



PLANNING PROPOSAL

Property NSW Site

266 VICTORIA ROAD & 26 KISSING POINT ROAD,
RYDALMERE

Planning Proposal drafts

Proponent versions:

No.	Author	Version
1.	Elton Consulting	November 2016
2.	Elton Consulting	May 2017 (Revised Planning Proposal)

Council versions:

No.	Author	Version
1.	City of Parramatta Council	16 May 2017 IHAP Meeting recommending Gateway Determination

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INTRODUCTION

This Planning Proposal explains the intended effect of, and justification for, the proposed amendment to *Parramatta Local Environmental Plan 2011*. It has been prepared in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979* and the Department of Planning and Environment (DP&E) guides, 'A Guide to Preparing Local Environment Plans' (April 2013) and 'A Guide to Preparing Planning Proposals' (August 2016) and 'Guidance for merged councils on planning functions' (May 2016).

Background and context

On 24 November 2016, City of Parramatta Council received a Planning Proposal from Elton Consulting on behalf of Property NSW (the proponent) to rezone land, amend development standards and insert additional local provisions at 266 Victoria Road and 26 Kissing Point Road, Rydalmere. The Planning Proposal seeks to amend the *Parramatta Local Environmental Plan 2011* (PLEP 2011) in relation to the subject site by:

- Rezoning the site from part R2 Low Density Residential and part SP2 Educational Establishment to part B4 Mixed Use, part R4 High Density Residential, part RE1 Public Recreation and part W1 Natural Waterways;
- Increasing the height standard on the site from part 9m to part 28m, part 50m and part 84m;
- Increasing the floor space ratio (FSR) standard on the site from part 0.5:1 to 1.5:1 (excluding riparian corridor) of which 1.38:1 is residential and 0.12:1 is non-residential;
- Amending the Minimum Lot Size Map by removing the minimum lot size designation;
- Amend the Minimum Lot Size Map for Dual Occupancy Development Map;
- Include a local provision for affordable housing;
- Include a local provision for part non-residential FSR on land proposed to be zoned B4 Mixed Use; and
- Include a local provision for the delivery of public open space on land proposed to be zoned R4 High Density Residential.

The subject site is surrounded by three arterial roads – Kissing Point Road to the north, James Ruse Drive to the west and Victoria Road to the south. The site also adjoins Vineyard Creek located on the eastern side of the site - see Figure 1. The subject site consists of three allotments (legally described as Lot 1 DP128413, Lot 1 DP247855 and Lot 1 DP856958) with a total area of 19.18ha. The site is currently occupied as follows:

Address	Current use of site	Legal Description
26 Kissing Point Road (Northern part of site)	Site of former Macquarie Boys High School – closed by NSW Department of Education in 2008. Currently vacant.	Lot 1, DP 128413 Lot 1, DP 247855
266 Victoria Road (Southern part of site)	Currently occupied by the Ageing, Disability and Home Care (ADHC) facility. To be vacated by mid-2017.	Lot 1, DP 836958

The surrounding development to the north, east and west consists of low, medium and high density residential uses, with educational uses to the south and west. The Parramatta South

Campus (Rydalmere) of Western Sydney University is located to the south of the site across Victoria Road and the Parramatta North Campus of Western Sydney University is located to the west of the site across James Ruse Drive – see Figure 1 below.

The site is located close to Rydalmere Train Station, which offers connectivity to the Carlingford Train Line and associated services south towards Clyde and north towards Carlingford (see Figure 1). The Carlingford train service is proposed to cease when the Parramatta Light Rail replaces heavy rail between Camellia and Carlingford. The light rail will provide more regular services and connect the site with the Parramatta CBD and Westmead.

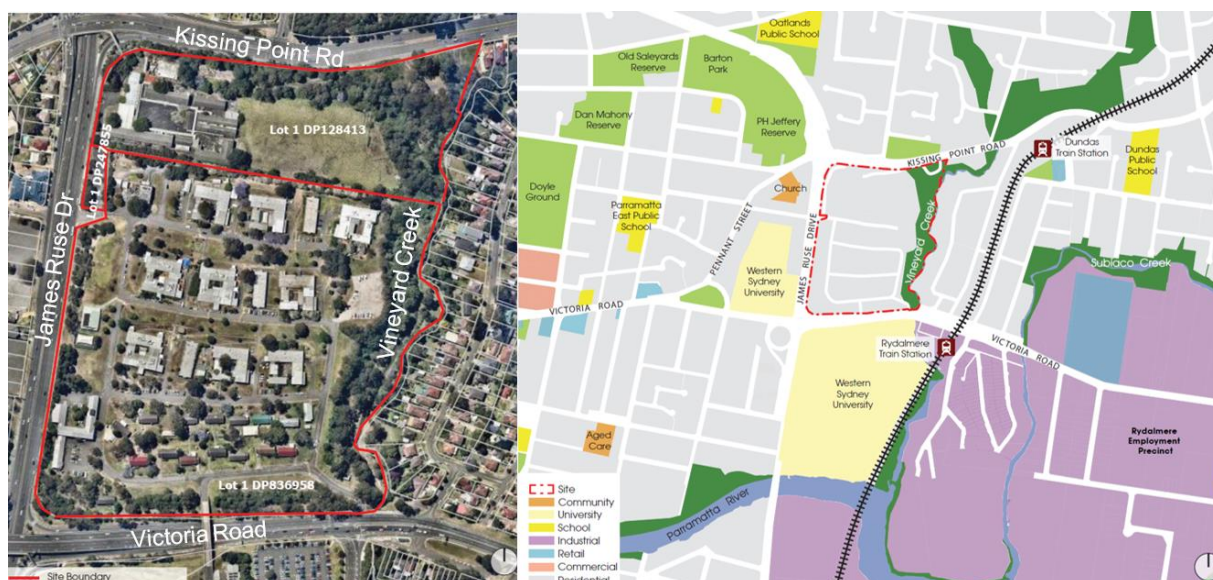


Figure 1 – Subject site at 266 Victoria Rd and 26 Kissing Point Rd, Rydalmere and context

Source: Six Maps, Elton Consulting, Group GSA, 2016

Under *Parramatta Local Environmental Plan 2011* the site:

- is part zoned R2 Low Density Residential and part zoned SP2 Educational Establishment (refer to Figure 31 in Part 4 – Mapping);
- has a maximum building height of 9 metres on part of the site and no maximum building height on the remainder of the site (refer to Figure 32 in Part 4 – Mapping); and
- has a maximum floor space ratio (FSR) of 0.5:1 on part of the site and no FSR control on the remainder of the site (refer to Figure 33 in Part 4 – Mapping).



Figure 2 - Typical built form on southern part of site: FACS buildings and tree lined streets

Source: Elton Consulting, 2016



Figure 3 - Site of future riparian corridor and existing gas pipeline (left) and Vineyard Creek (right)
Source: Elton Consulting, 2016



Figure 4 – Existing pumphouse to west of AHDC site (left) and view across site (right)
Source: Elton Consulting, 2016

PART 1 – OBJECTIVE AND INTENDED OUTCOMES

The objective of this Planning Proposal is to amend the *Parramatta Local Environmental Plan 2011* (PLEP 2011) to enable the redevelopment of the subject site for residential and mixed use development in an area identified for urban renewal by the NSW Government.

The intended outcomes for the Planning Proposal are to:

- Deliver housing to assist in meeting the projected demand within the Greater Parramatta area consistent with the GOP Vision;
- Provide an opportunity for additional educational floor area taking advantage of the proximity of the site to Western Sydney University and the Parramatta CBD;
- Improve connections between the site and its surrounds in terms of transport, pedestrian and cycling networks and the open space network;
- Enhance the riparian corridor along the boundary of the site with the potential to deliver the missing link in the Vineyard Creek Corridor and to support the development of Sydney's Green Grid; and
- Create a high quality public domain that is legible and activates the precinct.

PART 2 – EXPLANATION OF PROVISIONS

This Planning Proposal seeks to amend *PLEP 2011* in relation to the zoning, height, floor space ratio controls, maximum lot size and local provisions.

In order to achieve the desired objectives, the following amendments to the *PLEP 2011* would need to be made:

1. Amend the zone in the **Land Zoning Map** (Sheet LZN_009) from part R2 Low Density Residential and part SP2 Educational Establishment to part B4 Mixed Use, part R4 High Density Residential, part RE1 Public Recreation and part W1 Natural Waterways as per the Figure 5 below.

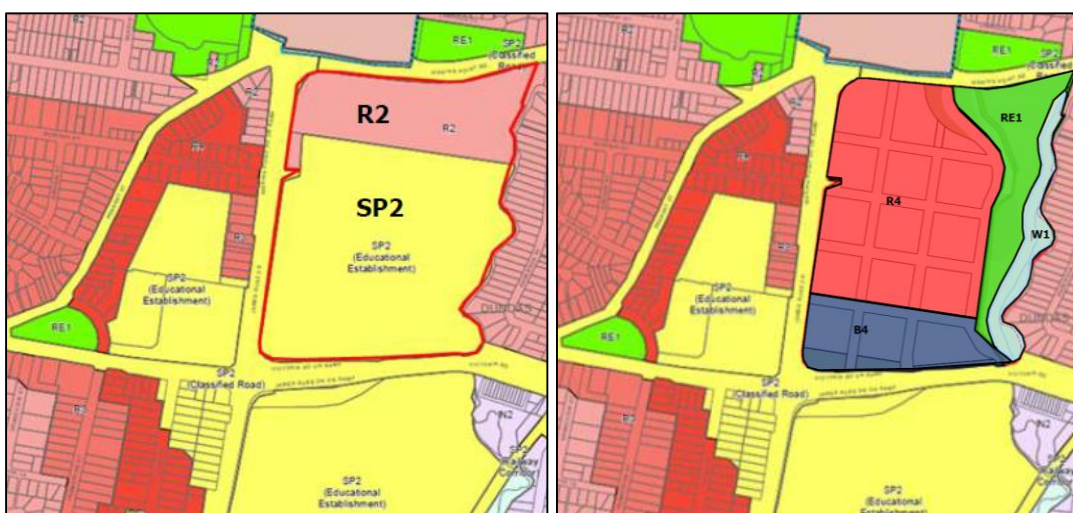


Figure 5 - Existing Land Use Zones (left) and Proposed Land Use Zones (right)

2. Amend the maximum building height in the **Height of Buildings Map** (Sheet HOB_009) from part 9m to the following:
 - On land proposed to be zoned B4 Mixed Use, a maximum height of buildings of 84m (25 storeys)

- On land proposed to be zoned R4 High Density Residential, a maximum height of buildings of 28m (8 storeys) with the exception of a small section of land in the northern section of the site to have a maximum building height of 50m (15 storeys)
- On land proposed to be zoned RE1 Public Recreation and W1 Natural Waterways, no height of buildings to be specified.

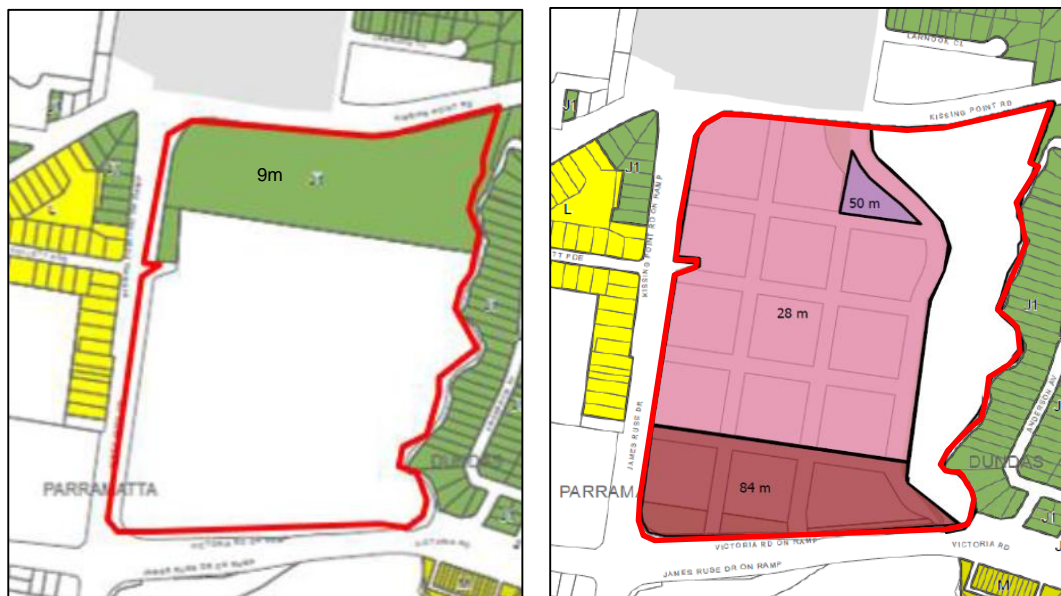


Figure 6 - Existing Height of Buildings (left) and Proposed Height of Buildings (right)

3. Amend the maximum FSR in the **Floor Space Ratio Map** (Sheet FSR_009) from part 0.5:1 to 1.5:1 as shown below comprising a residential FSR of 1.38:1 and non-residential FSR of 0.12:1. The riparian corridor is to have no FSR specified.

