



CUMBERLAND
CITY COUNCIL

PLANNING PROPOSAL

Fresh Hope Care
Corner Dunmore Street & Pendle Way,
Pendle Hill

Proposal to facilitate redevelopment of the site for increased seniors housing, affordable key worker housing, community facilities, allied health services and publicly accessible open space.

September 2020

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Supporting documents

- Council Report and Resolution to Proceed to Gateway
- Cumberland Local Planning Panel Report and Advice
- Aboriginal Heritage Due Diligence
- Conservation Management Plan
- Ecological Constraints Assessment
- Economic Assessment
- Heritage Impact Statement
- Historic Archaeology Assessment
- Landscape Architecture Report
- Preliminary Contamination Assessment
- Preliminary Tree Assessment
- Proponent's Letter of Offer to enter into a Planning Agreement
- Social Impact Assessment and Management Plan
- Transport Impact Assessment
- Urban Design Report
- Urban Design Peer Review

Introduction

Cumberland City Council (Council) prepared this planning proposal in response to a request made by Keylan Pty Ltd on behalf of Fresh Hope Care (the Proponent) for land at the corner of Dunmore Street and Pendle Way, Pendle Hill (the site).

The Planning Proposal provides for increased housing supply, including seniors housing and affordable key worker housing, open space and community facilities on a site that is strategically located close to the Pendle Hill local centre and Pendle Hill train station.

In order to achieve the intended outcome, the following amendments to Holroyd Local Environmental Plan 2013 are proposed:

- Rezone part of the site from R2 Low Density Residential and R3 Medium Density Residential to R4 High Density Residential and RE2 Private Recreation
- Amend the Height of Building control for the site from 9m and 11m to 12.5m and 32m
- the Floor Space Ratio control for the site from 0.5:1, 0.7:1 and 0.85:1 to 0.85:1 and 1.5:1
- Amend Schedule 1 to permit 'food and drink premises' and 'medical centre' as additional permitted uses on the site.

The form and content of this Planning Proposal complies with Section 3.33 of the Environmental Planning and Assessment Act 1979 and the NSW Department of Planning and Environment's A Guide to Preparing Planning Proposals (2016).

The site and context

The site is located in close walking distance (approximately 300m) from the Pendle Hill local centre and train station, with 30 minute access by public transport to a range of other centres including Parramatta CDB (4.5km), Wentworthville local centre (1.5km) and Westmead Health and Education Precinct (3km) as shown in Figure 1.

The site is approximately 7.3 hectares in area with frontages to Dunmore Street and Pendle Way, Pendle Hill. Existing uses on the site include a 190-bed residential aged care facility, 86 independent living units, a place of public worship (Pathways Community Church) and six single-storey residential dwellings along Pendle Way. The senior's housing development and residential dwellings along Pendle Way are owned and managed by Fresh Hope Care. The site contains two local heritage items – Dunmore House and Ashwood House.

Surrounding developments include:

- A mix of low density residential dwellings and low rise three-storey residential flat buildings on Pendle Way
- Low rise three-storey residential flat buildings on Dunmore Street
- Low density residential dwellings on Collins and Rowley Streets
- Light industrial development adjoining the eastern boundary (the former Bonds Spinning Mill site which is being redeveloped for a high density residential living environment).

The local context and site characteristics are shown in Figure 2 and the site is further described in Table 1.

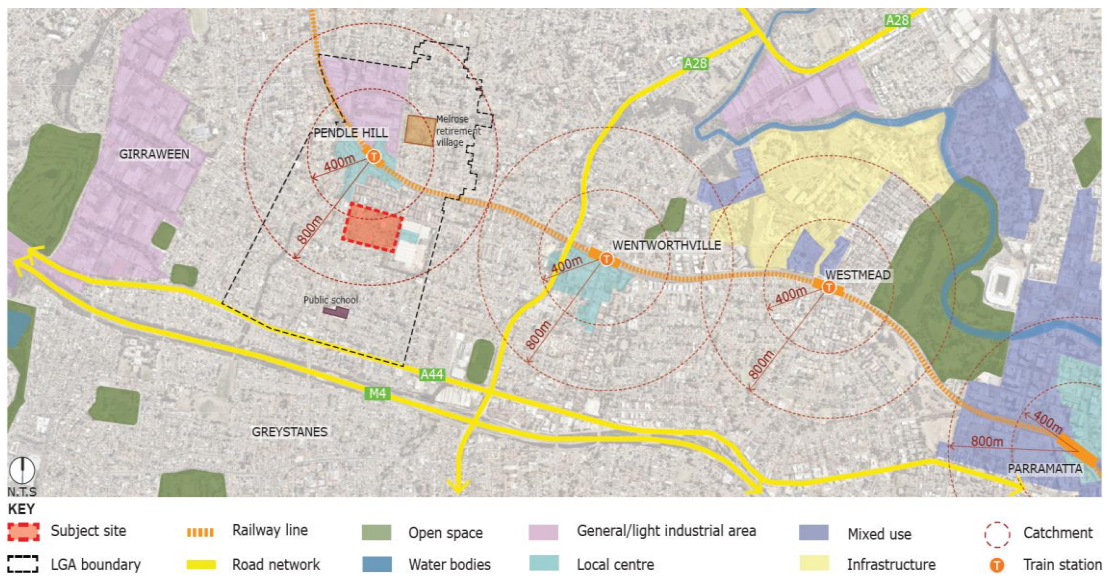


Figure 1: Regional context map



Figure 2: Local context and site characteristics

Table 1: Site description

Item	Description
Legal description	Lots 1 and 2, and 8-12 DP 24728, Lots 2 and 3 DP 5545208, Lot A DP 335578, Lot 472 DP 1204429
Access and connectivity	Internal road network, on-site car parking areas, vehicular access and egress via driveways off Dunmore Street and Pendle Way. A footpath provides pedestrian access from the bus stop on Pendle Way to the centre of the site.
Public transport	Pendle Hill train station (300m north of the site) is serviced by T1 North Shore-Western Line and T5 Cumberland Line. Bus services along Dunmore Street and Pendle Way.
Topography	11.5m fall to the east along the north south axis, and toward the eastern boundary. The highest point is at the location of Dunmore House, and the lowest point is at the corner of Dunmore Street and Pendle Way.
Existing uses	Seniors living development (190-bed residential aged care facility and 86 independent living units); a place of public worship (Pathways Community Church); six residential lots with single-storey dwellings along Pendle Way.
Significant trees and vegetation	The site contains a number of significant trees, as shown in Figure 2.
Heritage	Two local heritage items listed under Schedule 5 of the HLEP 2013 (Environmental heritage): <ul style="list-style-type: none">- Dunmore House (Item No. 194) – a nineteenth century Victorian homestead located at the high point of the site with views to and from Dunmore Street- Ashwood House (Item No. 195) – a mid-twentieth century brick structure with circular carriage driveway fronting Dunmore Street

Existing planning controls

The following key planning controls apply to the site under Holroyd LEP 2013.

- Zoning: R2 Low Density Residential, R3 Medium Density Residential and R4 High Density Residential (Figure 3)
- Floor Space Ratio (FSR): 0.5:1, 0.7:1 and 0.85:1 (Figure 4)
- Height of Buildings (HOB): 9m and 11m (Figure 5)
- Heritage: Dunmore House (I94) and Ashwood House, (I95). The adjoining Bonds Spinning Mills is identified as an archaeological site and includes a heritage item (Figure 6)

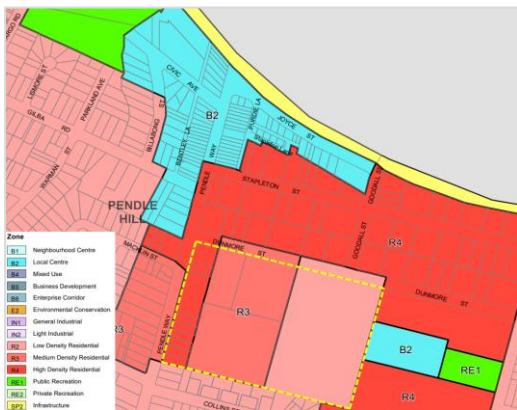


Figure 3: Existing Zoning

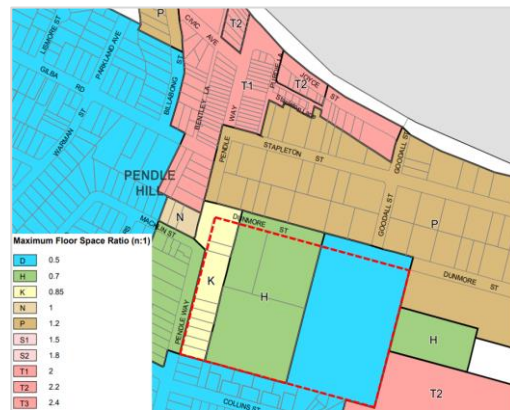


Figure 4: Existing FSR

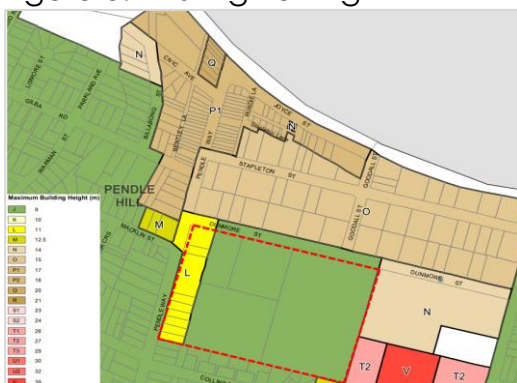


Figure 5: Existing HOB



Figure 6: Existing Heritage

Structure of this Planning Proposal

The Planning Proposal is structured as follows:

- Part 1—Objectives or intended outcomes
- Part 2—Explanation of provisions to be included in the proposed instrument
- Part 3—Justification and process for implementation
- Part 4—Maps showing proposed modifications and the area to which they apply
- Part 5—Community consultation to be undertaken
- Part 6—Draft timeline for the Planning Proposal.

Part 1 – Objectives and intended outcomes

The planning proposal seeks to facilitate redevelopment of the site for increased seniors housing, affordable key worker housing, community facilities, allied health services and publicly accessible open space. See extracts from the proposed masterplan at Figure 7 and Figure 8.

The proposal is expected to deliver significant public benefits, including:

- An increase in the supply of seniors housing, residential aged care facilities and affordable key worker housing to meet the forecast demand in the local area
- The creation of a vibrant on-site community with the inclusion of an additional 930 new permanent residents living in the proposed 240-bed residential aged care facility, 650 independent living units and affordable key worker housing
- A significant capital investment from future construction activities associated with the redevelopment of the site, estimated to be in the hundreds of millions of dollars
- The potential for 320 ongoing aged care and retirement living jobs, with additional jobs generated throughout the wider local economy
- The provision of new allied health services to support the on-site population
- The retention and adaptive reuse of existing heritage buildings on the site, including potential for Dunmore House to be provided for community related uses
- The provision of significant landscaped communal open space areas and a pedestrian network that will be accessible to the general public and will be owned and maintained by Fresh Hope Care
- The provision of approximately 51,709 m² of open space, which equates to around 70% of the total site area.



Figure 7: Proposed masterplan



Figure 8: Proposed masterplan in context of the adjoining Bonds site

Part 2 - Explanation of Provisions

The objectives and intended outcomes are proposed to be achieved by amending Holroyd LEP 2013 as outlined in Table 2:

Proposed changes to Holroyd LEP 2013		
Control	Existing	Proposed
Land use zone	R2 Low Density Residential R3 Medium Density Residential	R4 High Density Residential RE2 Private Recreation
Height of buildings	9m 11m	12.5m 32m
Floor space ratio	0.5:1 0.7:1 0.85:1	0.85:1 1.5:1
Schedule 1 Additional permitted uses	N/A	Amend Schedule 1 to permit 'food and drink premises' and 'medical centre' as additional permitted uses on the site

Thumbnail images of proposed LEP mapping are contained in Part 4.

Part 3 – Justification

Section A – Need for the Proposal

Q1. Is the Planning Proposal a result of any strategic study or report?

No, Council prepared the Planning Proposal in response to a request by the Proponent. The proposal is considered to have both strategic and site-specific merit and is supported by the Cumberland Local Planning Panel (the Panel) and Council.

The Panel considered the Proponent's Planning Proposal at its meeting of 12 August 2020. The Panel expressed support for the proposal, subject to the following:

- Council to consider applying an RE1 Public Recreation zoning instead of RE2 Private Recreation to part of the site
- If RE2 is applied, consider an easement to ensure public access to that part of the site including the heritage buildings, and to ensure Dunmore House is utilised as a community facility
- Consider applying a range of building heights in the LEP to reflect the varying heights recommended in the Urban Design Peer Review (generally between 4 and 8 storeys).

