd or M4 Motorway
Auburn	5%	James Ruse Dr to Parramatta Rd or M4 Motorway
Ryde/Hunters Hill	9%	James Ruse Dr to Victoria Rd
Chatswood/Lane Cove	4%	James Ruse Dr to Pennant Hills Rd & M2 Motorway
Sydney Inner City	13%	James Ruse Dr to Victoria Rd or M4 Motorway
TOTAL	100%	

Whilst it is acknowledged that there will inevitably be a percentage of future residents that will seek to exit the site into Lane 3 on Windsor Road, including during the weekday *morning* peak period, the future site access driveway width of between 6m-8m (as required by *AS2890.1:2004*), will give drivers the option to either keep on the left side of the exit driveway and enter Lane 1 (quicker option) *or* keep on the right side of the exit driveway and enter Lane 3 (longer option). Consideration could also be given to signposting and/or linemarking the exit driveway into two lanes which may assist future residents and assist in minimising exit waiting times.

It should also be noted that once the Parramatta light rail is complete, it would be unsurprising if the travel modes of future residents living within the development would be closer aligned to the "Sydney Average" traffic generation rates which would in turn, reduce the abovementioned exiting volumes even further.

Conclusion

Based on the analysis and discussions presented within this report, the foregoing assessment has found that the *nett difference* in traffic generation potential of a high density residential development on the subject site when comparing the Planning Proposal scheme and a scheme permissible under the current planning controls is just 13 vph when using the "Rockdale" traffic generation rates (comprising 3 vph IN and 10 vph OUT).

Furthermore, there are sufficient gaps in the existing southbound traffic volumes along Windsor Road past the site to adequately allow the anticipated volume of development traffic expected to exit the site during the *worst-case* scenario, that being, the weekday *morning* network peak period.

Whilst the majority of development traffic is expected to exit the site into Lane 1 during the weekday *morning* peak period, as that will be the easier/quicker option, the future design of the site access driveway will be sufficiently wide enough to accommodate *two* exit lanes, thereby giving drivers the option to either keep on the left side of the exit driveway and enter Lane 1 *or* keep on the right side of the exit driveway and enter Lane 3.

It is therefore reasonable to conclude that the amended Planning Proposal will not have any unacceptable implications in terms of road network capacity or access arrangements.

I trust this advice satisfies your requirements. Please do not hesitate to contact me on telephone 9904 3224 should you wish to discuss any aspect of the above.

Yours sincerely



Chris Palmer
Traffic Engineer B.Eng (Civil)
Varga Traffic Planning Pty Ltd

Owners Corporation of Strata Plan 47006, 23-25 Windsor Road, Northmead

4 June 2019

The General Manager
City of Parramatta Council
PO Box 32
Parramatta NSW 2124

Dear Sir/Madam

Planning Agreement Offer

The Owners Corporation of Strata Plan 47006 offers to enter into a Planning Agreement with Council under section 7.4 of the *Environmental Planning and Assessment Act 1979* in connection with RZ 18/2016 for the site located at 23-25 Windsor Road, Northmead.

Strata Plan 47006 accepts the terms as generally set out in the Council's Planning Agreement template and in the following table:

Item	Terms
Parties	City of Parramatta Council The Owners Corporation of Strata Plan 47006
Land	23-25 Windsor Road, Northmead Strata Plan 47006
Planning Proposal / Development Application	RZ 18/2016 seeks to amend, by Schedule 1, the development standard for height of buildings to a maximum RL of 55.6 at the western end of the site and RL 52.5 at the eastern end of the site, excluding the provision for building services, which may be above this. RZ 18/2016 also seeks to impose a floor space ratio in accordance with Clause 4.4 of the PLEP of 1.8:1
Monetary Contribution	The monetary contribution offered will be 50% of the value uplift, between the existing floor space ratio and the proposed floor space ratio, less the valuation of works to establish the pedestrian pathway from the south-eastern corner of the subject site to Campbell Street.
Works	No works are proposed.
Dedication of Land	Land to facilitate the pedestrian pathway along the eastern site boundary will be dedicated to Council, at no cost and

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Item	Terms
	effected through a subdivision of the land. The width of the dedication is to comply with the relevant Australian Standards for pedestrian pathways, or as otherwise agreed with Council.
Other Public Benefits	The public benefit from the proposal is that there is no other available pedestrian access for properties to the east of Windsor Road. This is a poor pedestrian environment and the implementation of the walkway will significantly improve this experience from the higher density developments that will benefit from this. There will also be greater opportunities for passive surveillance, therefore improving the safety of pedestrians through this area.
Application of section 7.11, 7.12 and 7.24	Sections 7.11, 7.12 or 7.24 of the Act will continue to apply.
Registration	The terms of the template planning agreement relating to registration are accepted.
Dispute Resolution	The terms of the template planning agreement relating to dispute resolution are accepted.
Security	The relevant bank guarantees would be provided as security.
Restrictions on Issue of Certificates	The monetary contribution is payable prior to the release of any occupation certificate (interim or final).
Other Terms	
Costs	SP 47006 agrees to pay Council's reasonable costs of and incidental to the negotiation, preparation and entering into the agreement, as well as administration and enforcement of the planning agreement in accordance with the terms set out in the template planning agreement.

Yours faithfully

Owners Corporation of Strata Plan 47006

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