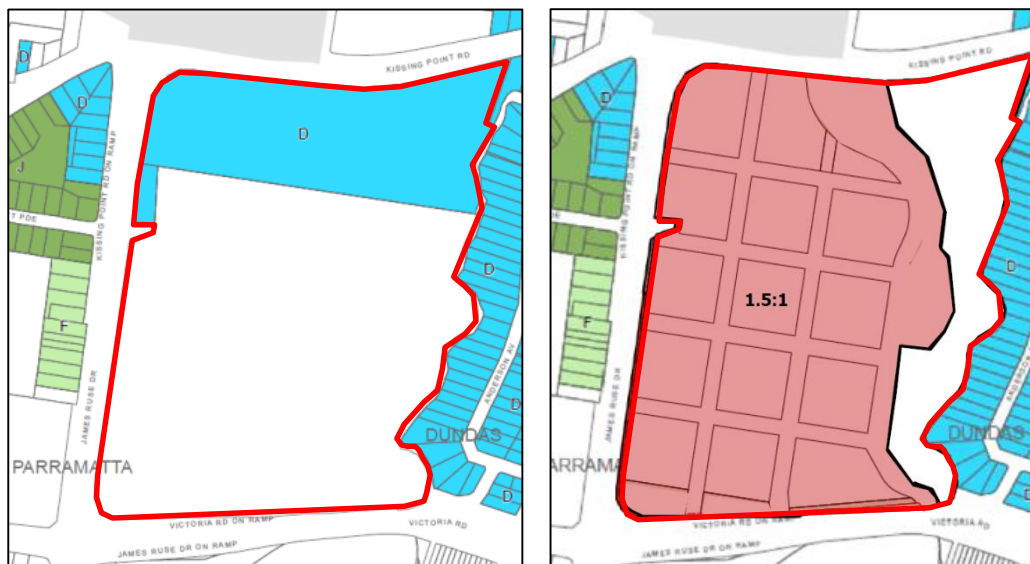


Figure 7 - Existing FSR (left) and proposed FSR (right)

4. Amend the **Minimum Lot Size Map** (Sheet LSZ_009) for Lot 1, DP 128413 and Lot 1, DP 247855 by removing the existing 550 square metres minimum lot size designation as seen below in Figure 8.

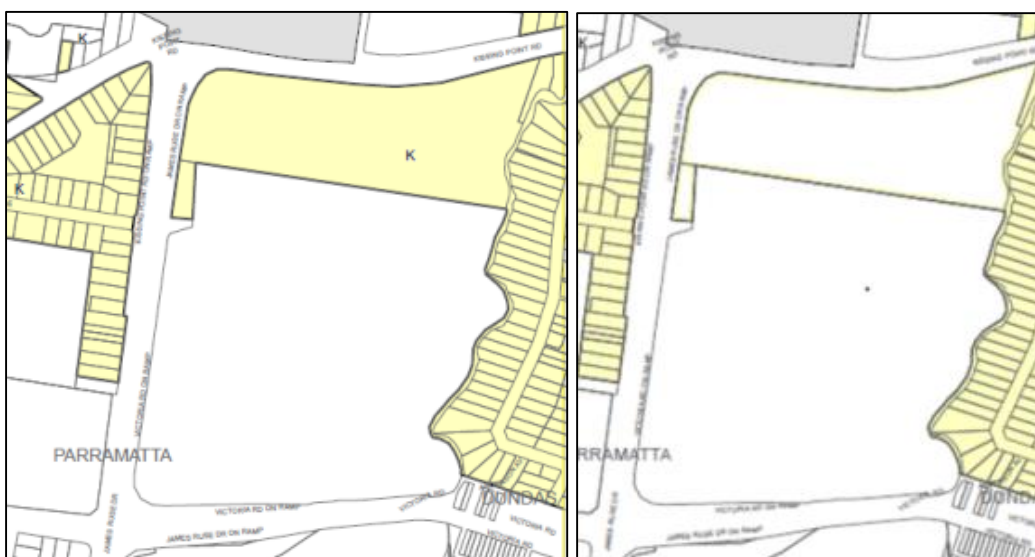


Figure 8 - Existing Minimum Lot Size (left) and Proposed Minimum Lot Size (right)

5. Amend the **Minimum Lot Size Map for Dual Occupancy Development Map** (Sheet LDO_009) for Lot 1, DP 128413 and Lot 1, DP 247855 by removing the existing 600 square metres minimum lot size designation as seen below in Figure 9.

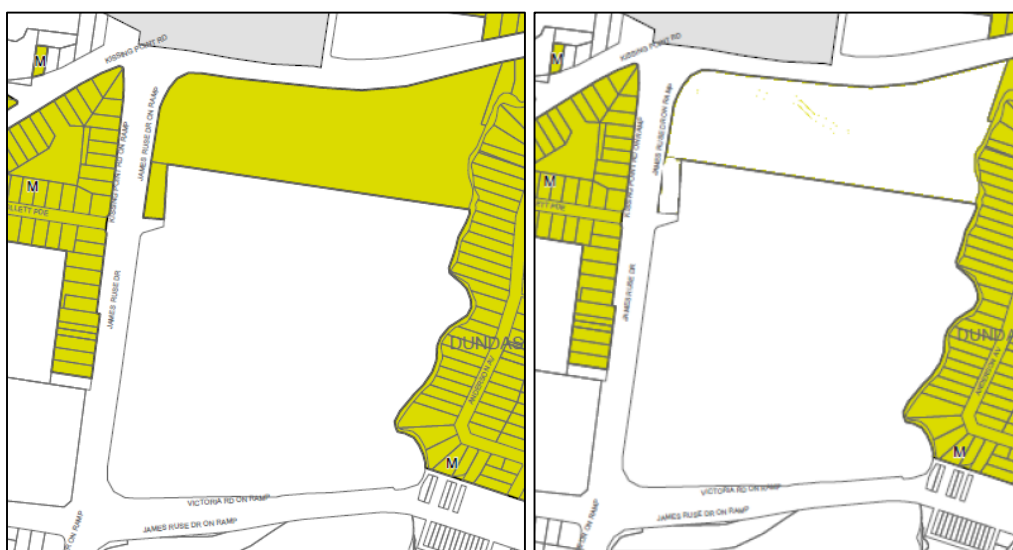


Figure 9 – Existing (left) and Proposed (right) Minimum Lot Size for Dual Occupancy Development

6. Insert a new local provision that includes a minimum target for affordable housing on the site. The intention is to:
 - Enable the consent authority when granting development consent, to impose a condition requiring a contribution to affordable housing being 5% of the total floor area of the development that is intended to be used for residential purposes; and
 - The opportunity to satisfy the condition by dedicating the affordable housing dwellings to Council or by way of a monetary contribution to Council for the purpose of delivering affordable housing.
7. Insert a new local provision for the delivery of public open space within the area to be zoned R4 High Density Residential. The intention is to:

- Ensure that a quantum of open space is reserved to provide 12,090m² of public open space through the centre of the site; and
 - provide certainty as to the delivery of these areas as dedicated open space as the site is developed.
8. Insert a new local provision that includes a minimum non-residential FSR component on the site. The intention is to:
- Provide a minimum amount of non-residential floor space on the site of 0.12:1;
 - To provide certainty as to the application of the FSR across the site consistent with the Revised Concept Plan; and
 - Ensure that the intended FSR is achieved across the site consistent with strategic plans and objectives.

2.1 Other relevant matters

2.1.1 Voluntary Planning Agreement

The site and proposed development potential uplift being sought lends itself to the provision of public benefits, consistent with Council's Voluntary Planning Agreements policy. The proponent has expressed interest in entering into a Voluntary Planning Agreement (VPA). A formal letter of offer was received from the proponent on 3 May 2017 confirming that they are willing to enter into discussions with Council regarding a VPA under Section 93F of the *Environmental planning and Assessment Act 1979*.

2.1.2 Draft DCP

Given the size and nature of the site and the increases in density sought, a site-specific Development Control Plan (DCP) will be prepared as part of the Planning Proposal process. The DCP will provide the objectives and controls that will help guide the development over the site and will address the following:

- Density and form
- Street network
- Street character
- Site access and permeability
- Passive and active recreational open space
- Pedestrian and cycle connections
- Relationship to Rydalmere and Dundas train stations / future light rail stops
- Future community hub / community uses
- Affordable housing
- Design excellence
- Smart City approaches

The site-specific DCP will be prepared following Gateway determination with the intention that it will be exhibited with the Planning Proposal and will form an amendment to Part 4 of the Parramatta Development Control Plan 2011.

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 objective and intended outcomes. 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?

The Planning Proposal is the result of the following strategic studies and reports:

- **A Plan for Growing Sydney** - The subject site has been identified as part of the Rydalmere Education Precinct – see more discussion below in Section 3.2.1.
- **Greater Parramatta and the Olympic Peninsula (GPOP)** – The subject site has been identified in the GPOP vision as being within the Next Generation Living Precinct and specifically identified as Smart Living: Rydalmere:

‘The 19-hectare site opposite the Western Sydney University’s campus at Rydalmere will be redeveloped with a mix of housing types to cater for people seeking an inner-city lifestyle next door to a great university campus. This redevelopment will contain retail and commercial uses — designed to suit businesses seeking to build strong relationships with this world-class institution.’

More discussion about the GPOP Vision is provided below in Section 3.2.1.

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

A planning proposal is necessary to facilitate mixed use development and encourage renewal on the site. It is the most appropriate means of achieving the objectives and is the most effective way of providing certainty for Council, the local community and the landowner. The existing zoning, height and FSR standards do not permit the development envisaged in the Planning Proposal nor respond to the relevant strategic studies and reports.

3.2 Section B – Relationship to strategic planning framework

This section assesses the relevance of the Planning Proposal to the directions outlined in key strategic planning policy documents. Questions in this section consider state and local government plans including the NSW Government’s *A Plan for Growing Sydney*, *Draft Towards a Greater Sydney 2056*, *Draft West Central District Plan*, *Greater Parramatta and the Olympic Peninsula (GPOP)*, State Environmental Planning Policies, local strategic and community plans and applicable Ministerial Directions.

3.2.1 Is the planning proposal consistent with the objectives and actions of the applicable regional, sub-regional or district plan or strategy (including any exhibited draft plans or strategies)?

A Plan for Growing Sydney

On 14 December 2014, the NSW Government released ‘A Plan for Growing Sydney’ which outlines actions to achieve the Government’s vision for Sydney which is a ‘strong global city and a great place to live’.

The City of Parramatta is part of the West Central Subregion. *A Plan for Growing Sydney* identifies the following directions, actions and priorities for Parramatta and the West Central Subregion that are relevant to the site and planning proposal:

1.2 Grow Greater Parramatta – Sydney’s Second CBD

- Grow Parramatta as Sydney’s second CBD by connecting and integrating Parramatta CBD, Westmead, Parramatta North, Rydalmere and Camellia.
- Grow the specialised Health and Education precincts at Westmead and Rydalmere – see Figure 10 below.

1.3 Establish a New Priority Growth Area – Greater Parramatta to the Olympic Peninsula

- Identify and deliver enabling infrastructure to support growth and renewal
- Grow the knowledge economy as part of the extension of the Global Economic Corridor

2.1 Accelerate housing supply across Sydney

- Accelerate housing supply and local housing choices
- Deliver more housing by developing surplus or under-used Government land.