Council considered the Proponent's Planning Proposal Request at its meeting of 16 September 2020, along with feedback received during preliminary (non-statutory) public consultation and the advice of the Panel. Council resolved to proceed to Gateway without amendment, and to address the concerns raised by the Panel and members of the public by taking the following actions post Gateway:

- Prepare a draft site specific Development Control Plan giving further consideration to reducing the development's impact on residential properties on the northern side of Collins Street
- Pursue discussions with the proponent as to possible terms of a planning agreement, noting Council's desire to achieve public benefit by securing public rights of access over open ground within the proposed RE2 zoned land.

Strategic Merit Assessment

There is strategic merit in progressing the proposal to the next phase of assessment based on the following.

Economic and Social Benefits

- There are significant opportunities for aged care and retirement living in the Cumberland area, with unmet demand for 4,320 aged care beds and 2,110 retirement living dwellings by 2036. The proposed redevelopment's net addition of 50 aged care beds and approximately 564 dwellings contributes in meeting this forecast demand
- The proposed café is likely to complement rather than compete with similar nearby businesses. Economic analysis submitted to support the proposal predicts that 80% of all sales at the proposed café would be from within the proposed development. This indicates that the proposed development would not have an impact on the viability of nearby centres including Pendle Hill, the Bonds site and Wentworthville
- The proposed medical centre is likely to complement rather than compete with nearby businesses. The medical suites (or consulting rooms) at the proposed redevelopment will host visiting GPs and allied health professionals by appointment (usually organised by the facility's management on a set schedule) and as such will not be utilised by non-residents. This indicates a low level of impact on medical facilities in Pendle Hill and Wentworthville
- The retirement living and aged care facility would generate approximately 320 direct ongoing jobs, plus a further 290 indirect jobs located in the wider economy
- The proposal will involve the investment of hundreds of millions of dollars on site and support an estimated 140 full time equivalent direct construction-related jobs per year, and a further 430 full time equivalent indirect jobs elsewhere in the economy
- The proposal is likely to add approximately 930 new permanent residents to the area (excluding aged care residents) and 320 workers who can contribute to the local economy through spending in nearby centres including Pendle Hill, Wentworthville and the adjoining Bonds site.

Built Form

- The increase in scale and density of development on the site is balanced through the design and siting of the proposed buildings and the provision of appropriate setbacks and gradual height transitions.
- The proposed setbacks (particularly along Collins Street) will ensure an appropriate interface with the adjoining low density residential dwellings to the South. This will be achieved by providing a minimum of 6 metres for the first two storeys and a minimum of 8 storeys for the partial third storey. A 6m deep soil planting zone has also been proposed to facilitate a 'green screen' along the southern boundary.
- The proposed site-specific development control plan provides certainty that the key elements of the masterplan will be implemented even if the site is sold to another owner, which is considered unlikely.

Heritage

- The established heritage curtilage around both Dunmore House and Ashwood House provides adequate separation between the indicative built forms to negate the impact of the change to the LEP controls
- The proposed incorporation of a through-site link to the former Bonds Spinning Mills site reinforces the historic relationship between the two sites.

Traffic

- The proposal is not expected to compromise the safety or function of the surrounding road network. On any weekday or Saturday peak hour, the site is expected to generate between 135 and 145 vehicle trips (90 to 100 more vehicle trips than the existing facility).

Q2. Is the Planning Proposal the best means of achieving the objectives and outcomes, or is there a better way?

Yes. Alternative approaches to achieving the intended outcomes of the proposal were considered, however the proposed approach is considered the best way to deliver the desired outcome.

Section B – Relationship to strategic planning framework

Q3. Will the planning proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy?

Yes. The planning proposal will give effect to the objectives and actions of the *Greater Sydney Region Plan* and *Central City District Plan*.

Greater Sydney Region Plan – A Metropolis of Three Cities

This Plan sets a 40 year vision for the Greater Sydney Region and establishes a 20-year action plan to manage growth and change to achieve balanced social, economic and environmental outcomes.

Table 3 discusses the proposal's consistency with relevant objectives of the Greater Sydney Region Plan.

Table 3: Consistency with the Greater Sydney Region Plan	
Objective	Consistency
Objective 6: <i>Services and infrastructure meet community's changing needs</i>	<ul style="list-style-type: none">• The site is strategically located close to existing services and infrastructure including the Pendle Hill local centre and train station (300m to the north), Wentworthville local centre (1.5km to the east) and bus services along Dunmore Street and Pendle Way.• The Plan notes that integrated planning for health services is required to make it easier for people to access a comprehensive health system, including allied health services. The Planning Proposal includes a Schedule 1 amendment to provide for allied health services that will service the on-site population.
Objective 10: <i>Greater housing supply</i>	<ul style="list-style-type: none">• The proposal will increase housing supply in the local area, including a 240-bed residential aged care facility, 650 independent living units and affordable housing.
Objective 11: <i>Housing is more diverse and affordable</i>	<ul style="list-style-type: none">• The proposal will facilitate the development of a diverse range of housing to meet the needs of seniors and people with a disability, as well as key workers and people with low and very low incomes• Council intends to enter into a planning agreement with the Proponent post-Gateway to ensure, among other things, that

Table 3: Consistency with the Greater Sydney Region Plan

	affordable housing is provided as required by the <i>Cumberland Planning Agreements Policy</i> .
<i>Objective 13: Environmental heritage is identified, conserved and enhanced</i>	<ul style="list-style-type: none"> • The Proponent's indicative concept plans show that all existing heritage items on the site (Dunmore House and Ashwood House) are to be retained and will undergo refurbishment to enable their adaptive reuse and incorporation into the overall design. • Council intends to enter into a planning agreement with the Proponent post-Gateway to ensure, among other things, that Dunmore House is available for the public to use as a community facility.
<i>Objective 14: A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities</i>	<ul style="list-style-type: none"> • The subject site is located within easy walking distance (300m) of Pendle Hill train station and there are bus stops provided along Dunmore Street and Pendle Way. Increasing the supply of seniors housing on site will allow for more residents to have a shorter commute time to metropolitan centres and contribute towards creation of a 30-minute city.
<i>Objective 31: Public open space is accessible, protected and enhanced</i>	<ul style="list-style-type: none"> • The site contains a large amount of landscaped open space and manicured gardens that contain various mature trees and native vegetation • The proposal seeks to retain the majority of vegetation on the site, including areas of high-value vegetation within the proposed RE2 zone which will be accessible to the public. • The Planning Proposal also provides for a publicly accessible 'green spine' network across the site and through-site pedestrian link to the adjoining Bonds Spinning Mills site.

Central City District Plan

This Plan provides a district-level framework to implement the objectives of the Greater Sydney Region Plan.

Pendle Hill is centrally located within the Central City District, close to the central core and metropolitan centre of Greater Parramatta (see Figure 9)

The Proposal is consistent with relevant planning priorities of the Greater Sydney Region Plan, as discussed in Table 4.

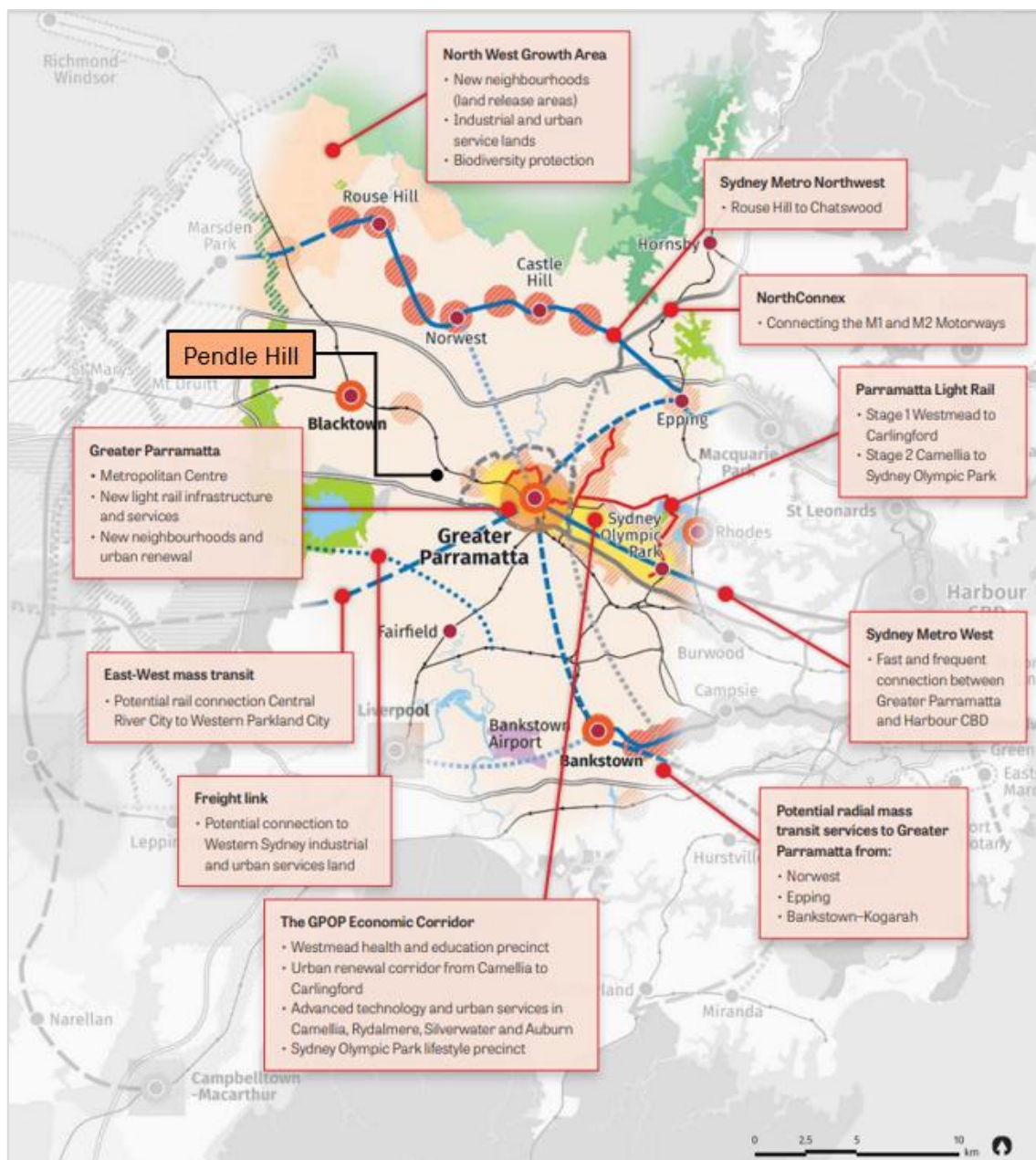


Figure 9: Location of the site within the Central River City District

Table 4: Consistency with the Central City District Plan

Planning Priority	Consistency
<i>C3: Providing services and social infrastructure to meet people's changing needs</i>	<ul style="list-style-type: none"> • The District Plan forecasts a 183% proportional increase in people aged 85 and over, and a 95% increase in the 65 to 84 age group by 2036. To house the additional population, more diverse housing types and medium density housing is required to create opportunities for older people to continue living in their community, where being close to family, friends and established health and support networks is vital for wellbeing. • The Planning Proposal provides for additional seniors housing supply on the site, including approximately 650 ILUs and affordable key worker housing units and a 240-bed RAC facility. • The Planning Proposal provides for future social infrastructure including the refurbishment and adaptive reuse of Dunmore House for community related uses. The use of this facility by the local community will help respond to the different needs of local demographic groups.
<i>C4: Fostering healthy, creative, culturally rich and socially connected communities</i>	<ul style="list-style-type: none"> • The District Plan highlights the importance of creating healthy, creative, cultural and socially connected communities. • The Planning Proposal provides the opportunity to further expand the existing aged care facility that occupies the site and provide on-site community facilities and allied health services, some of which may be used by the wider community.
<i>C5: Providing housing supply, choice and affordability, with access to jobs, services and public transport</i>	<ul style="list-style-type: none"> • The District Plan requires housing supply to be coordinated with local infrastructure to create liveable, walkable and cycle-friendly neighbourhoods with direct, safe and universally designed pedestrian and

Table 4: Consistency with the Central City District Plan

	<p>cycling connections to shops, services and public transport.</p> <ul style="list-style-type: none"> • The Planning Proposal facilitates increased supply of seniors housing that is in a highly accessible location being within approximately 300 metres walking distance of Pendle Hill local centre (i.e. access to shops and services) and Pendle Hill train station. The site is also serviced by a number of public bus routes.
<p><i>C6: Creating and renewing great places and local centres and respecting the District's heritage</i></p>	<ul style="list-style-type: none"> • The Central City District's heritage items are recognised as assets to the community, forming unique local identity and contributing to the creation of great places. • Heritage items on the site including Dunmore House and Ashwood House are retained as part of the proposal and will be adaptively re-used for allied health services (Ashwood House) and community related uses (Dunmore House). • A heritage curtilage has been established around each of the heritage items, which closely reflects the RE2 zoning across the site.
<p><i>C9: Delivering integrated land use and transport planning and a 30-minute city</i></p>	<ul style="list-style-type: none"> • The District Plan acknowledges that the vision for Greater Sydney is one where people can access jobs and services in their nearest metropolitan and strategic centre. The 30-minute city is a long-term aspiration that will guide decision-making on locations for new transport, housing, jobs, tertiary education, hospitals and other amenities. • The Planning Proposal provides for increased housing for seniors and affordable key worker housing that is within walking distance of Pendle Hill train station, which provides connection and access to metropolitan and strategic centres

Table 4: Consistency with the Central City District Plan	
	within 30 minutes, including Parramatta and Blacktown.
C20: Delivering high-quality open space	<ul style="list-style-type: none"> • Planning priority addresses the need of open space in a growing community. Good open space helps to enhance streetscape quality, encouraging healthy and active lifestyle. • The Planning Proposal incorporates approximately 51,709 m² (70% of the total site area) of open space, including publicly accessible communal and private open space areas. All open space areas on the site will be owned and maintained by Fresh Hope Care. Council intends to enter into a planning agreement with the Proponent to ensure public access is maintained.

Q4. Will the planning proposal give effect to Council's local strategic planning statement or any other strategy endorsed by council?

Yes, the planning proposal gives effect to *Cumberland 2030: Our Local Strategic Planning Statement* and *Cumberland Community Strategic Plan 2017-27*.

Cumberland 2030: Our Local Strategic Planning Statement (LSPS)

Aligned with the Greater Sydney Region Plan and Central City District Plan, the LSPS provides a local planning framework to deliver housing, transport, employment, public spaces and parks in the right places to meet the need of Cumberland's growing and changing population.

Pendle Hill is classified as a local centre supported by a range of existing services and facilities, including public transport providing 30 minute access to the central core and strategic centre of Greater Parramatta.

The proposal will help to deliver on a number of local planning priorities contained in the LSPS, as outlined in Table 5.

Table 5: Consistency with Cumberland 2030	
Priority	Consistency
3: Align local infrastructure	The LSPS encourages the shared use of land and facilities. The proposal will deliver publicly accessible

Table 5: Consistency with Cumberland 2030

<i>deliver with planned growth</i>	open space and other facilities including a food and drink premises and medical centre to meet the day to day needs of on-site residents and workers, as well as the wider Pendle Hill community. Council intends to enter into a planning agreement with the Proponent post-Gateway to ensure the proposed RE2 land, including the heritage-listed Dunmore House, is publicly accessible.
<i>5: Delivering housing diversity to suit changing needs</i>	The LSPS acknowledges the need to update local planning controls to ensure housing meets current and future needs and to encourage residential growth around key centres and transport nodes. The proposal will help to deliver a diverse mix of housing for people at different life stages and specific needs (i.e. seniors, people with a disability, key workers and low to very low income households) in an accessible location, close to one of Cumberland's key centres.
<i>6: Delivering affordable housing suitable for the needs of all people at various stages of their lives</i>	The LSPS encourages investment in/increased supply of affordable housing by the public, private and community sectors. The Proponent is a registered housing provider who seeks to develop the site for a mix of affordable housing to meet the needs of seniors, people with a disability, key workers and people of low and very low incomes. Council intends to enter into a planning agreement with the Proponent post-Gateway to ensure the proposal delivers an adequate supply of affordable housing, consistent with its Voluntary Planning Agreement Policy and Interim Affordable Housing Policy.

Cumberland Community Strategic Plan (2017-27)

This Plan sets broad strategic goals for the local area to be achieved over a four year delivery program. Of particular relevance to the Planning Proposal is Strategic Goal 2 which aims to provide a safe and accessible community that has equal access to local services and facilities for vulnerable and at risk groups, including seniors. The Planning Proposal enables higher residential densities to provide increased housing stock and choice for seniors, people with a disability, and people with low and very low incomes.

Q5. Is the planning proposal consistent with applicable State Environmental Planning Policies (SEPPs)?

Yes, the proposal is consistent with applicable SEPPs as outlined in Table 6 below.

Table 6: Consistency with applicable SEPPs	
SEPP	Consistency
<i>No. 55 – Remediation of Land</i>	<ul style="list-style-type: none"> • The SEPP aims to provide for a State-wide consistent planning approach to the remediation of contaminated land, with various objectives and provisions, particularly to reduce the risk of harm to human health and the environment. • Clause 6 of the SEPP states that an environmental planning instrument should not include a zone that would change the use of the land, unless the planning authority is satisfied that the potential risk to human health has been considered. • Clause 7 of the SEPP requires the Council to consider whether a Site is contaminated and whether the Site is suitable for the proposed use (before or after remediation). • The attached Preliminary Contamination Assessment concludes that the site has a low potential for contamination due to minimal exposure of soil to human health under the current land use and present site conditions.
<i>Housing for Seniors or People with a Disability 2004</i>	<ul style="list-style-type: none"> • The SEPP aims to increase the supply and diversity of housing to meet the needs of seniors (aged 55 or more years) or people with a disability. • The Planning Proposal is consistent with the broader aims of the SEPP as it proposes amendments to the existing development controls of the site that will enable the increased supply of seniors housing in an area that is strategically located with access to public transport services, social infrastructure and goods and services in the Pendle Hill local centre. • The design principles and development standards set out in the SEPP will be addressed as part of the future DAs for the site.
<i>Affordable Rental Housing 2009</i>	<ul style="list-style-type: none"> • The SEPP aims to facilitate the effective delivery of new affordable rental housing, facilitate the retention and mitigate the loss of affordable

Table 6: Consistency with applicable SEPPs

	<p>rental housing and facilitate an expanded role for not-for-profit providers of affordable housing.</p> <ul style="list-style-type: none"> • Council intends to enter into a planning agreement with the Proponent post-Gateway to ensure, among other things, that affordable housing is provided as required by the <i>Cumberland Planning Agreements Policy</i>.
<i>Vegetation in Non-Rural Areas) 2017</i>	<ul style="list-style-type: none"> • The SEPP aims to protect the biodiversity values of trees and other vegetation in non-rural areas. • The site has historically been used for seniors housing and aged care services and is clear of any natural vegetation. • The attached Ecological Constraints Assessment states that the subject site includes approximately 0.67 hectares of planted native vegetation (highly modified), as well as landscaped gardens and lawns. • The SEPP will be further considered as part of any future DAs that propose the removal of vegetation from the site.

Q6. Is the planning proposal consistent with applicable Ministerial Directions under 9.1 of the Act?

Yes. The proposal is consistent with applicable Ministerial Directions, as outlined in Table 7 below.

Table 7: Consistency with applicable Ministerial Directions

Direction	Consideration
<i>Direction 2.3: Heritage Conservation</i>	<p>The objective of Direction 2.3 is to conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance.</p> <p>The subject site includes two local heritage items including Dunmore House (Item No. 194) and Ashwood House (Item No. 195). No changes are proposed to the listing of these items under Schedule 5 of the HLEP 2013.</p> <p>Both Dunmore House and Ashwood House are envisaged as being integrated as part of the future redevelopment of the site. Council intends on pursuing a Planning</p>

Table 7: Consistency with applicable Ministerial Directions

	<p>Agreement post-Gteway to ensure, amongst other things, that Dunmore House remains open to the public for community use.</p> <p>The attached Aboriginal Due Diligence Assessment confirms there are no Aboriginal objects or areas of archaeological sensitivity located on the site.</p>
<i>Direction 3.1: Residential Zones</i>	<p>The objectives of Direction 3.1 is to encourage a variety and choice of housing types to provide for existing and future housing needs; make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services; and minimise the impact of residential development on the environment and resource lands.</p> <p>The proposal seeks to facilitate higher density development on the site to increase the supply and mix of seniors housing and affordable key worker housing.</p> <p>Future development on the site will make use of existing infrastructure and services including connections to water, sewerage, electrical and telecommunications infrastructure.</p> <p>The site has good access to local services and is strategically located within walking distance of the Pendle Hill local centre and within 1.5km of Wentworthville town centre.</p>
<i>Direction 3.4: Integrating Land Use and Transport</i>	<p>The objectives of Direction 3.4 is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:</p> <ul style="list-style-type: none"> • improving access to housing, jobs and services by walking, cycling and public transport

Table 7: Consistency with applicable Ministerial Directions

	<ul style="list-style-type: none"> • increasing the choice of available transport and reducing dependence on cars • reducing travel demand including the number of trips generated by development and the distances travelled, especially by car • supporting the efficient and viable operation of public transport services • providing for the efficient movement of freights <p>The site has good access to public transport and is strategically located within approximately 300m walking distance of Pendle Hill train station (to the north). The site is also located within 1.5 kilometres of Wentworthville train station (to the east). Public bus services are available from stops located along Dunmore Street and Pendle Way.</p>
<i>Direction 6.1: Approval and Referral Requirements</i>	<p>The objective of Direction 6.1 is to ensure that LEP provisions encourage the efficient and appropriate assessment of development.</p> <p>The Planning Proposal does not include consultation, concurrence or referral above and beyond the existing provisions of the HLEP 2013. The Planning Proposal is consistent with this Direction.</p>
<i>Direction 6.3: Site Specific Provisions</i>	<p>The objective of Direction 6.3 is to discourage unnecessarily restrictive site specific planning controls.</p> <p>The Planning Proposal seeks to rezone the site consistent with the existing planning controls set out in the HLEP 2013. The Planning Proposal will expand the range of permitted uses in the proposed R4 High Density Residential zone to permit food and drink premises and medical centres. This is aimed at facilitating the delivery of allied health services and potentially a café to support the future on-site population. The Planning Proposal does not propose any additional local provisions under Part</p>

Table 7: Consistency with applicable Ministerial Directions	
	6 of HLEP 2013 or any other specific controls that would be contrary to this Direction.
<i>Direction 7.1: Implementation of A Plan for Growing Sydney</i>	The objective of Direction 7.1 is to give legal effect to the planning principles; directions and priorities for subregions, strategic centres and transport gateways contained in A Plan for Growing Sydney. A Plan for Growing Sydney has been replaced by the Greater Sydney Region Plan. The Planning Proposal demonstrates consistency with the relevant objectives of the Plan.

Section C – Environmental, social and economic impact

Q7. 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?

Vegetation communities

The attached Ecological Constraints Assessment (ECA) maps the existing vegetation across the site as comprising:

- Planted native vegetation that is native to NSW – approximately 0.67 Ha
- Remnant Cumberland Plain Woodland (Shale plains woodland) – approximately 0.15Ha

Cumberland Plain Woodland (CPW) is listed as a critically endangered ecological community (CEEC) under the *Biodiversity Conservation Act 2016* (BC Act). The CPW CEEC on the site is found to be in low condition, consisting of approximately 10 remnant trees including *Eucalyptus moluccana* (Grey Box) and *Eucalyptus tereticornis* (Forest Red Gum) species located along the northern site boundary (along Dunmore Street). Due to the trees' size, species and positioning, the ECA finds that they have not been planted and are, therefore, considered to be potential remnant CPW trees.

The ECA states that all the vegetation on the site is highly modified and consist of managed or landscaped gardens and lawn. Exotic species and weeds dominate the understorey and ground cover. In some areas, beneath the canopy of planted trees where conditions are shaded and moist, some native grasses and forbs are present.

Fauna habitat

The ECA finds that fauna habitat across the site to be relatively poor given its highly disturbed nature and lack of connection to any local or regional habitat corridors. The existing trees on the site would provide foraging habitat for common native fauna including birds, arboreal mammals and the threatened Grey-headed Flying-fox species. Scratch marks on the Grey Gum tree species planted along the eastern boundary of the site indicate that arboreal mammals (likely Brush-tailed Possums) are present.

There are two hollow bearing trees within the remnant CPW. One occurs within a *Eucalyptus moluccana* located near the site entrance driveway. The hollow is approximately 10 centimetres diameter and located high in the tree. Another tree hollow occurs within a *Eucalyptus tereticornis* located along the northern property boundary. The hollow is approximately 30 centimetres wide and is located 2 metres from the ground. These tree hollows are potential habitat for threatened microbats and will require further assessment to determine their significance at the future DA stages.

Ecological constraints

The ECA has mapped the ecological constraints across the site based on a low, moderate or high constraint category, as described below:

- Areas mapped as being a 'high' ecological constraint include the potential remnant trees associated with the CPW CEEC, including the two hollow bearing trees which are potential habitat for threatened microbat species.
- Areas mapped as being a 'moderate' ecological constraint include areas that provide foraging and roosting habitat for locally common native fauna species (bird, bats and possums) and foraging habitat for the threatened Grey-headed Flying-fox.
- Areas mapped as being a 'low' ecological constraint comprise the majority of the site area and includes the remaining areas of vegetation, generally comprising weeds and exotic species

The ecological constraints across the site are shown in Figure .