2.2 Accelerate urban renewal across Sydney – providing homes closer to jobs

- Undertake urban renewal in transport corridors which are being transformed by investment, and around strategic centres

2.3 Improve housing choice to suit different needs and lifestyles

- Deliver more opportunities for affordable housing

3.2 Create a network of interlinked, multipurpose open and green spaces across Sydney

- Deliver the Sydney Green Grid Project

4.1 Protect our natural environment and biodiversity

- Protect and deliver a network of high conservation value land by investing in green corridors and protecting native vegetation and biodiversity

A Plan for Growing Sydney includes the subject site as the ‘**Rydalmere Education Precinct**’ as per the below figure.

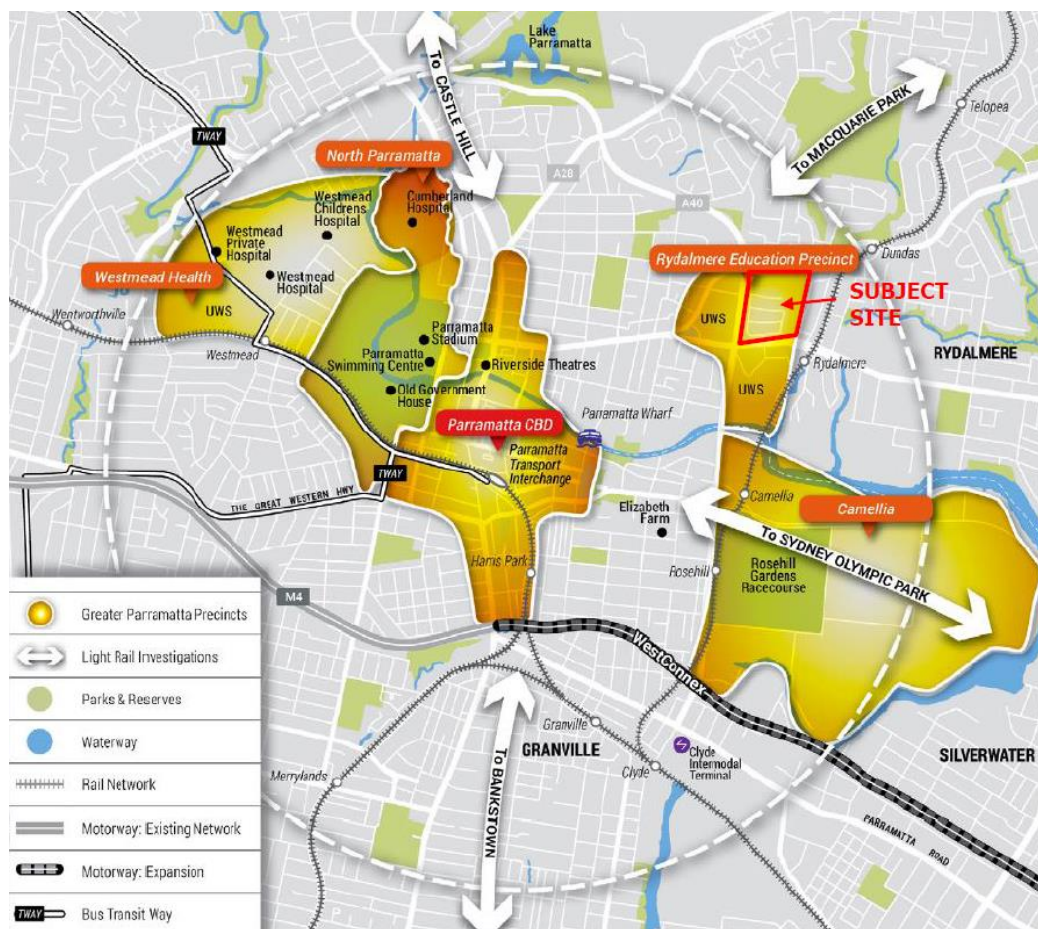


Figure 10 - Subject site identified within the Rydalmere Education Precinct

Source: *A Plan for Growing Sydney*, Figure 9 Greater Parramatta

Comment:

The Planning Proposal is generally consistent with the objectives of this Plan. The proposal will enable approximately 18,807m² of commercial and retail floor space which has the potential to support the provision of education and knowledge related uses. It is recommended that a non-residential FSR component be applied to the sections of the site proposed to be zoned mixed use to ensure the delivery of this floor space. In addition, it is recommended that the proponent consult with local universities and education providers with the intention of entering into a memorandum of understanding or an agreement to work together to achieve this vision.

The Planning Proposal is also consistent with *A Plan for Growing Sydney* as it will provide additional housing supply through the delivery of approximately 2,544 dwellings and facilitate urban renewal on a site close to an existing public transport corridor (5 minutes' walk). The Planning Proposal will also connect with the Sydney Green Grid and provide a green corridor on the site along Vineyard Creek which will protect native vegetation and biodiversity and provide walking and cycling connections.

Draft Towards our Greater Sydney 2056

In November 2016, the Greater Sydney Commission released *Towards our Greater Sydney 2056* - a draft amendment to *A Plan for Growing Sydney*. The document aligns with the district plans and introduces the concept of three cities – Eastern City, Central City and Western City. The City of Parramatta LGA is located within the Central City.

Towards our Greater Sydney 2056 identifies the following directions, actions and priorities for the Central City and Greater Parramatta that are relevant to the site and Planning Proposal:

A Productive Greater Sydney

Metropolitan priority: A growing city

- Support the generation of over 817,000 additional jobs
- accommodate 1.74 million additional people and more than 725,000 new homes

Metropolitan priority: A city with smart jobs

- Increase knowledge-intensive jobs and health and education jobs

Metropolitan priority: A 30-minute city

- Improve accessibility to jobs across all districts
- Improve the ability to walk to local services and amenities

Accelerate housing opportunities

- The feasibility of development, including financial viability across a range of housing configurations (one, two and three+ bedrooms) and consistency with market demand. Proximity to services including schools and health facilities.
- Consideration of heritage and cultural elements, visual impacts, natural elements such as flooding, special land uses and other environmental constraints.
- Consideration of local features such as topography, lot sizes, strata ownership and the transition between the different built forms.

A Liveable Greater Sydney

Metropolitan priority: An equitable, polycentric city

- provide equitable access to health, open space and community and cultural infrastructure

Metropolitan priority: A city of housing choice and diversity

- support a range of housing choices at different price points to suit people through all stages of life
- provide affordable rental housing specifically for eligible households on very low and low incomes
- increase housing supply that broadens choice and diversity
- in existing areas, prioritise new housing in places where daily needs can be met within walking distance or by public transport.

Metropolitan priority: A collaborative city

- achieve pathways for collaborative and shared use of social infrastructure, community resources and underutilised public assets such as schools, open spaces and residual government owned land to promote liveability, quality of life and resource efficiency
- lead the collaboration in the development of major city-shaping areas, such as the Western Sydney Airport and GPOP.

A Sustainable Greater Sydney

Metropolitan priority: A city in its landscape

- improve the health of waterways

- protect, extend and enhance biodiversity, regional and local open space systems, as well as scenic and cultural heritage together with productive landscapes
- increase access to open space, conserve the natural environment and enable healthy lifestyles and local food.

Comment:

In general, the Planning Proposal is consistent with the *Draft Towards Our Greater Sydney 2056*. Specifically, the Planning Proposal does the following:

- Provides additional housing (approximately 2,544 additional dwellings) within 30 minutes of the Parramatta CBD where there are a growing number of employment opportunities for future residents.
- Provides approximately 306 direct FTE jobs on the site during the operational phase with the intention of providing many of these as knowledge-intensive and education related jobs. Local amenities and services will also be provided on site to service future residents and there will be an economic benefit and overflow for commercial centres in close proximity to the site. The Planning Proposal will provide approximately 18,807m² of retail and commercial floor space which will be delivered on the land zoned B4 Mixed Use through a non-residential FSR component of 0.12:1 across the site.
- The subject site is within close proximity to Rydalmere train station and future light rail corridor and bus services along Victoria Road. All are within walking distance. In addition, the site will contain a large amount of open space for the use of existing and future residents and has easy-access to Western Sydney University’s Rydalmere Campus and student accommodation.
- Provides for 5% affordable housing on the site to be delivered through an additional local provision (discussed above). Additional affordable housing may be negotiated through the VPA process.

Draft West Central District Plan

The Draft West Central District Plan (DWCDP) was released in November 2016 and outlines the Greater Sydney Commission’s 20-year vision for the West Central District which comprises Blacktown, Cumberland, The Hills and the City of Parramatta local government areas (LGAs).

The relevant actions and priorities within the DWCDP which are applicable to the Planning Proposal are:

Productivity - priorities and actions

Action	<i>P1: Collaborate to create, own and deliver GPOP</i>
Outcome	<i>Increase total jobs and dwellings and increase the proportion of health and education and knowledge and professional services jobs</i>

Response:

The Planning Proposal is consistent with this action as it seeks to provide approximately 2,544 dwellings and approximately 18,807m² of retail and commercial floor space with a specific focus on education and knowledge-based employment uses. In addition, the site is located within 30 minutes of the Parramatta CBD and adjacent to Western Sydney University and within close proximity to the Rydalmere Train Station (future light rail stop) and Industrial Area. Further discussion about the consistency of the Planning Proposal with GPOP is provided below.

Action	<i>P4: Develop a better understanding of the value and operation of employment and urban services land</i>
Outcome	<i>Increase in total jobs</i>

Response:

The Planning Proposal will provide approximately 18,807m² of retail and commercial floor space. The Economic Impact Assessment report by AEC Group (2016) identifies that there are currently 131 jobs on the subject site and claims that the future development as a result of the Planning Proposal will provide 306 FTE jobs once operational. This is an increase of 175 jobs.

Liveability – priorities and actions

Action	<i>L2: Identify the opportunities to create the capacity to deliver 20-year strategic housing supply targets</i>
Outcome	<i>Creation of housing capacity</i>

Action	<i>L3: Councils to increase housing capacity across the District</i>
Outcome	<i>Creation of housing capacity and increase in diversity of housing choice</i>

Response:

The site has been identified for urban renewal and is capable of providing additional housing capacity. The Planning Proposal is consistent with these actions as it provides for approximately 2,544 new dwellings on the subject site.

Action	<i>L6: Support councils to achieve additional affordable housing</i>
Outcome	<i>Increase in affordable housing</i>

Action	<i>L8: Undertake broad approaches to facilitate affordable housing</i>
Outcome	<i>Increase in affordable housing</i>

Response:

The Planning Proposal is consistent with these actions. A local provision has been included as part of the Planning Proposal which includes 5% affordable housing consistent with the DCWDP and the GOP Vision.

Action	<i>L11: Provide design-led planning to support high-quality urban design</i>
Outcome	<i>Contribute to improved sustainability, productivity and liveability outcomes</i>

Action	<i>L12: Develop guidelines for safe and healthy built environments</i>
Outcome	<i>Contribute to improved health outcomes and increased walking and cycling</i>

Response:

The Planning Proposal is supported by an Urban Design Report and Concept Plan, prepared by Group GSA which has formed the basis on the proposed amendments to the PLEP 2011. In addition, the Planning Proposal will provide for new pedestrian and cycling paths which will connect to the wider network and be incorporated into a site-specific DCP.

Sustainability - priorities and actions

Action	<i>S4: Update information on areas of high environmental value</i>
Outcome	<i>Protection and management of areas of high environmental value</i>

Response:

A Biodiversity Assessment has been prepared by SLR Consulting (2016) as part of the Planning Proposal which contains detailed information about Vineyard Creek and the riparian corridor. The Planning Proposal seeks to rezone the corridor to RE1 Public Recreation and Vineyard Creek to W1 Natural Waterways and dedicate the land to Council as public open space and community land. The Plan of Management requirements will ensure future appropriate management of the land.

Action	<i>S5: Use funding programs to deliver the West Central District Green Grid Priorities</i>
Outcome	<i>Delivery of the Green Grid Priorities</i>

Response:

The Planning Proposal is consistent with this action as it will provide a missing link in the Green Grid corridor as seen in Figure 11 below.

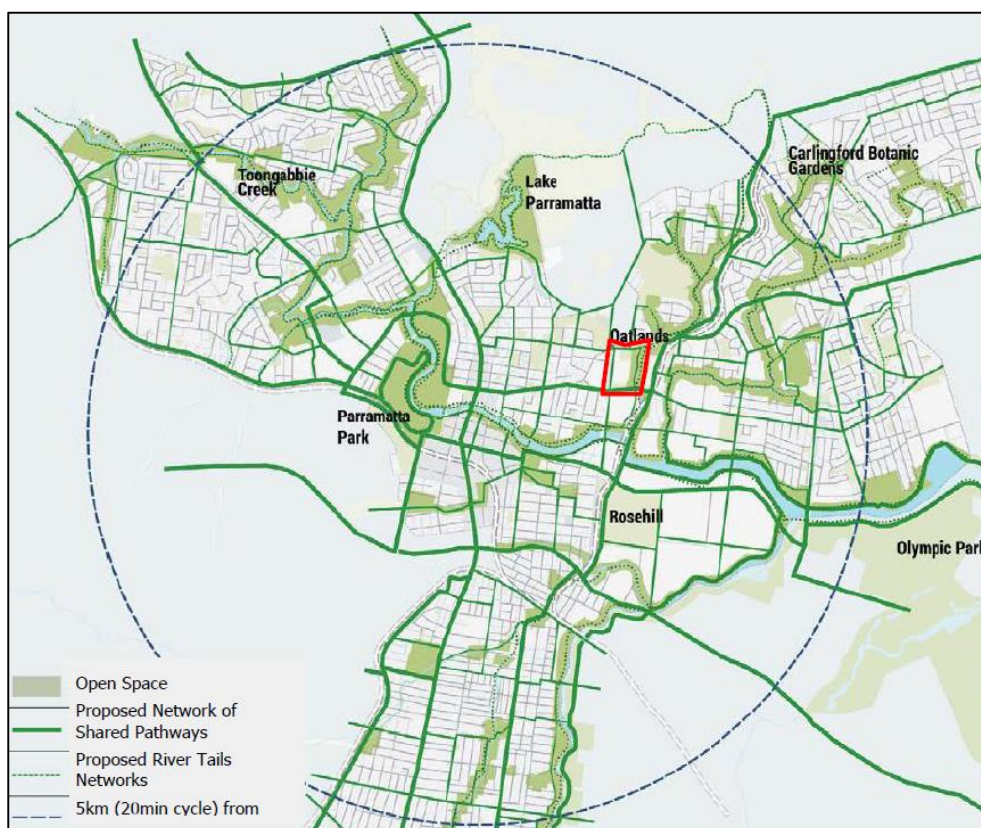


Figure 11 - Subject site within the Green Grid
 Source: Government Architect's Office

Greater Parramatta and the Olympic Peninsula (GPOP)

In October 2016, the NSW Government through the Greater Sydney Commission released the *Greater Parramatta and the Olympic Peninsula (GPOP) Vision*. GPOP has been identified as a new priority growth area in *A Plan for Growing Sydney*. GPOP is an

urban renewal area spanning from Strathfield to Westmead and from Carlingford to Lidcombe and Granville, along the planned Parramatta Light Rail corridor. The subject site has been identified in the GOP Vision as being within the ‘Next Generation Living Precinct’ and specifically identified as Smart Living: Rydalmere:

‘The 19-hectare site opposite the Western Sydney University’s campus at Rydalmere will be redeveloped with a mix of housing types to cater for people seeking an inner-city lifestyle next door to a great university campus. This redevelopment will contain retail and commercial uses — designed to suit businesses seeking to build strong relationships with this world-class institution.’

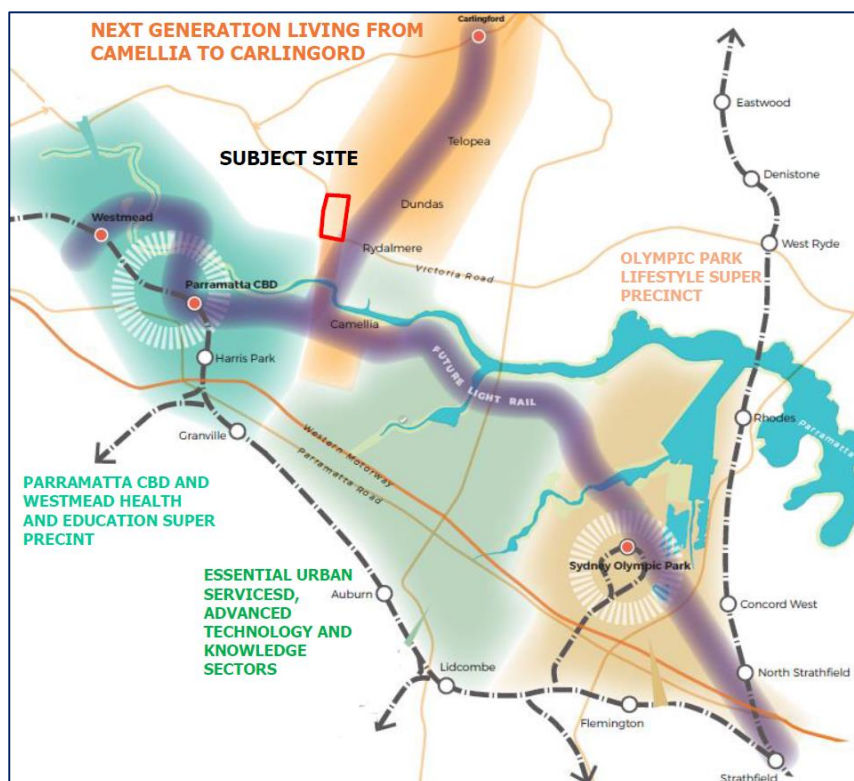


Figure 12 - Subject site identified within Next Generation Living

As mentioned above, the subject site has been specifically identified to be redeveloped with a mix of housing types with retail and commercial uses. The following directions in the GOP Vision are relevant to the proposal:

- Design Parramatta as our central ‘30-minute city’, with good connectivity within GOP and beyond to the north, south, east and west;
- Deliver a rich mix of housing to create inclusive and diverse ‘inner-city’ liveability across GOP, to attract and retain talent; and
- Shape attractive and effective built environments and public spaces that reflect a focus on great urban design and environmental excellence.

Comment:

The Planning Proposal is generally consistent with the GOP Vision. It provides new housing, retail and commercial uses and aims to build relationships with Western Sydney University. However, the Planning Proposal does not provide for a range of housing types as envisaged with the GOP Vision. Instead, the Planning Proposal provides for a mix of apartment types and sizes and a proportion of affordable housing. Given the location of the subject site close to the Rydalmere train station and University, it is

considered that this inconsistency is justified and that higher density forms of housing delivered through apartments is appropriate.

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

The following 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 subject site is located within the precinct of Rydalmere and the planning proposal is considered to meet the strategies and key objectives identified in the plan including:

- Economy: Parramatta's economic growth will help build the City as a centre of high, value-adding employment and the driving force behind the generation of new wealth for Western Sydney.
- Environment: Parramatta will be an eco-efficient city that effectively manages and uses the City's growth to improve and protect the environment.

Draft Parramatta Ways

The Draft Parramatta Ways was released by Council in April 2017. It is a Plan to improve walkability across Parramatta. The subject site is identified in the Plan as a key development precinct with the opportunity to improve walking and cycling connections, accessibility to/from the site and connect to the Sydney Green Grid – see Figure 13 below. The Plan also identifies the need for a nature trail along the riparian corridor and potential connections across James Ruse Drive and Vineyard Creek.

The Planning Proposal is consistent with Draft Parramatta Ways as it provides for public open space along Vineyard Creek including a pedestrian and cycling connection and improves access from the site to Rydalmere Train Station / future light rail and to Western Sydney University. Opportunities for improved access across Vineyard Creek and improved access across James Ruse Drive will be explored in further detail in the Site Specific DCP and through VPA negotiations.

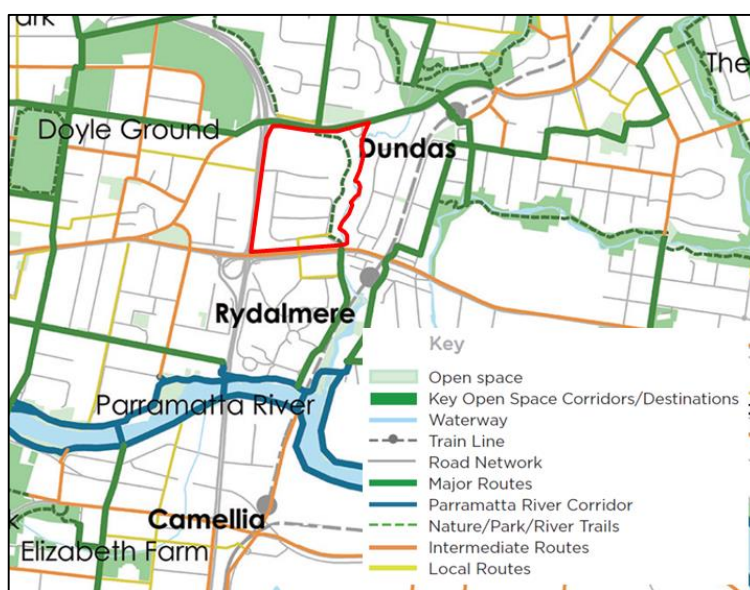


Figure 13 - Subject site in Parramatta Ways

Western Sydney Regional Ring Road

The Western Sydney Regional Ring Road Plan was released by Council in October 2012. The Plan proposes a series of intersection upgrades with the aim of creating a free flowing arterial road to allow traffic to circumnavigate Parramatta and Westmead quickly and efficiently – see Figure 14 below. The subject site is located between two of the proposed upgrades, which both are included in Stage 3 with a low priority:

- Number 10 - New ramps between James Ruse Dr and Victoria Rd (\$40 m)
- Number 12 - Improve right turn from Kissing Point Rd to James Ruse Dr (\$1 m)

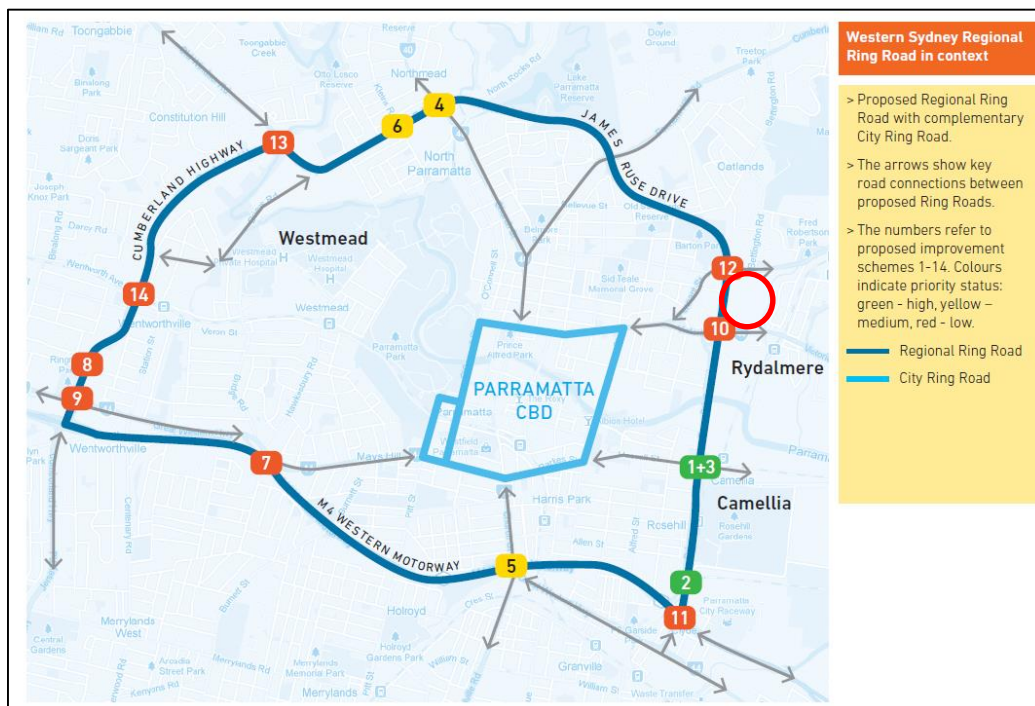


Figure 14 - Western Sydney Regional Ring Road

The above identified upgrades will improve access to the subject site and relieve some of the existing traffic congestion. However, there are no current timeframes or funding sources identified for these proposed upgrades. There may be an opportunity to provide partial funding for these upgrades through VPA negotiations.