Figure 10: Ecological constraints across the site

The ECA states that, under the BC Act, the removal of more than 0.25 hectares of native vegetation will trigger the Biodiversity Offsets Scheme (BOS). There is approximately 0.67 hectares of planted native vegetation on the site, comprising both CPW CEEC and other planted native vegetation.

A significant proportion of vegetation mapped as being of either 'high' or 'moderate' value in the ECA will be retained as part of the Planning proposal as it is located on land proposed to be rezoned from residential land use to RE2 Private Recreation. The clearing of any vegetation from the site will be assessed in detail at the future DA stages to determine whether the BOS is triggered.

The ECA further states that the BOS is triggered when a development is likely to have a significant impact on threatened species, populations or communities. This will also be determined at the future DA stages, which will assess any impacts on the Grey-headed Flying-fox and threatened microbat species should vegetation removal form part of the application. In the event that the BOS is triggered, a Biodiversity Development Assessment Report will be prepared as part of future relevant DAs.

Q8. Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?

Built form, urban design and public domain

The attached Urban Design Report (UDR) contains a proposed masterplan for the site that sets out specific design principles to ensure the overall vision of the site is achieved.

Key features of the proposed masterplan include:

- The creation of a 'fine-grain' orthogonal distribution of built form across the site with an even distribution of open space
- Higher scale buildings are concentrated toward the centre of the site, transitioning down to the edges and responding to the existing character
- Opportunity for a future built form 'marker' at the corner of Dunmore Street and Pendle Way to visually identify the site, particularly when approaching the site from the north
- A future residential aged care facility that is sufficiently setback from Ashwood House
- The extension of Ashwood House to the east with a landscape buffer behind
- Evenly fragmented buildings along Pendle Way to respond to the existing local context
- Retention of the majority of significant trees.

The proposed masterplan indicates that the site has the potential to accommodate up to 16 buildings. The specific location and design of all buildings on the site will be refined as part of future development applications for the site.

Building heights

The proposed masterplan provides for taller buildings (up to 8 storeys) at the centre of the site away from the edges and heritage items,

transiting down to lower built form towards the site boundaries (to a maximum of 2 to 4 storeys).

The height distribution across the site, as shown on the proposed masterplan, is summarised below:

- Maximum of 2 storeys to the east of Ashwood House and 6 storeys to the west to complement the existing low to medium density residential character along Dunmore Street
- Maximum of 5 storeys at the corner of Dunmore Street and Pendle Way which will provide a visible built form marker for the site, particularly when approaching from the Pendle Hill local centre
- Maximum of 4 storeys along Pendle Way with a well-articulated 3 storey street wall height to respond to the surrounding local context
- Maximum 3 storey pop-up with a 2 storey street wall along the southern site boundary to respond the adjoining low density residential dwellings
- Maximum of 3 to 5 storey buildings to the east and west of Dunmore House
- Maximum 6 to 8 storey residential aged care facility located towards the centre of the site to reduce overshadowing and visual impacts
- Maximum 8 storeys adjacent to the Bonds Spinning Mills site.

The indicative building heights, distribution across the site and proposed uses are shown in Figure .



Figure 11: Indicative building heights and proposed uses

A minimum 6 metre setback from the southern boundary is proposed as part of the masterplan, with a maximum 2 storey street wall and 3 storey building height beyond. An indicative section along the southern site boundary and indicative interface are shown in Figure 12 and Figure 13.

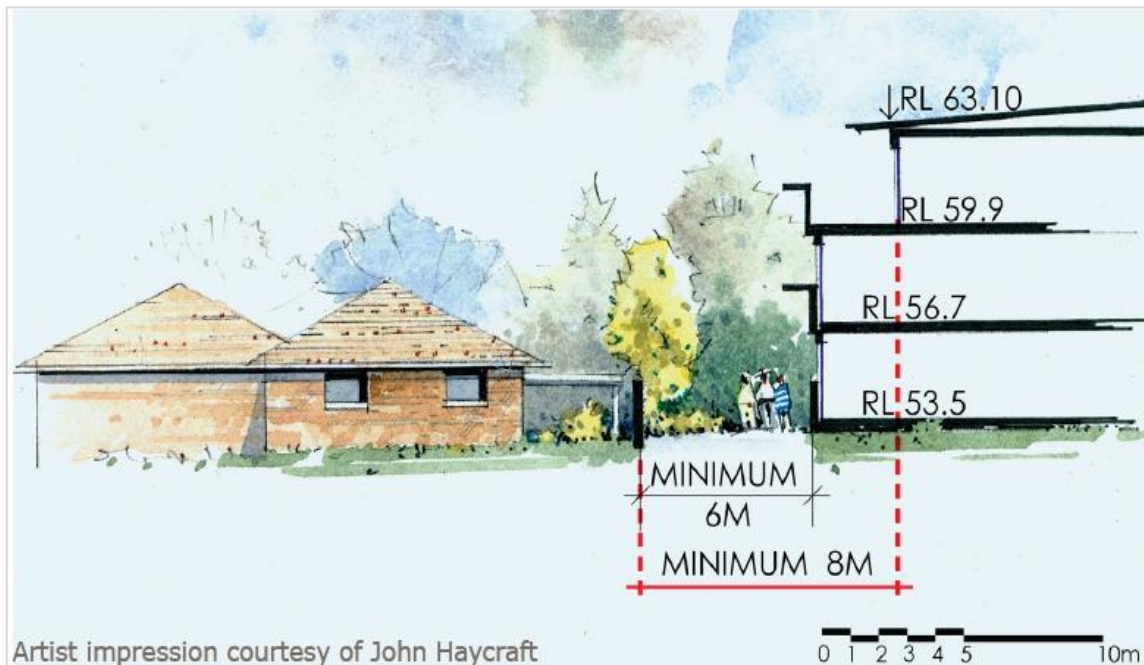


Figure 12: Indicative section along the southern site boundary



Figure 13: Indicative interface along the southern site boundary

Open space

The proposal involves a large amount of open space for recreational use, improvements to public domain areas and connectivity with adjoining open space areas on the Bonds Spinning Mills site.

The masterplan includes deep soil zones for the growth of mature trees, communal open space adjacent to future buildings and rooftop gardens on some of the independent living units.

The open space design principles are detailed in the Landscape Architecture Report and are summarised below:

- Provision of a publicly accessible 'green spine' network through the site
- Mix of large evergreen and deciduous trees to provide shade and seasonal colour interest
- Eucalyptus with tall crowning habitat to allow for solar access to street level
- Large deciduous trees to road junctions as way-finding measures and feature elements
- Publicly accessible pedestrian pathway network including future pedestrian linkages to the Bonds Spinning Mills site and associated retail centre
- Provision of a children's playground and shaded seating areas
- Planted terraces and rooftop gardens on some of the ILUs to provide communal open space for future residents including barbeque and dining spaces.

The indicative open space distribution across the site, green spine and pedestrian circulation network are shown in Figure to Figure.



Figure 14: Indicative open space distribution

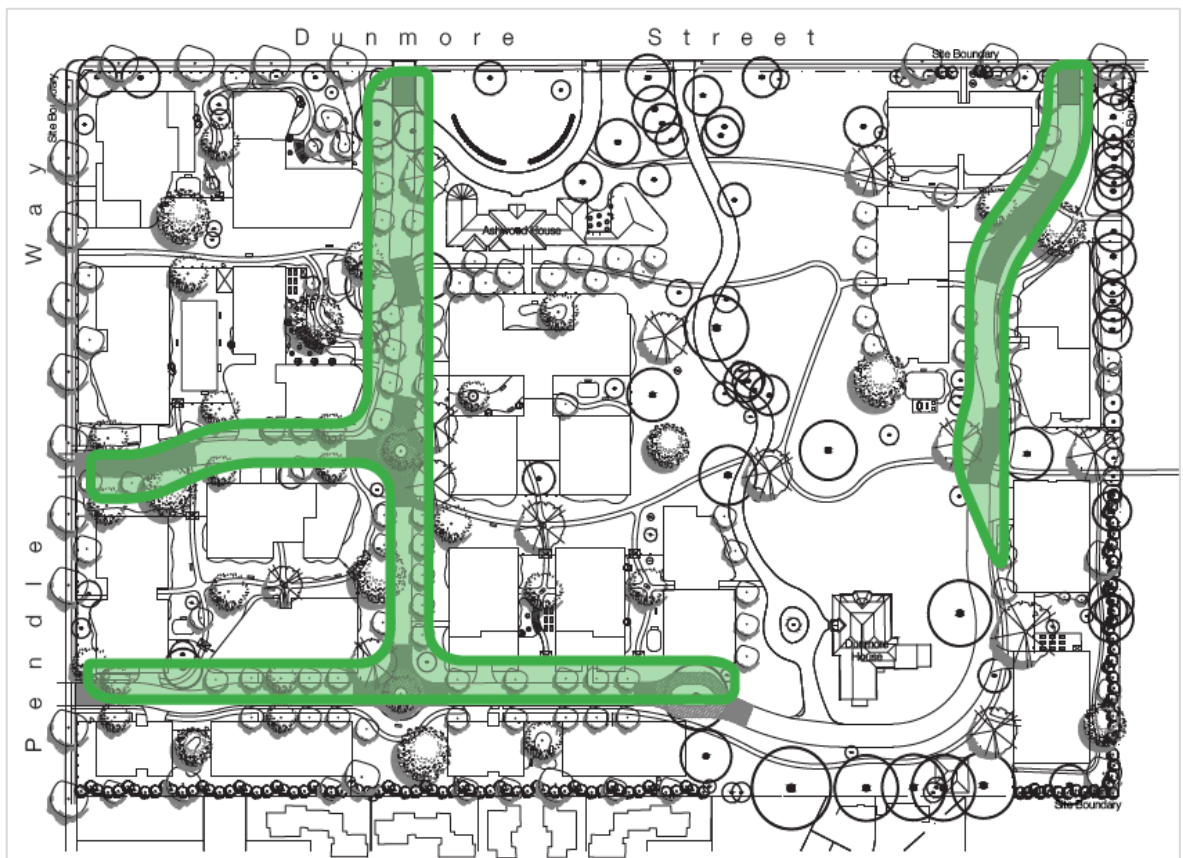


Figure 15: Indicative green spine



Figure 16: Indicative pedestrian circulation

Urban Design Peer Review

The attached Urban Design Peer Review (Peer Review) provides an independent analysis of the proposed masterplan. Specifically, the Peer Review provides comment on the appropriateness of the proposed building height and FSR controls for the site, the proposed masterplan and the proposed planning controls.

The Peer Review concludes that the proposed masterplan is strategically appropriate for new development at the height and densities proposed, as:

- The planning controls for land surrounding all other railway stations between Parramatta and Blacktown have been subject to review and/amendments by Council or the NSW State government, either for the whole centre or individual sites. Therefore, change should be expected in Pendle Hill in the short to medium term
- Pendle Hill is identified as a local centre in the LSPS and aligns with the NSW State government's 30-minute city objectives set out in the Greater Sydney Region Plan and the District Plan
- The site is one of three large sites within 10 minutes walking distance of Pendle Hill railway station, which is consistent with the District Plan's preferred locations for additional residential density

- There is a precedent of 39 metre maximum building heights adjacent to the site on the Bonds Spinning Mills site and greater residential densities, which is located a further distance from the railway station
- Maximum building heights of 24 metres (or greater) have been accepted on other large sites in the broader context that are distant from rail transport and local centres such as Wentworthville South, the Great Western Highway and in Parramatta North
- The site has the potential to provide important social infrastructure and open space, provide connections between Pendle Hill and the new local centre on the adjacent Bonds Spinning Mills site and support appropriate strategic growth of Cumberland.

The Peer Review provides the following comments in respect to the proposed masterplan for the site:

- The north-western corner of the site is its closest connection to Pendle Hill local centre and Pendle Hill train station and allows the opportunity for a built form marker to visually identify the site
- The residential aged care facility is the largest building proposed on the masterplan and there is a functional requirement for it to be located adjacent to Ashwood House, which is proposed to provide small-scale allied health services to support the on-site population. Its location in the centre of the site minimises impacts on surrounding properties and will be designed in wings that read as separate forms to minimise bulk
- Internally all future buildings can achieve appropriate amenity, consistent with the objectives of SEPP 65 and the Seniors Living SEPP
- A gradual height transition in height from south to north assists in retaining good solar access to the existing properties south of the site
- The design provides a clear grid of east-west and north-south connections that ensure the site is permeable, legible and safe and considerable work has been undertaken to ensure that pedestrian paths allow for disabled access across the site
- There is an emphasis on landscape and planting, including through the public realm, private realm and within buildings in the form of rooftop gardens which should be further encouraged through delivery.