3.2.3 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 1 below).

Table 1 – Comparison of planning proposals with relevant SEPPs

State Environmental Planning Policies (SEPPs)	Consistent: Yes - ✓ No - ✗ or N/A	Comment
SEPP No 1 Development Standards	N/A	This SEPP is not applicable to the subject land under Clause 1.9 of the Parramatta LEP 2011.
SEPP 4 – Development Without Consent and	N/A	This SEPP is not applicable to the subject land under Clause 1.9 of the Parramatta LEP 2011.

Miscellaneous Exempt and Complying Development		
SEPP 6 – Number of Storeys in a Building	N/A	Standard instrument definitions apply.
SEPP 19 – Bushland in Urban Areas	✓	There is one small patch of native vegetation, or bushland, remaining in the northeast corner of the site. This area has been mapped as Shale Sandstone Transition Forest and will be retained as per the Planning Proposal and concept plan. The remainder of the site has been impacted by clearing, development and weed invasion and does not constitute bushland as defined by the SEPP.
SEPP 33 – Hazardous and Offensive Development	✓	<p>The site contains a high pressure refined liquid petroleum pipeline running from south to north in the eastern section of the site. The pipeline is owned and managed by Caltex and is protected by a restrictive easement. The Planning Proposal and concept plan has excluded the pipeline from the development area and has provided a buffer of 15m from any residential building.</p> <p>Additional Consultation with Caltex and the State Government is recommended post-Gateway to ensure that the proposed 15m buffer around the high pressure gas pipeline is appropriate and that the potential risks have been considered accordingly.</p>
SEPP 55 Remediation of Land	x	<p>A Phase 1 preliminary contamination investigation report for the subject site was prepared by Douglas Partners – see Appendix 4.</p> <p>The potential sources of contamination on the subject site are as follows:</p> <ul style="list-style-type: none"> • Filling from an unknown source at the northern and eastern peripheries associated with the sports oval and oil pipeline easement. • Former use of the site for agricultural purposes could have left potential contamination on the site. • Former use of part of the site for a coal fired boiler house could have left potential contamination on the site. • Potential leakage from the pipeline may have occurred. • Former / current buildings on the site may have contained hazardous building materials such as bonded ACM. <p>The report details the proposed further assessments to be carried out to comply with SEPP 55. The assessments need to be undertaken in accordance with SEPP 55 guidelines: <i>Managing Land Contamination: Planning Guidelines (EPA, 1998)</i>.</p> <p>Although the Planning Proposal is currently not-entirely consistent with the SEPP, it is considered that the site can be made suitable for residential development subject to the additional investigations at the former Macquarie Boys High School site and the development of a Remedial Action Plan. It is recommended that this be undertaken post-Gateway but pre-exhibition.</p>
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

		Apartment Design Guidelines was carried out and the indicative scheme is capable of demonstrating compliance with the SEPP.
SEPP (BASIX) 2004	✓	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	✓	The Planning Proposal will not contain provisions that conflict or obstruct the application of this SEPP.
SEPP (Infrastructure) 2007	✓	May apply to future development of the site.

3.2.4 Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)

In accordance with Clause 117(2) 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
- Regional planning
- Local plan making

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

Table 2 – Comparison of planning proposals with relevant Section 117 Directions

Section	Comment	Compliance
1. Employment and Resources		
Direction 1.1 – Business and Industrial Zones	<p>The site does not contain any existing business or industrial zones. However, the Planning Proposal seeks to rezone part of the subject site to B4 Mixed Use meaning that this direction is relevant.</p> <p>The Planning Proposal seeks to provide up to 20,000m² of commercial and retail floor space to accommodate a range of commercial, education-related and community support activities in line with strategic planning policies and objectives such as <i>A Plan for Growing Sydney</i> and the <i>GPOP Vision</i>.</p> <p>The Economic Impact Assessment conducted by AEC Group indicates that the Planning Proposal will generate a significant increase in the number of jobs. The site currently provides 131 jobs on the site. The Planning Proposal is estimated to generate 306 FTE jobs within the 19,001m² of commercial and retail floor space in the mixed use developments. This is an increase of 175 jobs.</p>	Yes
2. Environment and Heritage		
Direction 2.1 Environment Protection Zones	With the rezoning of the riparian corridor and Vineyard Creek to RE1 and W1, the environmentally sensitive areas of the site (as shown on the Natural Resources Maps of the PLEP) will be protected and conserved.	Yes
Direction 2.3 Heritage Conservation	<p>The subject site does not contain any heritage items nor is it within a heritage conservation area. However, it is likely that Aboriginal objects will exist on the subject site due to its location above Vineyard Creek and near the Parramatta River.</p> <p>An Aboriginal Archaeological Assessment was submitted as part of the planning proposal documentation. The Assessment, prepared by</p>	Yes

	<p>Comber Consultants (2016), recommends the following actions:</p> <ul style="list-style-type: none"> • Prior to implementation of the concept plan (construction) and any redevelopment of the site, Aboriginal community consultation to be undertaken in accordance with OEH's Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010. • Following consultation, archaeological testing to be undertaken to determine the nature and extent of Aboriginal archaeological deposits within the study area in accordance with the OEH's Code of Practice for Archaeological Investigations of Aboriginal objects in NSW and subject to consultation with the Aboriginal community. • If Aboriginal objects are found during the archaeological testing, it will be necessary to apply for a AHIP. 	
3. Housing, Infrastructure and Urban Development		
Direction 3.1 - Residential Zones	<p>This direction applies as the Planning Proposal seeks to rezone a significant part of the site to R4 High Density Residential. The Planning Proposal will provide for approximately 2,544 dwellings at a site which is well located close to Rydalmere and Dundas train stations and the new future Parramatta Light Rail.</p> <p>The site is already in an existing urban area with the environmentally sensitive riparian corridor excluded from the developable area. Therefore, the Planning Proposal will have minimal impact on the environmental lands.</p> <p>The Planning Proposal is consistent with this direction, in that it:</p> <ul style="list-style-type: none"> • Provides new housing close to existing infrastructure and services. • Minimises the impact of residential development on the environment by rezoning the land around Vineyard Creek and the Riparian zone to RE1 Public Recreation and W1 Natural Waterways. • Increases the permissible residential density of the site. 	Yes
Direction 3.4 - Integrating Land Use and Transport	<p>The Planning Proposal is consistent with this direction, in that it:</p> <ul style="list-style-type: none"> • will provide new dwellings in close proximity to existing public transport links. • will improve pedestrian and cycle routes by opening up the site and connecting to the Sydney Green Grid. • 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. • Supports the efficient and viable operation of public transport services (including the future Parramatta Light Rail). 	Yes
4. Hazard and Risk		
Direction 4.1 - Acid Sulfate Soils	<p>The site is identified as Class 5 on the Acid Sulfate Soils Map in Parramatta Local Environmental Plan 2011. Acid sulfate soils are generally not found in Class 5 areas however this will be addressed further at the development application stage.</p>	Yes
Direction 4.3 - Flood Prone Land	<p>A Watercycle and Flood Management Strategy (see Appendix 3) has been prepared as part of this Planning Proposal by J Wyndham Prince. This Strategy identifies storm water and flood management issues on the subject site. The Strategy also includes flood mapping results which demonstrate that the subject site is well clear of flooding along Vineyard Creek across the full range of flood events. This is due to the high embankment edge which ranges in height up to 14-15m from the creek invert.</p>	Yes

	<p>A small portion of the subject site is partially affected by flooding during the 1% AEP and PMF events in the south-east corner (near the vehicular entry to Victoria Road). The Planning Proposal has restricted the edge of the development to be alongside the Caltex Oil easement which ranges from 10-50m away from the edge of the embankment edge. Given that there is generally no proposed encroachment upon the flooding extents and the Site will adopt on-site detention, it is therefore expected that the proposed development will not affect flooding results.</p> <p>The Planning Proposal has been prepared giving consideration to flood impacts. All flood prone lands are to be zoned RE1 and W1 Natural Waterways and will be maintained free from development. Accordingly, the Planning Proposal will not:</p> <ul style="list-style-type: none"> • Permit development in floodway areas • Permit development that will result in significant flood impacts to other properties • Permit a significant increase in the development of flood affected land • Be likely to result in substantially increased requirement for government spending on flood mitigation measure, infrastructure of services, or • Permit development to be carried out on flood affected land without development consent. 	
6. 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 6.3 - Site Specific Provisions	<p>Local provisions for biodiversity, riparian land and waterways and the foreshore building line currently exist for the site in the Parramatta LEP 2011.</p> <p>This Planning Proposal seeks to introduce the following additional site-specific local provisions:</p> <ul style="list-style-type: none"> • Insert a local provision for affordable housing. This provision includes a target of 5% of the total floor area of the development that is intended to be used for residential purposes. • Insert a local provision for the delivery of 12,090m² of public open space through the centre of the site. • Insert a new local provision that includes a minimum non-residential FSR component of 0.12:1 on the site. <p>It is consistent with the s.117 direction in that the proposed local provision do not include any unnecessarily restrictive site specific planning controls.</p>	Yes

3.3 Section C – Environmental, social and economic impact

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

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

Ecological Assessment

The Planning Proposal is accompanied by a Biodiversity Assessment prepared by SLR Consulting (2016) – see Appendix 2.

The Parramatta LEP 2011 identifies the eastern boundary of the site as ‘biodiversity’ (see Figure 15 below – subject site outlined in red) and requires the Planning Proposal to consider impacts to native ecological communities, threatened species, populations or ecological communities, regionally significant species of flora and fauna habitat and habitat elements providing connectivity.



Figure 15 - Biodiversity on site as shown in PLEP 2011 Biodiversity Map

Flora

The majority of the flora observed on the site is exotic and/or planted. The Biodiversity Assessment identified a total of 116 species of flora, including 54 natives (26 planted) and 62 exotic species. Of the exotic species, 19 are listed under the *NSW Noxious Weeds Act 1993* within the Parramatta LGA. A total of 12 native species found on the site are listed as characteristic of the Shale Sandstone Transition Forest (SSTF) which is identified as a Critically Endangered Ecological Community (CEEC) under both the TSC Act and EPBC Act. SSTF was found in the northeast corner along Vineyard Creek as seen below in Figure 16. This area of SSTF is located within the riparian corridor on land that is not to be developed. The SSTF will be retained and rehabilitated as part of the Planning Proposal. Appropriate stormwater management measures will be put in place to reduce any impacts of changed water regime on the area of SSTF on the site. There are no other threatened ecological communities present on the site.

Three tree species planted within the landscaped parts of the site are listed as endangered and vulnerable on the TSC Act and EPBC Act. These trees are of horticultural origin and are not positioned within their natural range or habitat. They are therefore not representative of the “*threatened species*”, as listed under the TSC Act and EPBC Act, and their removal is of no biodiversity conservation relevance.

Table 3 – Threatened Biota recorded on site

Threatened Ecological Communities	Location	Status
Shale Sandstone Transition Forest (SSTF)	Along Vineyard Creek	Species listed as a CEEC on both the TSC Act and EPBC Act

Threatened Flora Species	Location	Status
Wallangarra White Gum Eucalyptus scoparia	Horticultural plantings in cleared and landscaped area of site	Species listed as 'endangered' in the TSC Act and 'vulnerable' in the EPBC Act. However not representative of the "threatened species" and of no biodiversity conservation relevance
Narrow-leaved Black Peppermint E. nicholii	Horticultural plantings in cleared and landscaped area of site	Species listed as 'vulnerable' in the TSC Act and EPBC Act. However not representative of the 'threatened species' and of no biodiversity conservation relevance
Magenta Lilly Pilly Syzygium paniculatum	Horticultural plantings in cleared and landscaped area of site	Species listed as 'endangered' in the TSC Act and 'vulnerable' in the EPBC Act However not representative of the "threatened species" and of no biodiversity conservation relevance



Figure 16 - Vegetation identified on site

Fauna

As part of the Biodiversity Assessment (see Appendix 2), SLR Consulting undertook a number of surveys on the site which recorded 29 fauna species, comprising 28 native species and one introduced. The native fauna recorded include 22 birds, four mammals one amphibian and one reptile.

The survey identified the Eastern Bentwing-Bat as the only threatened fauna species recorded on the site. This species was found within the riparian vegetation of Vineyard Creek and could be using the site for foraging purposes and could potentially shelter in the small number of hollow-bearing trees recorded within the riparian vegetation.

Table 4 – Threatened Fauna recorded on site

Threatened Fauna Species	Location	Status
Eastern Bentwing- Bat (<i>Miniopterus schreibersii oceanensis</i>)	Recorded within the riparian vegetation of Vineyard Creek	Species Listed as 'vulnerable' under the TSC Act.

Given that the riparian corridor will be retained and will not be developed, there is unlikely to be any impacts on the Eastern Bentwing-Bat.

Riparian Assessment

The Parramatta LEP 2011 identifies the eastern boundary of the site as 'riparian land and waterways' (see Figure 17 below). The Planning Proposal is required to consider impacts to the water quality of receiving waters, the natural flow regime, the natural flow paths of waterways, the stability of the bed, shore and banks of waterways, and the flows, capacity and quality of groundwater systems.

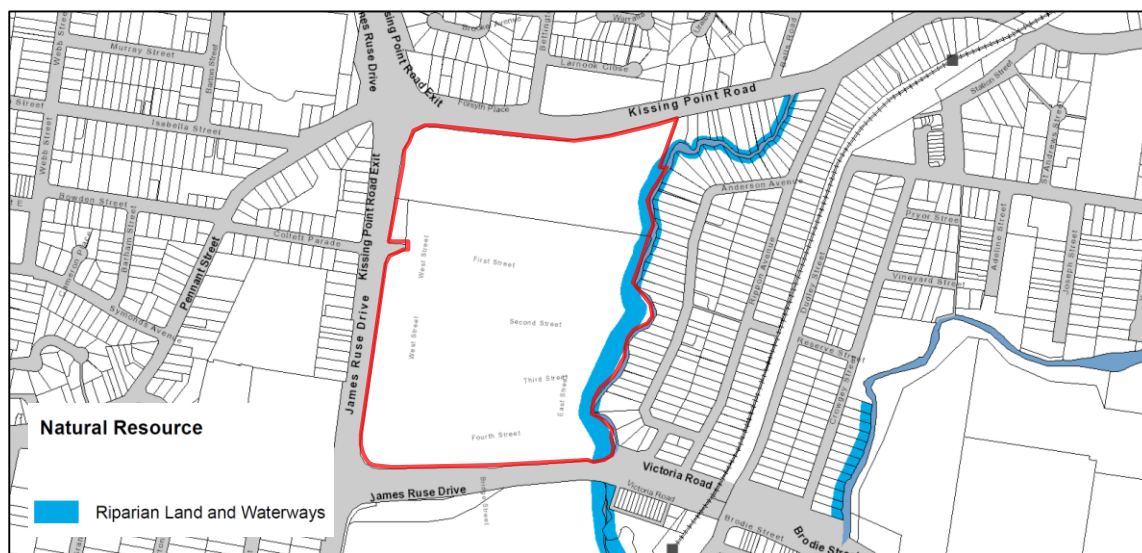


Figure 17 – Riparian Land and Waterways on site as shown in PLEP 2011 Biodiversity Map

Riparian areas

Vineyard Creek intersects the north eastern corner of the site where it flows south for its entire length falling for the most part within the eastern boundary. At the north of the site a smaller drainage line runs northwest along the bottom of the embankment where it is then piped beneath Kissing Point Road. These watercourses are surrounded by a narrow band of dense riparian vegetation, with a steep bank on its western side.

Land within 40m of Vineyard Creek and the smaller tributary constitute 'waterfront land' under the NSW Water Management Act (WMA) 2000, and any works within 40 m of the top-of-bank require approval from the NSW Department of Industry (DPI) Water.

The NSW Office of Water (NOW) Guidelines for controlled activities on waterfront land (2012) define 'riparian corridor' as:

- the channel, which comprises the bed and banks of the watercourse (to the highest bank); and
- the vegetated riparian zone (VRZ) adjoining the channel.

Vineyard Creek is identified as a 2nd order stream under the Strahler System and the smaller tributary is identified as a 1st order stream. A VRZ of 20 m is required for 2nd order watercourses and a VRZ of 10m is required for 1st order watercourses. Therefore, a VRZ of 20m would be required from the top-of-bank of Vineyard Creek and a VRZ of 10m would be required for the tributary. There are no works proposed within 40m of the top-of-bank of either of the watercourses in the east of the site, therefore the WMA 2000 is not triggered and approval from DPI is not required. In addition, there are no works proposed within 20m of the top-of-bank of Vineyard Creek or within 10m of the tributary.

Impact Amelioration and Environmental Management

Objectives under the Parramatta LEP 2011 with regard to biodiversity and riparian lands and waterways will be met under the Planning Proposal, based on the retention and rehabilitation of the riparian corridor.

The impacts to the natural environment which would result from the redevelopment of the site can be minimised by applying appropriate impact amelioration and environmental management measures. Specific measures in this regard which can either be incorporated into the future development design or which can be included as conditions of consent include the following:

- the management of stormwater discharge volumes and water quality from the development area, both during construction activities and following completion and occupation of the site, according to current best practice and 'Water Sensitive Urban Design' principles;
- the use of sediment fences and other appropriate control measures during construction activities to avoid erosion and sediment discharge or the discharge of other pollutants or contaminants;
- the implementation of a management regime during the construction process to ensure that no other wastes (including building rubble, garbage, contaminants, fuels, oils, paints or other chemicals) are discharged from the construction area, and that all such wastes and contaminants are contained within the construction footprint, and are appropriately managed;
- the use of appropriate native plant species in the landscaping of roads and public areas to enhance the adjoining vegetation and to avoid invasive species;
- the retention of as many trees as possible and preferably the mature eucalypts which provide small tree hollows;
- the collection for re-use in rehabilitation programs (e.g. in the riparian area) of all native vegetation removed from the developed portions of the site; and
- contribution to rehabilitation activities in the adjoining riparian area, involving the preparation and implementation of a Vegetation Management Plan (VMP).

Zoning of Vineyard Creek:

Council officers have worked with the proponent to ensure that Vineyard Creek and the riparian corridor are zoned appropriately. The Planning Proposal seeks to rezone that the Vineyard Creek riparian corridor as part RE1 (Public Recreation) and part W1

Natural Waterways. A 20m wide W1 (Natural Waterways) zone will be applied along the eastern boundary of the site, with the remainder of the Vineyard Creek riparian zone (including OS-03) to be zoned RE1 (Public Recreation) as proposed. This will protect the core riparian corridor whilst permitting recreational facilities within the remainder of the corridor. This is consistent with the zoning of other waterways riparian corridors in the City of Parramatta. The W1 zoning utilises a width consistent with the Office of Water VRZ guidelines. The objectives of the W1 zone are considered to be appropriate for the zoning of Vineyard Creek.

Comments from Council's Open Space and Natural Reserves Planner

The Planning Proposal was referred to Council's Open Space and Natural Reserves Planner in January 2017. The Planning Proposal has been assessed in accordance with the following planning controls and best-practice guidelines:

- i. *Parramatta Development Control Plan 2011*
- ii. *Guidelines for Riparian Corridors* (NSW Office of Water)
- iii. *Recreation and Open Space Planning Guidelines for Local Government* (NSW Planning)
- iv. *Open Space Planning and Design Guide* (Parks and Leisure Australia)
- v. *Draft West Central District Plan*
- vi. *'Life in Our City' Parramatta Biodiversity Strategy 2015-2025*

Comments received on the Planning Proposal relating to biodiversity and riparian areas were as follows:

- *Vineyard Creek Riparian Corridor:*

Vineyard Creek along the eastern boundary of the site is a 2nd Order Watercourse (Strahler stream ordering system) and requires a minimum 20m vegetated riparian zone (VRZ) from the 'top of bank' in accordance with the NSW Office of Water 'Guidelines for riparian corridors'.

The existing high pressure pipeline easement provides a logical boundary to the proposed riparian corridor which is supported in-principle as it achieves the minimum VRZ width requirements and facilitates the delivery of a missing 'Green Grid' link between Kissing Point and Victoria Roads consistent with priorities in the Draft West Central District Plan. However, the 'Biodiversity Assessment Report' confirms that the riparian corridor 'has been dramatically altered' through significant clearing, 'earthworks were undertaken to level the site for existing uses'... 'with artificial bunds at the site boundaries including a steep artificial embankment of up to 15m along Vineyard Creek'. Preliminary site investigations have confirmed the presence of asbestos and other chemical contaminants within areas of fill along the western edge of the riparian corridor.

The majority of the corridor has been assessed to be in poor condition with high weed densities and absence of indigenous low and mid storey species. High flow velocities together with significant vegetation clearing and landfilling are also resulting in significant creekbank erosion. However, the northern portion of the riparian corridor contains a patch of Shale Sandstone Transition Forest Endangered Ecological Community and hollow bearing trees providing important wildlife habitat, particularly microbats. The Vineyard Creek riparian zone has been identified as a 'primary corridor' in 'Life in Our City' Parramatta Biodiversity Strategy and the planning proposal provides an important opportunity to undertake rehabilitation and restoration of the riparian corridor in conjunction with similar works required to facilitate the proposed built form.

Following remediation of fill and contamination within / adjacent the riparian corridor, significant weed removal will need to be undertaken followed by revegetation (where regeneration is not feasible). These bushland restoration works should be undertaken in accordance with a Vegetation Management Plan over a 5-year period to ensure that the land is in a satisfactory condition prior to transfer of maintenance to Council.

Recommendation

- It is recommended that the riparian corridor be dedicated to Council subject to appropriate remediation and bushland restoration works undertaken by the applicant in accordance with a Vegetation Management Plan.

3.3.2 Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

The main potential environmental impacts to be examined in detail with any future development proposal for the site are:

- Urban Design and Built Form
- Transport and Accessibility
- Flooding
- Contamination
- Open Space and Recreational Areas
- Heritage

Urban Design and Built Form

An Urban Design Report and Concept Plan, prepared by Group GSA (2016), was submitted as part of the Planning Proposal documentation – see Appendix 1. The Report and Concept Plan discuss and illustrate the urban design and concept built form of a future development that could be realised under the Planning Proposal. The Report includes an urban design vision and analysis, concept plan strategies and details of key lot controls.

Concept Plan

Council officers have worked extensively with the proponent over a number of months to refine the concept plan for the subject site. The revised Concept Plan can be seen below in Figures 18 and 19. The development concept as part of the Planning Proposal will provide approximately 2,544 residential dwellings and approximately 18,807m² of floor space for commercial, retail, education and knowledge-based uses.

As shown below in Figures 18 and 19, the higher densities are concentrated to the south of the site on the land proposed to be zoned B4 Mixed Use in close proximity to the Rydalmere train station and future light rail stop and in close proximity to Western Sydney University. The Mixed Use zoned land is proposed to accommodate 3 towers up to 25 storeys with the rest of the site zoned R4 High Density Residential to accommodate perimeter block form development of 6-8 storeys with one block in the northern section of the site to provide up to 15 storeys.

The Planning Proposal seeks to provide approximately 55,000m² hectares of public open space to be bound by public streets – The riparian corridor along Vineyard Creek, a section of open space adjoining the riparian corridor (shown as OS-03) and two other public open spaces in the centre of the site (shown as OS-01 and OS-02). The riparian corridor is to be zoned RE1 Public Recreation with Vineyard Creek zoned W1 Natural Waterways. This land is intended to be dedicated to Council through the VPA process.