In summary, the Peer Review finds that the proposed masterplan provides an appropriate response to its context, particularly through its:

- Strategically appropriate height and density that are in alignment with the Central City District Plan and Council's Local Strategic Planning Statement

- Excellent open space through-site links that assist in providing public amenity including providing an important connection from the proposed neighbourhood centre on the Bonds Spinning Mills site to the existing Pendle Hill Local Centre and railway station
- Appropriate interfaces to streets including Dunmore Street and Pendle Way which respond to the existing built form conditions of each
- Sensitive and appropriate interfaces to neighbours through stepping down to their neighbours and also protecting their solar access
- Good on site amenity outcomes with regard to best practice standards
- An appropriate level of flexibility in controls to allow delivery of this project through future development applications which will be staged.

Traffic, access and car parking

The attached Transport Impact Assessment (TIA) provides an assessment of the anticipated transport implications of the Planning proposal, including:

- Existing traffic and parking conditions surrounding the site
- Car parking, emergency and service vehicle requirements
- Pedestrian and bicycle requirements
- The traffic generating characteristics of the Planning proposal
- Suitability of the proposed access arrangements for the site
- The transport impact of the development proposal on the surrounding road network.

Surrounding road network and existing traffic generation

The TIA concludes that the Planning proposal will not compromise the safety or functioning of nearby intersections and will not have a detrimental impact on the surrounding road network.

The key arterial roads located in proximity to the site include Cumberland Highway (Emert Street), Great Western Highway and M4 Western Motorway which are all within one kilometre of the site.

Goodall Street, Wentworth Avenue and Dunmore Street are classified Regional Roads that generally provide one traffic lane and one parking lane in each direction. Goodall Street and Dunmore Street have a posted speed limit of 50 kilometres per hour and Wentworth Avenue has a posted speed limit of 60 kilometres per hour near the site. Dunmore Street and Wentworth Avenue are linked by Goodall Street which link Pendle Hill with Cumberland Highway to the east.

Key intersections located in proximity to the site are listed below and shown in Figure :

- Gilba Road / Pendle Way (roundabout)
- Goodall Street / Wentworth Avenue (signalised)
- Goodall Street / Dunmore Street (signalised)
- Dunmore Street / Pendle Way (signalised)
- Jones Street / Dunmore Street (roundabout)



Figure 17: Key intersections assessed

Surveys of the above key intersections were undertaken by GTA in May 2019. The intersection surveys were carried out during the morning (AM) and afternoon (PM) peak periods and at midday on a Saturday. The intersection survey data was analysed using SIDRA modelling.

The SIDRA analysis found that, under the existing road network conditions, the operation of all key intersections currently perform at either a Level of Service (LoS) A or LoS B during both the weekday AM and PM peak periods and midday Saturday, indicating an acceptable level of delay and queueing overall.

At the time the intersection surveys were carried out, GTA also undertook traffic counts at the existing site access driveways to

ascertain the existing traffic generation to and from the site. The traffic count results are outlined in Table .

Peak Period	Inbound	Outbound	Total
Weekday AM	16	11	27
Weekday PM	12	20	32
Saturday Middy	23	33	56

Table 8: Existing traffic generation

Future traffic generation

The TIA assumes the traffic generation of the site (once developed) based on the *Guide to Traffic Generating Developments* (RMS, 2002) and associated *Technical Direction: Updated Traffic Surveys* (TDT 2013/04a). The anticipated traffic generation from the developed site is outlined in Table .

Use	Quantity	Traffic generation rate (trips / hour)			Traffic generation estimates (trips / hour)		
		AM	PM	Sat	AM	PM	Sat
ILU/ AH	650	0.16 trips per dwelling	0.18 trips per dwelling	0.14 trips per dwelling	104	117	91
RAC	240	0.1 trips per dwelling	0.1 trips per dwelling	0.2 trips per dwelling	24	24	48
Total					128	141	139

Table 9: Future traffic generation estimates

The developed site is expected to generate between 128 and 141 vehicle movements during peak periods, which is an additional 100 to 110 vehicle movements to and from the site, compared to the current site conditions. The directional split of the additional vehicle movements is assessed in further detail in the Traffic Impact Assessment.

Traffic generated by the adjoining Bonds Spinning Mills site was also factored into the traffic assessment. The Traffic Impact Assessment notes that the Bonds Spinning Mills site was rezoned to support an additional 1,260 residential units, 3,160 square metres of supermarket use and 2,480 square metres of retail uses.

A summary of the anticipated traffic generated from the adjoining (developed) site is outlined in Table 10.

Use	Size	Traffic generation rate (trips / hour)			Traffic generation estimates (trips / hour)		
		AM	PM	Sat	AM	PM	Sat
Residential	1,260 units	0.32 trips per dwelling	0.18 trips per dwelling	0.23 trips per dwelling	403	227	290
Retail - Supermarket	3,160sqm	58 trips per 1,000sqm	116 trips per 1,000sqm	110 trips per 1,000sqm	183	367	348
Retail - Speciality	2,840sqm	18 trips per 1,000sqm	35 trips per 1,000sqm	80 trips per 1,000sqm	50	99	227
Total					636	693	865

Table 10: Future traffic generation estimates – Bonds Spinning Mills site

Intersection analysis

SIDRA intersection modelling was carried out to assess the impact of increased traffic volumes from the developed site on surrounding key intersections. The analysis finds that most intersections in proximity to the site will continue to operate at either a LoS A or LoS B once the site is fully developed. This remains the case even when the anticipated traffic volumes generated by the (developed) Bonds Spinning Mills site are factored into the analysis. The exception includes the Dunmore Street/Pendle Way and the Wentworth Avenue/Goodall Street intersections, which are expected to change from an existing LoS B to a LoS C (AM peak only).

The SIDRA modelling results for the five key intersections, accounting for both the developed site and the Bonds Spinning Mills site, are outlined in Table .

Intersection	Peak	Existing Level of Service (LOS)	Degree of Saturation (DOS)	Average Delay (sec)	95th Percentile Queue (m)	Level of Service (LOS)
Pendle Way/ Gilba Road	AM	A	0.66	10	51	A
	PM	A	0.48	9	12	A
	Sat	A	0.36	11	11	A
Dunmore Street/ Pendle Way	AM	B	0.76	18	64	B
	PM	B	0.75	18	80	B
	Sat	B	0.70	18	54	B
Dunmore Street/ Goodall Street	AM	B	1.05	38	196	C
	PM	B	0.80	19	85	B
	Sat	B	0.80	16	77	B
Wentworth Avenue/ Goodall Street	AM	B	0.92	31	125	C
	PM	B	0.85	26	130	B
	Sat	B	0.59	21	72	B
Dunmore Street/ Jones Street	AM	A	0.62	11	15	A
	PM	A	0.60	12	37	A
	Sat	A	0.46	11	22	A

Table 11: Intersection operation – future development and the Bonds Spinning Mills site

Site access

Vehicular access to the site is proposed to be provided via four new two-way private roads that will intersect with adjacent local roads including Dunmore Street and Pendle Way.

The internal road network will service individual buildings and are described in further detail below:

- Road 1: two-way north-south alignment intersecting with Dunmore Street at an existing crossover location, approximately 95 metres east of Pendle Way
- Road 2: two-way north south alignment intersecting with Dunmore Street at an existing crossover location, approximately 40 metres east of Goodall Street
- Road 3: two-way east-west alignment intersecting with Pendle Way, approximately 50 metres south of Macklin Street
- Road 4: two-way east-west alignment intersecting with Pendle Way, approximately 130 metres south of Macklin Street

The new private roads are located more than 40 metres (centre to centre) from the nearest intersections on the opposite side of the road, consistent with the requirements of the *Holroyd Development Control Plan* (Holroyd DCP 2013). All internal roads will function as private roads and will be between six and eight metres in width to allow for two-way vehicle access.

The Traffic Impact Assessment recommends a footpath network of 1.8 metres in width (where possible) be established on at least one side of the internal road network to provide sufficient width for wheelchairs and mobility scooters to pass.

Car Parking

The Traffic Impact Assessment notes that the Holroyd DCP 2013 requires car parking for seniors living or residential aged care development to be provided in accordance with *State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004* (Seniors Housing SEPP).

In assessing the minimum car parking requirements for the developed site, the TIA has assumed that:

- The 650 ILUs and affordable key worker housing units each comprise two bedrooms
- Visitor car parking for the ILUs and affordable key worker housing units comply with the minimum requirement for residential flat buildings under the Holroyd DCP 2013
- The 240-bed RAC facility has a maximum of 100 staff

On this basis, car parking is to be provided in accordance with the following rates:

- ILUs and affordable key worker housing units: resident parking (0.5 spaces per bedroom) plus visitor parking (1 space per 5 units)
- RAC facility: visitor parking (1 space per 10 beds) plus staff parking (1 space per 2 staff)

Based on the above assumptions and car parking rates, the minimum car parking requirement for the developed site is 780 spaces, which is to be distributed proportionally across each of the future buildings (within basement car parks).

A summary of indicative car parking requirements is outlined in Table .

Building/ Use	Quantity	SEPP Parking Rate	Parking Requirement
RAC Visitors	240	1 space per 10 rooms	24
RAC Staff	50	1 space per 2 staff	24
ILU and AH Residents	650	0.5 spaces per bedroom	650
ILU and AH Visitors	650	1 space per 5 units ^[1]	82
Total			780

Table 12: Indicative car parking requirements for the developed site

Accessible car parking and ambulance parking

The Holroyd DCP 2013 does not set out requirements for accessible car parking. Notwithstanding, the TIA notes that between 8 and 18 accessible spaces would be the minimum requirement for the site based on the requirements set out in the Australian Government's Disability (Access to Premises – Buildings) Standard 2010, National Construction Code of Australia and Australian Standards AS2890 – Parking Facilities.

The Seniors Housing SEPP requires one parking space suitable for an ambulance to be provided for RAC facilities. Therefore, the RAC will require one dedicated ambulance parking space. Ambulance parking is not required for the ILU facilities, however ambulance access to these facilities will be available via the internal road network.

Bicycle parking

The Holroyd DCP 2013 does not set out requirements for bicycle parking for seniors living. Therefore, the TIA assessed the requirement for bicycle parking consistent with the minimum requirements for residential flat buildings.

The TIA recommends bicycle parking be provided in accordance with the following:

- ILUs and affordable key worker housing units – 0.5 spaces per unit
- ILUs and affordable housing key worker unit visitors – 0.1 space for unit
- RAC visitors and staff – 0.1 space per bed

Based on the above bicycle parking rates, the minimum bicycle parking requirement for the developed site is 414 spaces, which will be distributed proportionally across each of the future buildings on the site.

The bicycle parking requirements for the developed site are summarised in Table .

Building/ Use	Quantity	DCP Parking Rate	Parking Requirement
RAC	240	0.1 spaces per bed	24
ILU and AH Residents	650	0.5 spaces per unit	325
ILU and AH Visitors		0.1 spaces per unit	65
Total			414

Table 13: Bicycle parking requirements for the developed site

Public transport

The site is located approximately 300 metres south of Pendle Hill train station (a six to eight minute walk) which is serviced by both the T1 North Shore & Western Line and the T5 Cumberland Line (see Figure 18)

The TIA states that the T1 Line provides six services to and from the Sydney CBD during peak periods and half-hourly services during off-peak periods. The T1 Line and T5 Line collectively provide four to six services per day to and from the Parramatta CBD and Blacktown. The T5 Line also provides direct services to and from Richmond, Cabramatta and Liverpool.



Figure 18: Surrounding train network

The TIA identifies the following three regular bus routes in Pendle Hill:

- 700: Blacktown to Parramatta, via Prospect, Pendle Hill, Wentworth Hill and Westmead with services every 15 minutes in peaks and 30 minutes interpeak. The nearest bus stops are along Smith Street and Pendle Way further south of the site
- 705: Blacktown to Parramatta, via Lalor Park, Seven Hills, Toongabbie, Pendle Hill, Wentworth Hill and Westmead with services every 30 minutes in peaks and hourly interpeak. The nearest bus stops are adjacent to the site on Dunmore Street and at Pendle Hill railway station
- 708: Northmead and Parramatta, via Constitution Hill, Pendle Hill, Wentworth Hill and Westmead with one service in the peak direction daily. The nearest bus stops are adjacent to the site on Dunmore Street and at Pendle Hill railway station

The surrounding bus route network is shown in Figure .