Figure 19 - Concept Plan for the subject site

Source: Group GSA, 2017

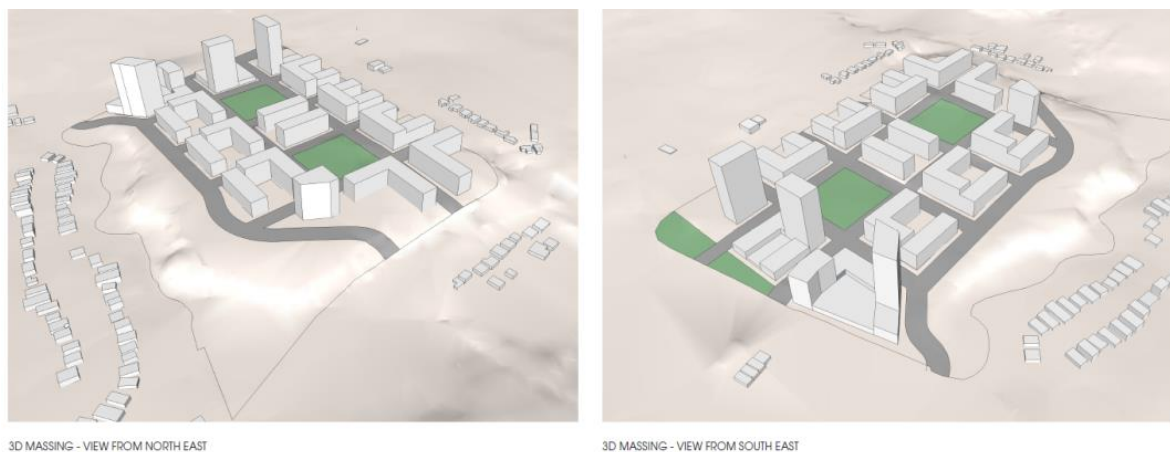


Figure 18 - 3D Massing of proposed concept

Source: Group GSA, 2017

Calculation of development yield

As mentioned above, the proposed development concept will provide approximately 2,544 dwellings on the site. This has been calculated based on a developable area of

156,726m² which provides 216,281m² of residential GFA under a residential FSR of 1.38:1 and 85m² for each apartment.

A non-residential FSR of 0.12:1 will provide 18,807m² of commercial / retail GFA which can also be used for education and knowledge-based uses under the proposed B4 Mixed Use zone.

Table 5 – Development yield under the proposed development concept

Total site area	194,102 sqm (19.41 hectares)
Non-riparian area / developable land	156,726 sqm
Riparian Area	37,375 sqm
FSR 1.5:1 (excluding riparian area)	235,089 sqm
<ul style="list-style-type: none"> Residential FSR of 1.38:1 	216,281 sqm 2,544 dwellings (at 85 sqm each)
<ul style="list-style-type: none"> Non-residential FSR of 0.12:1 	18,807.12 sqm

Urban Design Principles

A summary of the design principles underpinning the revised Concept Plan is provided below:

Table 6 – Urban Design Principles

General
<ul style="list-style-type: none"> Site to be organized in 6 to 8 storey perimeter blocks 3-4 towers to be located along the Victoria Road boundary Potential for tower to be located at the Kissing Point Road entry
Street Pattern
<ul style="list-style-type: none"> Clearly public streets Streets that reveal the land by using straight streets that relate to human sight lines Efficient street blocks related to desired building typologies and separation distances Maximise connections and sight lines within the site and to the surrounding streets for both vehicles and pedestrians Street surround public / open spaces Maximise the opportunities for views from apartments to open spaces Minimise the impacts of the 3 major roads surrounding the site The street pattern is organized to allow a future connection to the east across the riparian corridor Streets provide sight lines through the site in a north / south and east /west westerly direction A street address to all buildings Provide optimum choices to move through the site, ie a maximum number of streets Provide a generous set back to 3 major roads surrounding the site Provide the required set-back to the riparian zone Protect corridor on site for future pedestrian connection west across James Ruse Drive to Collett Parade.
Street Typology
<ul style="list-style-type: none"> All streets constructed on the ground All streets to have a minimum 18m width with street trees in the footpath zone, and awnings and street trees where there is ground floor retail
Public Open Space

<ul style="list-style-type: none"> • Open space provide maximum benefit to all residents and the overall community from within apartments and from the street • Open spaces have solar access • Clearly public open space • Open space to have deep soil
<p>Building Envelopes</p> <ul style="list-style-type: none"> • Building envelopes to be compatible between FSR; height; optimal floor plate sizes, proportion, and street block dimension; and BCA requirements • Building envelopes to be related to use, construction, climate and materials; as well as enabling resolution in contemporary architecture
<p>Buildings</p> <ul style="list-style-type: none"> • Buildings are to have a street address with street walls no higher than 8 storeys. • If a tower / podium typology is used, the maximum height of the podium is to be 4 storeys. • Set back from the street if a tower typology is adopted.
<p>Residential Buildings</p> <ul style="list-style-type: none"> • Provide sufficient separation distances from the streets and other buildings • Provide adequate communal and private open space • Provide adequate solar access • Form a legible pattern of spaces and built form across the site and along each street. • Provide is a suitable range of building typologies i.e. strata apartments of different sizes and open space arrangements; affordable housing.
<p>Parking</p> <ul style="list-style-type: none"> • On street car parking is to be provided with parallel parking located on both sides of all streets, with the potential for angled parking along the park edge.
<p>Actual and Apparent Density</p> <ul style="list-style-type: none"> • Organise buildings to optimise density and minimise apparent density • Organise buildings so that they align with the street and open spaces • Building typologies that relates to the street and block layout • Optimise the number of apartments with views to the riparian zone; open space and panorama.

Noise Impacts

The amenity of the site is heavily affected by noise from the three classified roads bounding the site. Appropriate setbacks will need to be provided to ensure adequate separation and careful selection of building materials to mitigate noise impacts. Careful consideration of these impacts will inform the preparation of the Site Specific DCP and are to be further considered at the detailed design stage.

Overshadowing

Given that the higher densities and towers will be located on the southern part of the site, this will minimise overshadowing impacts and ensure that the majority of the site receives solar access for more than 2 hours during mid-winter. As can be seen below in figures 20 and 21, some overshadowing of the public domain and private communal space will occur at the winter solstice between 9am and 3pm. The first diagram is a composite of the shadow analysis outcomes for the winter solstice. The blue represents areas that receive less than 1 hour of sunlight, while the magenta represents areas that receive between 1 to 2 hours of sunlight. The other 3 diagrams illustrate the movement of shadows across the day.



Figure 20 - Overshadowing diagram - Less than 2 hours (left) and at 9am (right)



Figure 21 - Overshadowing diagram – 12pm winter solstice (left) and at 3pm winter solstice (right)

Site Specific DCP

Given the size and nature of the site and the increases in density sought, a site-specific Development Control Plan (DCP) will be prepared as part of the Planning Proposal process. The DCP will provide the objectives and controls that will help guide the development over the site and will address the following:

- Built form
- Street layout and configuration
- Street character
- Site access and permeability
- Passive and active recreational open space areas
- Pedestrian and cycle connections / active transport
- Relationship to Rydalmere and Dundas train stations / future light rail stops
- Future community hub / community uses
- Affordable housing
- Design excellence
- Smart City approaches

The site-specific DCP will be prepared following Gateway determination and before public exhibition and will form an amendment to Part 4 of the Parramatta DCP 2011.

Comments from Council's Urban Design Team

The Planning Proposal was referred to Council’s Urban Design Team in January 2017. Council officers have worked extensively with the proponent over a number of months to refine the concept plan for the subject site which has formed the basis for this Planning Proposal. A number of urban design workshops have been held which have informed the revised concept plan and provided a number of urban design principles (discussed above). Council’s urban design team will continue to be involved in the Planning Proposal moving forward, particularly in the preparation of the site-specific DCP.

Transport and Accessibility

A Preliminary Traffic Impact Assessment (TIA) by Ason Group has been undertaken as part of this Planning Proposal – see Appendix 5. The TIA provides a preliminary assessment of the traffic and transport implications of the Planning Proposal. A traffic survey and analysis was undertaken at a number of locations as seen in Figure 22 below.

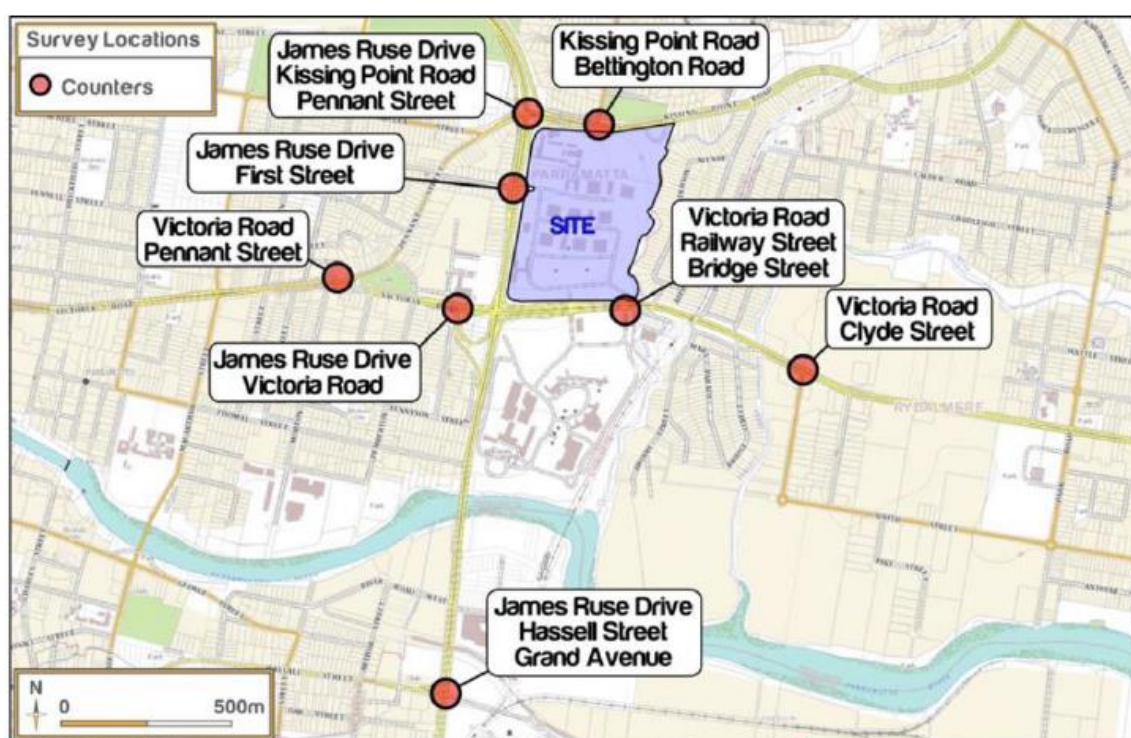


Figure 22 - Traffic Survey and Analysis Locations
Source: Ason Group, 2016

Traffic generation

The TIA notes that the Planning Proposal will result in the traffic generation of approximately 1,300 – 1,500 vehicles per hour (based on originally proposed 2,800 apartments and 40,000m² of commercial and retail floor space). The TIA claims that these traffic generation rates are acceptable as the ‘public transport accessibility level’ of the subject site is consistent with that of the sites included in the RMS Technical Direction 04a.

The traffic generation rates are likely to be considerably lower than those referred to in the original concept plan as a result of the revised concept plan which provides for 256 fewer apartments and a reduction in commercial / retail floor space of approximately 20,000m². It is therefore recommended that the proponent amend the TIA to reflect the amended dwelling and floor space figures in the revised concept plan.

Impact on existing intersections

Under existing traffic conditions, the network generally operates within capacity, however, there are some intersections nearing capacity. The intersection of James Ruse Drive/Kissing Point Road/Pennant Street is at capacity in the weekday evening peak period and the James Ruse Drive/Hassall Street/Grand Avenue is operating near capacity during all peak periods (weekday morning and evening and weekends). All other intersections operate with acceptable delays and accordingly have space capacity to accommodate future growth in traffic volumes.

The additional traffic generated by a development resulting from the Planning Proposal, without improvement works, would be expected to result in the following intersections exceeding capacity:

- Victoria Road / Pennant Street (due to network effects)
- Kissing Point Road / Bettington Road / New Access Road, and
- James Ruse Drive / New Access Road.

It should be noted that the TIA states the following:

“much of the traffic modelling relies on the use of Western Sydney University (WSU) private roads to the south of Victoria Rd to gain access to the site and the ability to rely on the connection is a critical matter for consideration and negotiation between the relevant parties”(p.68).

To improve the overall network performance and to improve access to and from the site, indicative improvement options have been investigated for the following locations:

- James Ruse Drive/Kissing Point Road/Pennant Street
- Kissing Point Road/Bettington Road/New access road
- James Ruse Drive/New access road
- Victoria Road/Railway Street/Bridge Street.

These indicative options can be seen below in Figure 23 along with suggested upgrades which may be required. The extent of the upgrade works will be subject to further detailed analysis post-Gateway.