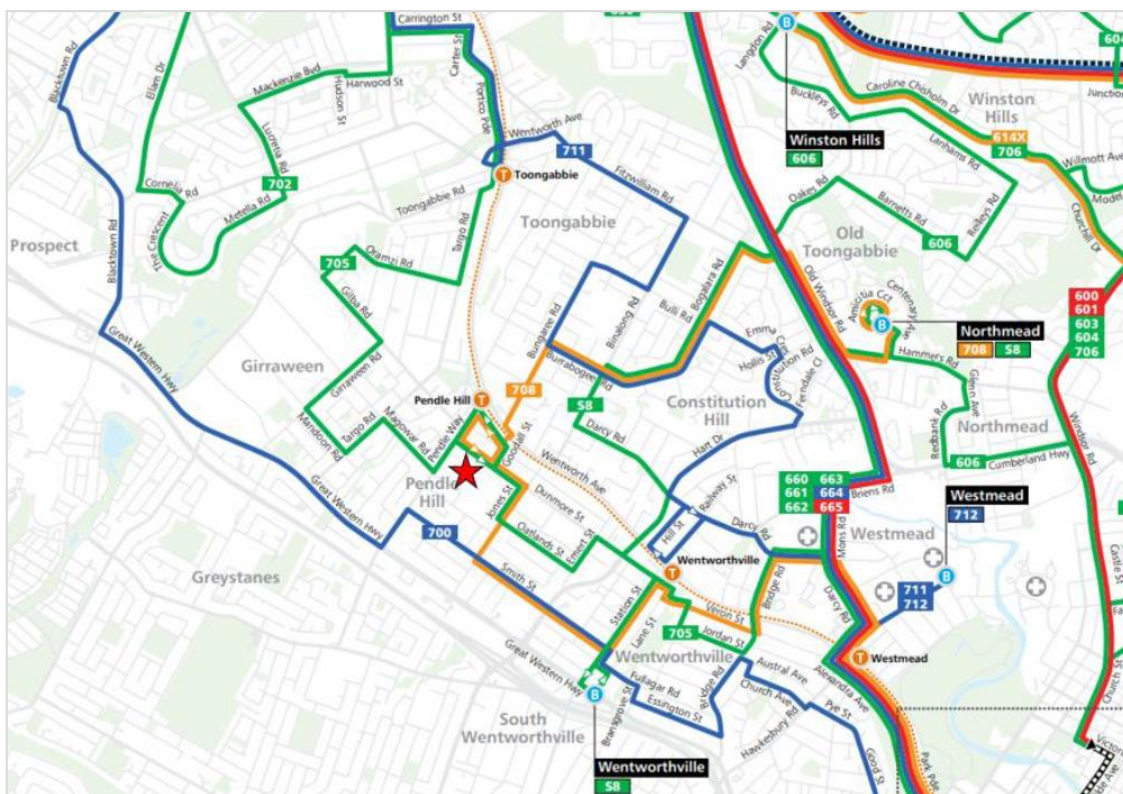


Figure 19: Surrounding bus route network (Source: GTA)

Aboriginal heritage

The attached Aboriginal Due Diligence Assessment for the site was prepared in accordance with the OEH *Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW* and relevant legislation for the protection of Aboriginal objects and places.

The site is located within the boundaries of the Deerubbin Aboriginal Land Council. A search of the OEH Aboriginal Heritage Information Management System (AHIMS) database was undertaken on 15 April 2019. The AHIMS search identified 35 sites within a 3 kilometre radius of the site including 19 artefact sites. Of the identified sites, none are identified on the subject land.

The Aboriginal Due Diligence Assessment confirms there are no Aboriginal objects or areas of archaeological sensitivity located within the study area and no further Aboriginal archaeology assessment is recommended.

The Aboriginal Due Diligence Assessment acknowledges that proposed activity is for a rezoning only, however, it is recommended that if any Aboriginal objects are located during future works, these works should cease, and an Aboriginal heritage consultant be engaged to assess the find and recommend if further investigation or permits are required.

Non-Aboriginal heritage

The attached Non-Aboriginal (Historic) Archaeological Assessment for the site provides an overview of the land use history of the site and an assessment of the archaeological potential and significance of any archaeological remains that may be present on the site.

The Archaeological Assessment is informed through the identification and evaluation of historical land uses and associated features on the site. In addition, a site inspection was carried out in April 2019 to assess any exposed archaeological remains and to view evidence of past ground disturbance.

A detailed history of the early European settlement on the site, dating back to the early 1800's, is provided in the Archaeological Assessment. The report states that Dunmore House was the first building to be constructed on the site in the mid-1880's and was purchased by the Churches of Christ in 1934 for subsequent use as a boy's home/orphanage. Ashwood House was constructed as a purpose-built women's aged care facility in 1938. The residential villas currently located on the site (ILUs) were constructed over the following years.

The Archaeological Assessment categorises certain features across the site as having 'low to nil' up to 'moderate to high' archaeological potential. Dunmore House and associated structures are considered the most significant archaeological feature on the site.

The archaeological potential across the site is shown in Figure .



Figure 20: Archaeological potential of the site

A detailed significance assessment for Dunmore House and Ashwood House is provided in the attached Conservation Management Plan.

The Archaeological Assessment was prepared for the purposes of informing the proposed masterplan and does not assess impacts to potential significant archaeology from any future development or construction activities.

The assessment confirms the Planning proposal will not impact on potential archaeological resources. It is recommended that a detailed archaeological assessment and research design be prepared as part of any future DAs or other ground-breaking activities on the site. Any archaeological relics are to be protected under the *Heritage Act 1977* and shall not be impacted without an approval issued by the Heritage Council of NSW.

Further, it is recommended that a Heritage Interpretation Strategy be prepared for the site, followed by a Heritage Interpretation Plan. The recommendations provided in the Archaeological Assessment will be considered as part of the future DAs for the site.

Heritage

The attached Heritage Impact Statement (HIS) for the site includes an assessment of significance for the heritage listed Dunmore House and Ashwood House. A summary is provided below.

Dunmore House

Dunmore House is a large Victorian Italianate residence built in 1885 by Sir William McMillan, Treasurer to Henry Parkes and an important figure in the Federation of Australia. The house was also inhabited by Edward Pearce (former Mayor of Parramatta, 1900-1904) and George A. Bond (founder of Bonds clothing brand), prior to its use as a boys' home and orphanage (1934-1980), and from that time, as an aged care facility.

The house is one of few remaining examples in the Cumberland region of the large "boom style" residences erected in the prosperous years of the late 19th century, and its subdivision is evidence of a period of speculation and haphazard urban development. It retains much of its original fabric and detailing, and remains a notable local landmark in local views, this role considerably enhanced by the spacious grounds and mature early trees, which remain as a setting for the house.

Dunmore House was subject to an Interim Conservation Order (ICO) in 1986 and was listed in 1991.

External and internal views of Dunmore House as it stands today are shown in Figure and Figure .



Figure 21: Dunmore House – northern elevation and lawn

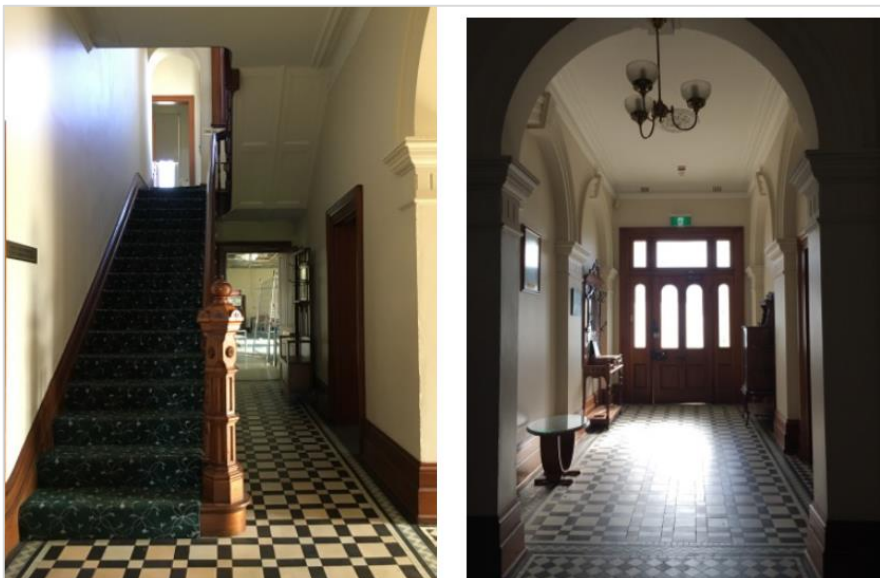


Figure 22: Dunmore House - Interior

Ashwood House

Built 1938, Ashwood House is a large interwar Georgian Free Classical building. Constructed as an aged care residence, which remains its current use. The building has a partly modified front elevation. A substantial building was constructed c.1990 alongside its rear extension.

The house is a strong, albeit unusual example of an Interwar Free Classical / Georgian style building that eschews institutional regularity and scale to create a welcoming, even domestic scale to its appearance.

An external view of Ashwood House as it stands today are shown in Figure .



Figure 23: Ashwood House

The HIS concludes that the planning proposal will have an acceptable impact on the heritage items both within the site and in the surrounding locality.

The heritage curtilage around Dunmore House and Ashwood House is considered to provide adequate separation between the indicative, future built forms to negate the impact of change to the Holroyd LEP 2013 development controls. In summary, the HIS concludes that:

- No significant view corridors to the heritage items will be impeded or blocked by future development on the site
- When considered in context of the current (and future) skyline, which includes a taller built form, there will be a negligible heritage impact on Dunmore House and Ashwood House
- The inclusion of a through-site link to the former Bonds Spinning Mills site reinforces the historic relationship between the two sites
- The proposed masterplan designs on-site car parking as largely underground to ensure visual impacts are minimised and the landscape setting persevered and enhanced
- The proposed ongoing use of the site for seniors living and aged care is associated with the current and historic uses of the site.

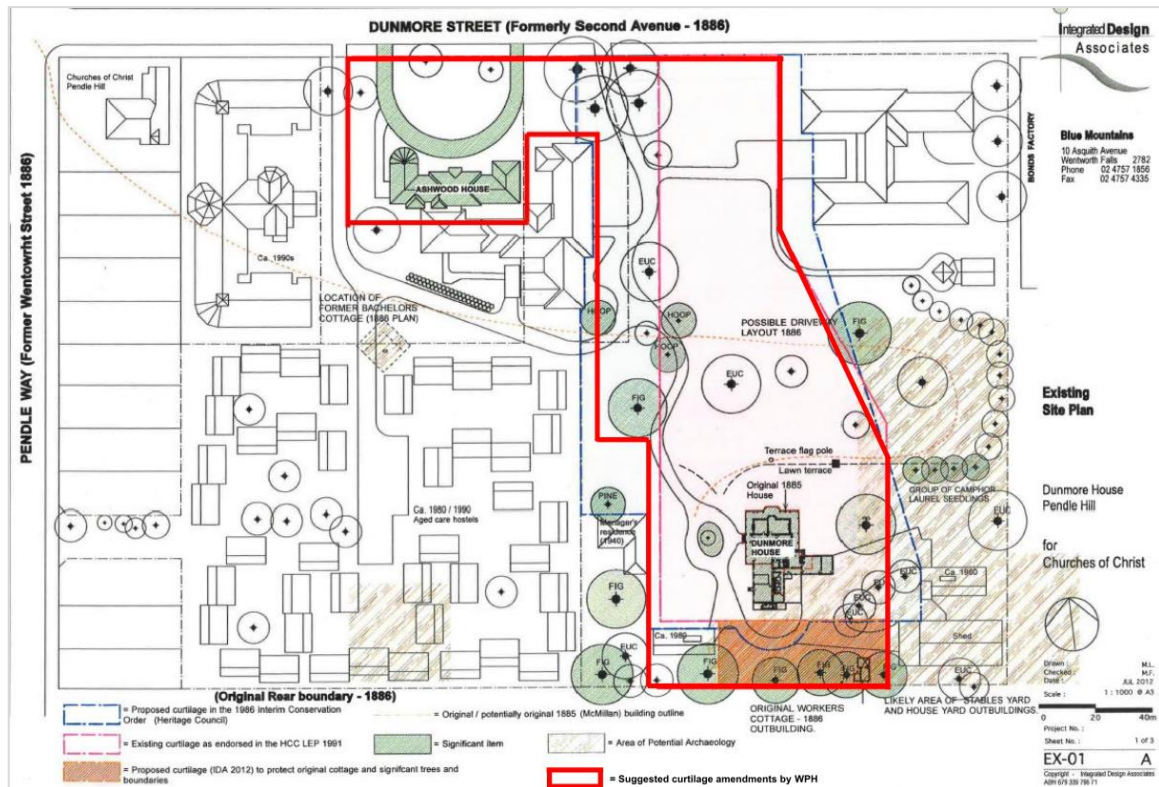
Conservation Management Plan

The attached Conservation Management Plan (CMP) for Dunmore House and Ashwood House provides an update of a previous CMP (prepared by Integrated Design Associates in 2014).

The CMP acknowledges that Dunmore House was subject to an Interim Conservation Order (ICO) in 1986 and was subsequently listed in 1991. The initial curtilage defined by the ICO applied only to Dunmore House and its relationship with Dunmore Street, with the curtilage reduced as part of the 1991 listing.

The CMP prepared by Integrated Design Associates in 2014 recommended that a combined and expanded heritage curtilage be established to include both Ashwood House and Dunmore House, as well as surrounding plantings and landscaped areas which together retain, permit and express an understanding of the item's history, significance and interrelationships.

The recommended heritage curtilage for the site is shown in Figure .



The planning proposal compliments the heritage curtilages that have been established around both items, including the surrounding landscaped areas. This is strengthened by the RE2 zone proposed within the central portion of the site, which has been aligned to closely reflect the recommended heritage curtilage shown in 23.

The attached Landscape Architecture Report sets out future design principles for the heritage curtilages. The curtilages for Dunmore House and Ashwood House are shown in Figure 25 and Figure 26.

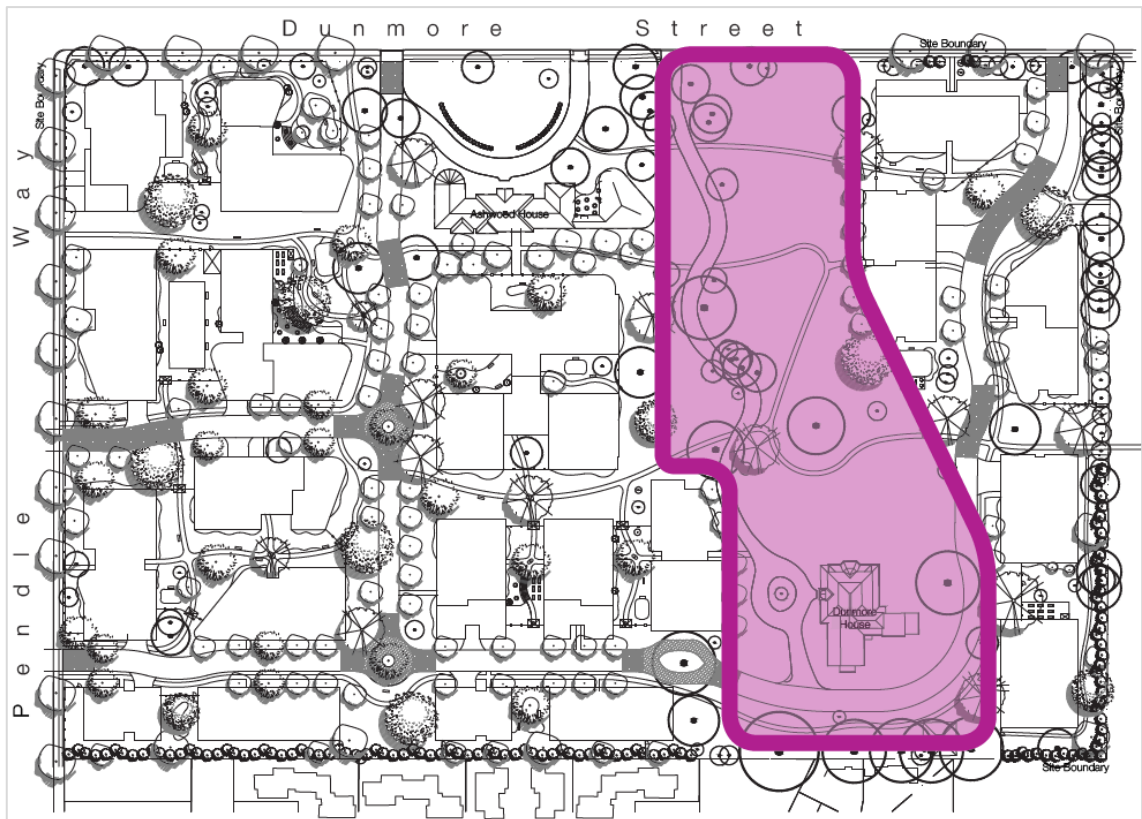


Figure 25: Dunmore House heritage curtilage

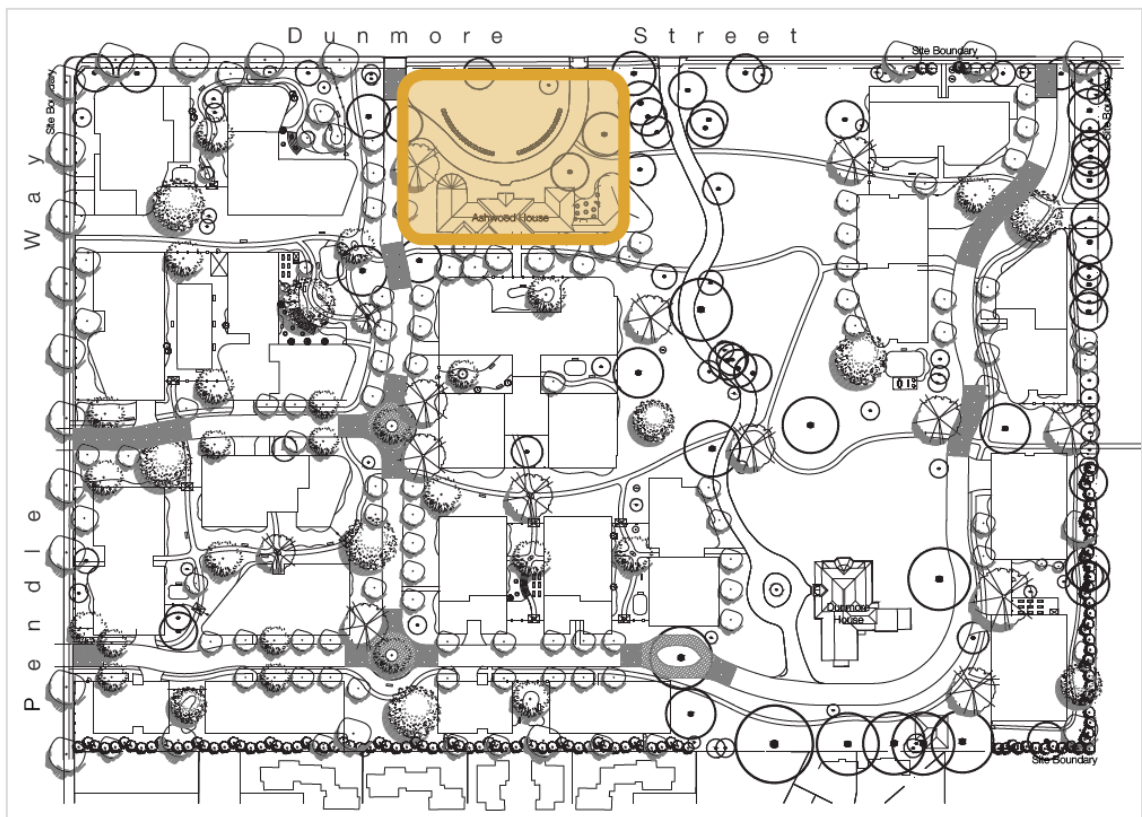


Figure 26: Ashwood House heritage curtilage

The design principles for each of the heritage curtilages are summarised below:

Dunmore House curtilage

- Existing views from Dunmore Street to Dunmore House shall be retained
- Dunmore House and the surrounding landscape curtilage shall be made publicly accessible for community use
- Existing landscape character of specimen trees within the lawn area to be retained as key wayfinding markers within the greater setting of Pendle Hill
- Pedestrian connectivity shall be prioritised through the creation of a new supplementary network of pathways
- Existing mature trees shall be supplemented with new screening vegetation to future built forms
- Provision of a children's community playground within the heritage curtilage to create a hub of activity.

Ashwood House curtilage

- Existing landscape setting of Ashwood House shall be retained and enhanced with the provision of specimen trees and ornamental rose gardens
- Provision of supplementary evergreen tree and screening vegetation to the eastern boundary
- Provision of native Frangipani species to provide green connectivity link between the rear of Ashwood House and the indicative future RAC facility behind.

Contamination

The attached Preliminary Contamination Assessment (PCA) concludes that the site has a low potential for contamination due to the minimal exposure of soil to human health under the current land use and present site conditions.

The PCA was prepared following a review of the site history and consideration of geological information to identify areas of potential contamination and to determine whether the site is likely to present a risk of harm to human health and the environment.

Aerial photography of the site from the 1950's onwards shows the site has slowly developed over the years with the progressive construction of residential buildings and associated structures. The adjacent residential land to the north, west and south have remained essentially

the same during this period of time, while land to the east has been used for industrial and commercial activities.

Potential areas of concern and associated contaminants identified in the PCA are outlined in **Error! Reference source not found.** below.

Table 14: Potential areas of environmental concern/contaminants		
Potential area of environmental concern	Details	Potential contaminants
<i>Site features including residential buildings and associated fibro, timber, weatherboard and metal features</i>	<ul style="list-style-type: none"> • Potential for metals and Organochlorine Pesticides (OCP) in the surface soil surrounding the houses due to possible pest control activities • Due to the age and nature of the houses, some buildings may also contain asbestos 	<ul style="list-style-type: none"> • Heavy metals • OCP • Asbestos
<i>The footprints of the existing features, including associated hardstand areas, driveways and pathways</i>	<ul style="list-style-type: none"> • Potential for filling to have taken place beneath these features for cut and fill and levelling purposes • Fill material could have been imported from unknown sources • Based on past owners of the site, Lot 5 and Lot 10 in DP 24728 were owned by a panel beater and boilermaker • Possible pest control activities 	<ul style="list-style-type: none"> • Heavy metals • Total Recoverable Hydrocarbons (TRHs) • Volatile Organic Compounds (VOCs) including Benzene, Toluene, Ethylbenzene and Xylene (BTEX) • Polycyclic Aromatic Hydrocarbons (PAHs) • Polychlorinated Biphenyls (PCBs) • OCP • Phenols • Asbestos
<i>Soil stockpiles</i>	<ul style="list-style-type: none"> • Soil stockpiles may have been imported or generated within the site, with potential for these 	<ul style="list-style-type: none"> • Heavy metals • TRHs • BTEX • PAHs • OCPs

Table 14: Potential areas of environmental concern/contaminants

	stockpiles to be contaminated	<ul style="list-style-type: none">• PCBs• Asbestos
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The PCA notes that, as the site is proposed to be rezoned to enable high density residential development, there is potential for exposure of soils to humans and the environment during future activities on the site.

The PCA provides the following recommendations to be considered as part of the future DAs for the site:

- A soil sampling and testing plan be implemented to address the potential for contamination at the site and to determine the need or otherwise for remediation to be carried out
- If any suspect materials are encountered during any stage of future earthworks/site preparation activities, additional contamination assessment should be carried out
- For any materials that are to be excavated and removed from the site, waste classification of the materials should be undertaken, prior to disposal at a licenced facility
- Any imported soil should be assessed by a qualified environmental consultant to ensure suitability for the proposed use
- Any imported fill should either be virgin excavated natural material or excavated natural material that does not contain any suspect materials (i.e. unusual staining, odour, discolouration or inclusions such as building rubble, asbestos or ash material, etc).

Biodiversity

The attached Preliminary Tree Assessment (PTA) was informed by a desktop review of the soil landscape mapping, threatened species database searches, previous vegetation mapping and other relevant studies. Both assessments were informed following an inspection of the site.

Preliminary Tree Assessment

The PTA identifies all existing trees on the site and provides an evaluation of their current overall health, condition and life expectancy. Based on this evaluation, a retention value (i.e. high, medium or low) was assigned to each individual tree species.

A total of 149 trees in total were inspected. The PTA provides the following conclusions:

- 33 trees have a high retention value and are recommended to be retained and protected where possible
- 79 trees have a medium retention value and are considered less critical and should be retained where possible, but are not considered a constraint to future development
- 37 trees have a low retention value and their removal is not considered a constraint to future development.

The PTA recommends an arboricultural impact assessment be prepared for any future construction on the site where trees are likely to be impacted. The construction method and design footprint should protect high and medium retention value trees, where possible. These matters will be addressed through future DAs for construction of the development.

Q9. Has the planning proposal adequately addressed any social and economic effects?

Social impact

The attached Social Impact Assessment (SIA) considers whether social impacts which may occur as a result of the Planning proposal are either:

- Direct impacts: usually quantifiable impacts measured by social indicators, such as changes to the community in the areas of population, health and employment, etc.
- Indirect impacts: resulting from changes to more qualitative social indicators, such as community cohesion and sense of place
- Cumulative impacts: impacts which are successive, incremental or combined and which can arise from a single activity, multiple activities or from interactions with past, current and foreseeable future activities

In preparing the SIA, Elton Consulting carried out preliminary consultation activities with the current village residents and surrounding community members (comprising both residents and business owners). The consultation activities specifically involved:

- a three-question survey distributed to the current village residents
- three workshops with the current village residents involving those from both the ILUs and the RAC facilities
- a three-question online survey for surrounding residents, notified and invited to participate through a letter box drop

The SIA finds that the Planning proposal will have the following positive direct, indirect and cumulative impacts:

- Increased aged care and retirement housing to suit a diverse range of needs, including a combination of ILU and RAC housing to suit the physical and mental needs of older persons, while affordable key worker housing provides for those in vulnerable financial situations
- Increased housing options and quality services for an older population in the established suburb of Pendle Hill where existing family, friend and support networks are available for current and potential future residents
- The estimated 320 jobs to be created on the site provides employment opportunities for medical and aged care staff that will service the needs of RAC residents (primarily) and some of the ILU residents
- The future redevelopment of the site provides for increased open space and community facilities to service the current and future residents
- There is potential for the wider community to access existing or new social infrastructure within the redeveloped site for gatherings, workshops, trainings, etc.
- The existing heritage items on the site will be enhanced for community appreciation and use
- There will be no impact on the proximity and access to local services, infrastructure and amenities in the Pendle Hill local centre, including close access to Pendle Hill train station.

The SIA also finds that the Planning proposal will potentially have the following negative direct, indirect and cumulative impacts:

- Construction-related activities will generate environmental impacts such as noise, dust and increased construction generated traffic
- Impacts on the existing character of Pendle Hill being predominately low and medium density development
- An increased population on the site may lead to community tension and friction where there is currently a highly-valued sense of community
- Existing residents will likely need to be re-accommodated in temporary housing at some stage during the future redevelopment of the site
- The future redevelopment of the site has the potential to interrupt social interactions and connections
- The future redevelopment of the site will increase the number of older persons (over 55 years of age) living on the site, which will increase the demand on existing health infrastructure and services including hospitals and ambulance services

- The redevelopment of the site and cumulative effect of the future Bonds Spinning Mills site will lead to additional pressure on existing services and spaces (i.e. community facilities and public open space areas), as well as increased vehicles on the local road network.

While the Planning proposal seeks to establish increased building heights and provide higher residential densities on the site, it is noted that the adjoining Bonds Spinning Mills site was recently rezoned to allow for even greater building heights and higher residential densities. The Planning proposal and proposed masterplan are consistent with the evolving character of the surrounding area.

To address the potential negative social impacts of the Planning proposal, the SIA recommends the preparation of the following:

- A Phasing Plan be developed to address the timing and impact of construction related activities on the site, including consideration of a staggered program of construction for the future redevelopment of the site
- A Construction Management Plan be prepared to identify and outline mitigation measures to reduce construction related impacts, in alignment with the Phasing Plan (which would be addressed through future development applications rather than at the Planning proposal stage)
- A Communication Strategy be developed to inform existing residents on the site and the surrounding community of the progress, changes and plans for the redeveloped site.

It is considered that, through the preparation and implementation of the above listed plans, the social impact of the Planning proposal can be appropriately mitigated.

Economic impact

The attached Economic Assessment (EA) provides an assessment of the market potential for additional seniors living facilities to be developed on the site, as well as the likely economic impact of providing affordable key worker housing and commercial uses including allied health/medical consulting suites and a café.

To assess the market opportunities and economic implications of the Planning proposal, a study area encompassing a 10 kilometre radius from the site is established in the EA. The study area extends from Kellyville in the north, Ermington in the east, Eastern Creek in the west and Cabramatta in the south.

The EA states that significant growth in the study area is forecast, with approximately 83,070 additional residents aged 65 years and over between 2018 and 2036. The study area is shown in Figure .

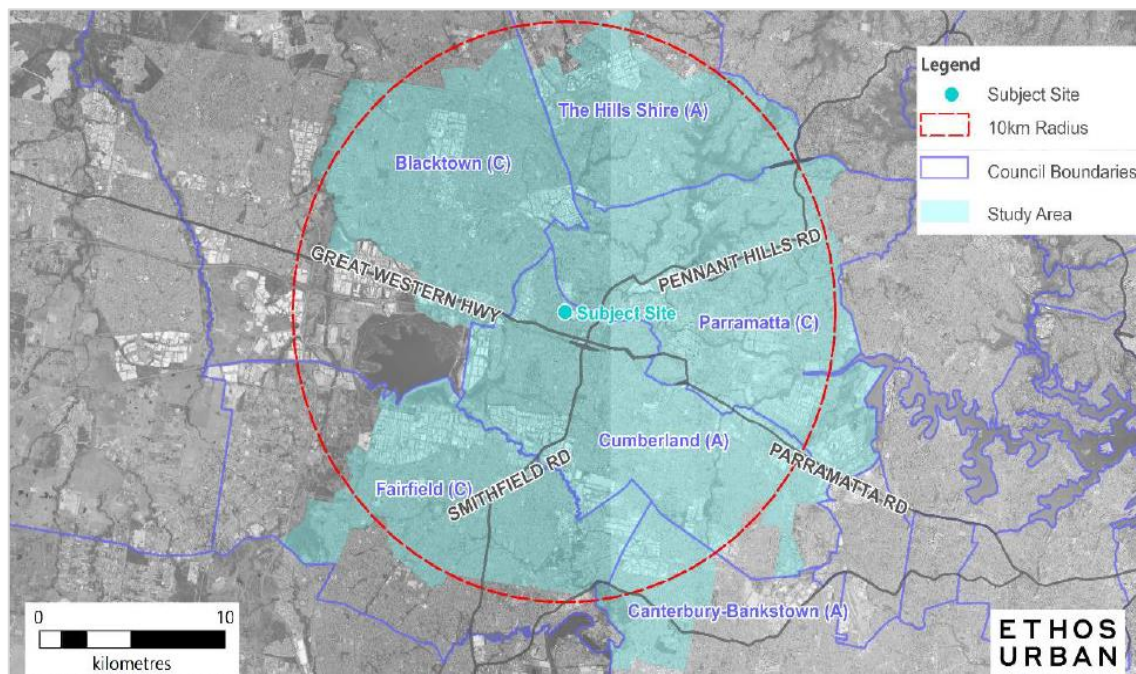


Figure 27: Economic Assessment study area

On the basis of the proposed masterplan prepared for the site, the EA considers the site has the potential to support approximately:

- 1,000 persons within the seniors living (ILUs) and affordable key worker housing units
- 240 persons in the 240-bed RAC facilities
- 290 direct jobs to service the residential aged care development (full-time, part-time and casual staff)
- 30 jobs to service the ILUs (full-time and part-time staff).

The key findings outlined in the EA are summarised below.

Additional aged care housing and affordable key worker housing

- Significant opportunities exist for aged care and retirement living in the study area, with unmet demand for 4,320 aged care beds and 2,110 retirement living dwellings by 2036
- The net addition of 50 aged care beds and approximately 564 dwellings comprising mostly of retirement living units (as proposed in the proposed masterplan) will help to meet this forecast demand
- Opportunity exists for the success of future affordable key worker housing on the site given the tight housing market, strong growth in

the healthcare and social services sectors and potential for 290 ongoing aged care jobs on the subject site.

Medical uses

- Medical consulting suites that provide flexible spaces for visiting medical and allied health services (e.g. physiotherapy, massage therapy, podiatry and other health and wellness services) are required for retirement living and aged care facilities to be competitive
- Medical uses will be supported entirely by the on-site resident population
- As the consulting suites are for visiting practitioners, this will support the viability of nearby medical and allied health businesses, as opposed to creating additional competition.

Food and drink premises

- A café offering at the site would largely be supported by the on-site resident and worker community and would have limited economic impact on nearby town centres.

Capital investment, jobs and expenditure

- Construction costs associated with the future redevelopment of the site are estimated to be in the hundreds of millions of dollars, and will support an estimated 1,400 full-time equivalent construction-related jobs and a further 4,300 full-time equivalent indirect jobs supported elsewhere in the wider economy
- The retirement living and aged care facility on the site would generate approximately 320 direct ongoing jobs and a further 290 indirect jobs supported elsewhere in the wider economy
- The subject site, once developed, will add approximately 930 new permanent residents (excluding aged care residents) to the area and approximately 320 workers. A large proportion of the spending of these residents and workers will be directed to centres nearby, including Pendle Hill, Wentworthville and the nearby Bonds Spinning Mills site. With a future café provided at the subject site, attracting only a very small proportion of this spending, the overall impact on the trading performance of nearby centres from the proposed development will be positive.

Section D – State and Commonwealth Interests

Q10. Is there adequate public infrastructure for the Planning Proposal?

Future development on the site will make use of existing public infrastructure and services including connections to water, sewerage, electrical and telecommunications infrastructure.

Q11. What are the views of State and Commonwealth public authorities consulted in accordance with the gateway determination?

Consultation with relevant public authorities to be carried out post-Gateway.

Part 4 – Mapping

Proposed changes to LEP mapping are shown in Figure 28 to Figure 31.

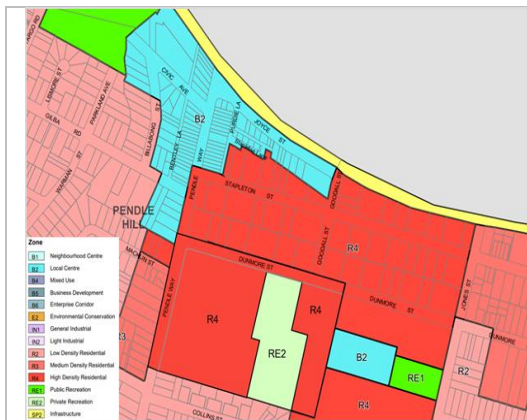


Figure 28: Proposed Land Zone

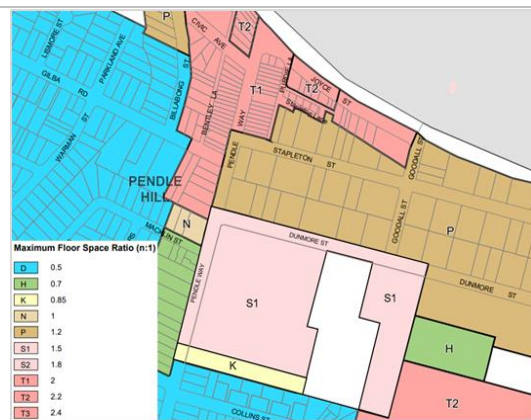


Figure 29: Proposed FSR

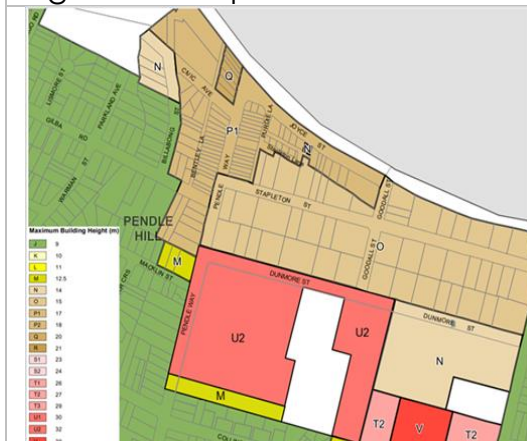


Figure 30: Proposed HOB

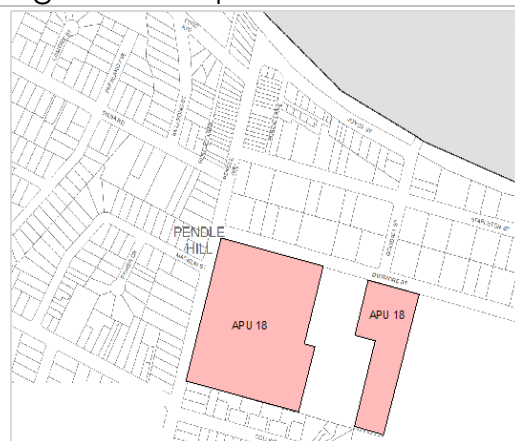


Figure 31: Proposed APU

Part 5 – Community Consultation

The Proponent carried out preliminary consultation activities with residents and the local community in informing the preparation of the Social Impact Assessment.

Council also carried out preliminary consultation with the local community, as outlined in the attached Council report.

Further community consultation will occur post-Gateway.

Part 6 – Project Timeline

Milestone	Anticipated date/s
Commencement date (Gateway determination)	Nov 2020
Negotiation and preparation of Planning Agreement	Dec 2020 – Jan 2021
Government agency consultation	Feb / March 2021
Statutory exhibition period	Feb /March 2021
Consideration of submissions	April 2021
Submit to Department for finalisation	May / June 2021