Intersection	Suggested Upgrades
James Ruse Drive/Kissing Point Road/Pennant Street	<ul style="list-style-type: none"> » Duplication of the right turn lane onto Kissing Point Road » Additional 100m exit lane to James Ruse Drive on-ramp
Kissing Point Road/Bettington Road/New access road	<ul style="list-style-type: none"> » Duplication of the right turn lane onto Kissing Point Road » Additional 80m exit lane to Bettington Road » Extension of dedicated right turn lane on Bettington Road (from 60m to 80m) » Addition of a left-turn slip lane on Bettington Road
Victoria Road/Railway Street/Bridge Street	<ul style="list-style-type: none"> » Extension of the departure lane on Railway Street to 200m » Relocation of signalised pedestrian crossing from the western approach of Victoria Road to align with the eastern side of Railway Street » Signalisation of the left turn egress from the site to Victoria Road.

Figure 23 - Typical intersection upgrades

A comparison of the SIDRA results for the ‘future baseline’ against the ‘future baseline + development + upgrades’ scenarios is shown in Figure 24 below.

Junction		Future Baseline Level of Service	Future Baseline + development + upgrades Level of Service	Impact of development and associated upgrades		
Victoria Road/Pennant Street	AM	B	B	maintain status quo - spare capacity		
	PM	B	B	maintain status quo - spare capacity		
	SAT	A	A	maintain status quo - good capacity		
James Ruse Drive/Kissing Point Road/Pennant Street	AM	F	E	improvement in capacity - near capacity		
	PM	F	F	maintain status quo - unsatisfactory		
	SAT	B	B	maintain status quo - spare capacity		
Kissing Point Road/Bettington Road/New Access Road	AM	D	E	reduction in capacity - near capacity		
	PM	C	B	improvement in capacity - spare capacity		
	SAT	B	B	maintain status quo - spare capacity		
James Ruse Drive/New Access Road	AM	B	D	reduction in capacity - nearing capacity		
	PM	A	A	maintain status quo - good capacity		
	SAT	A	A	maintain status quo - good capacity		
James Ruse Drive/Victoria Road	AM	D	B	improvement in capacity – spare capacity		
	PM	A	B	reduction in capacity – space capacity		
	SAT	A	A	maintain status quo - good capacity		
Victoria Road/Railway Street/Bridge Street	AM	D	B	improvement in capacity – spare capacity		
	PM	C	C	maintain status quo - satisfactory		
	SAT	B	B	improvement in capacity – spare capacity		
Victoria Road/Clyde Street	AM	F	F	maintain status quo - unsatisfactory		
	PM	F	F	maintain status quo - unsatisfactory		
	SAT	A	B	reduction in capacity – spare capacity		
James Ruse Drive/Hassall Street/Grand Avenue	AM	F	F	maintain status quo - unsatisfactory		
	PM	F	F	maintain status quo - unsatisfactory		
	SAT	F	F	maintain status quo - unsatisfactory		
Level of Service	A	Good operation	C	Satisfactory	E	At capacity
	B	Good with acceptable delays and spare capacity	D	Operating near capacity	F	Unsatisfactory and requires additional capacity

Figure 24 - 2028 AM peak – Intersection delay [level of service]
 Source: Ason Group, Preliminary Traffic Assessment Report, 2016

The TIA shows that the improvement works identified will improve the performance of the network in comparison to the future ‘do nothing’ scenario with the exception of the following intersections:

- Kissing Point Road/Bettington Road/New Access Road - The level of Service reduces from a D to an E, however, the modelled change in average delay is 1.3 seconds, so the change in performance is negligible.
- James Ruse Drive/Hassell Street/Grand Avenue - The performance of this intersection is largely going to be governed by changes resulting from the redevelopment of Camelia Precinct which is being planned separately. It is noted that the development traffic associated with the subject site accounts for only 5.8% and 5.5% of the total traffic at this intersection in the AM and PM peak periods respectively. Accordingly, it is expected that any package of upgrades required to this

intersection would be identified as part of that urban renewal and not specifically tied to this Planning Proposal.

- Victoria Road/Clyde Street - This intersection will require further consideration, particularly in respect to any changes proposed for the Rydalmere Industrial Precinct to which this intersection forms a major gateway. As above, development traffic will represent only 5% of the future intersection traffic volumes and, accordingly, identification of necessary improvements to this intersection should reasonably be considered in the context of future capacity planning for the Victoria Road corridor more generally.

Bridge across Victoria Rd / Connection to Western Sydney University

The use of the bridge over Victoria Road that provides access to Western Sydney University (WSU) and roads within WSU for access to the site is considered acceptable by Council officers from a traffic point of view; however, a formal agreement with WSU should be pursued at so that the long term use can be guaranteed.

On 3 May 2017 the proponent confirmed that the vehicular bridge spanning Victoria Road and the associated access roads are under the legal ownership and management of the NSW Government. However, the long-term usage and an agreement to formalise the access arrangements is still subject to ongoing discussions between WSU, relevant State agencies, the proponent and Council. This agreement is to be provided post-Gateway. It is therefore recommended that formal agreement with WSU be pursued post-Gateway at so that the long term use of the Victoria Road bridge can be guaranteed. Without this formal agreement, the traffic access and impact will be assessed without consideration of the bridge. Under no circumstances should this agreement be delayed to DA stage as this would not provide certainty.

Consultation with NSW Roads and Maritime Services and Transport for NSW

NSW Roads and Maritime Services and Transport for NSW have been consulted by Council as part of the planning proposal process. Given the location of the site being surrounded by three classified roads and the proposed traffic, it was considered that consultation prior to Gateway was necessary. A coordinated response by both authorities was received on 13 April 2017 and is attached at Appendix 10. Their views are as follows:

- The traffic generated from the Planning Proposal is likely to impact on the regional road network and general transport operation. Because of this it is advised that further investigation work be required post-Gateway but prior to proceeding to public exhibition.
- Should Council proceed with the planning process for the Gateway determination, a comprehensive transport assessment will need to be undertaken by preparing a Transport Management and Access Plan (TMAP). This should be supported by appropriate regional level transport modelling in consultation with TfNSW and RMS to identify local and regional impacts on transport operation and propose mitigation measures for the identified impacts.
- TfNSW and RMS also raised concern that traffic generated from the proposed development would have the potential to adversely impact on general traffic and bus operation along the corridor even with the proposed mitigation measures. It is requested that the applicant identify further mitigation measures, in consultation with TfNSW and Roads and Maritime, to reduce impacts on general traffic and bus operation.

- Furthermore, concern was raised regarding the feasibility of the proposed intersection upgrade works. TfNSW and RMS identified that the upgrade works might be cost prohibitive, particularly if property acquisition, utility relocation or major works is required. It has been requested that concept plans and strategic costings for all works identified, including access proposals be provided to TfNSW and RMS for review.

Transport for NSW have further advised in an email to Council dated 3 May 2017 that the proponent needs to consider the feasibility and costings of the proposed intersection upgrade works and undertake a detailed traffic and transport assessment (TMAP). It was confirmed that this could be done post-Gateway.

Density and traffic concerns

As discussed above, the assessment of traffic impacts has raised serious concerns by Council officers, TfNSW and RMS. These concerns will need to be addressed post-Gateway. Should the proponent fail to address the traffic concerns, it is unlikely that the level of density sought by the Planning Proposal would be realised on the site.

Recommendations

The following recommendations are made:

- It is recommended, consistent with the TIA and comments from TfNSW and RMS, that a TMAP be prepared post-Gateway and that further detailed modelling and assessment is undertaken to resolve the infrastructure upgrade requirements and feasibility of the upgrade options.
- It is recommended that the proponent continue to consult with TfNSW and RMS throughout the planning proposal / Gateway process to respond to the concerns raised in the letter dated 13 April 2017 and resolve any issues.
- It is recommended that a formal agreement with Western Sydney University be pursued post-Gateway at so that the long term use of the Victoria Road bridge can be guaranteed.

Flooding

A Watercycle & Flood Management Strategy report for the site was prepared by J Wyndham Prince (2016) for this Planning Proposal. This report identified all stormwater and flood management issues to be considered in the future development of the site resulting from the proposed concept plan.

Topography

The existing site includes an existing crest towards the northern portion of the site up to approximately RL 30m AHD. The existing terrain to the north of the crest is within the former MBHS portion of the site and generally drains towards Kissing Point Road, whilst the remainder of the site grades towards Victoria Road to the south. There is upwards of 22m level difference across the site with Victoria Road around RL 8m AHD.

The existing ADHC portion of the site is generally tiered with grass embankments which extend between each of the roadways / rows of dwellings. Existing retaining walls (extending up to around 7m) are located along the northern and north-west boundaries of the site at the intersection of Kissing Point Road and James Ruse Drive.

Flood Modelling

Flood modelling has been undertaken using TUFLOW which models all flows within the watercourses and over the floodplains as 2D flows. Flood extent mapping (as shown in the attached Watercycle & Food Management Strategy report (Appendix 3) has been

completed for the 5%, 1% AEP and Probable Maximum Flood (PMF) events under existing conditions.

A review by J Wyndham Prince of previous studies including Vineyard Creek Sub-Catchment Management Plan (SMEC, 2004), Rydalmere Knowledge Precinct Flood and Development Control Study (SMEC, 2013) and Parramatta Drainage (SKM, 1990) show relatively similar flood extents across each of the modelled events.

The results of the investigation show that the developable areas are outside any extent of flooding on the subject site. Flood mapping results clearly demonstrate that the developable area is well clear of flooding along Vineyard Creek across the full range of flood events – see Figure 25 below. This is due to the high embankment edge which ranges in height up to 14m – 15m from the creek invert.

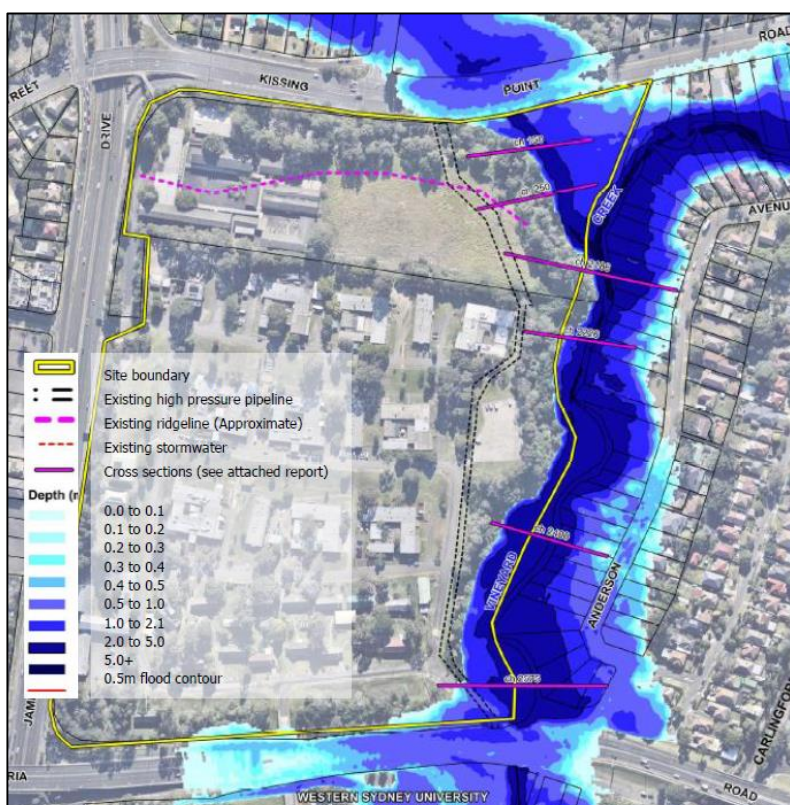


Figure 25 - Areas prone to flooding - Probable Maximum Flood Event

Source: J Wyndham Prince, *Watercycle and Flood Management Strategy Report 2016*

A small portion of the site is partially affected by flooding during the 1% AEP and PMF events in the south east corner (near the vehicular entry to Victoria Road). This flooding extent is however observed to also occur across Victoria Road - rather than as a result of development on the site.

The two other vehicular entries to James Ruse Drive and Kissing Point Road are well clear of inundation during extreme events. Thus flood free access in this location is not considered to be critical.

Comments from Council’s Senior Catchment and Development Engineer

Council’s Senior Catchment and Development Engineer reviewed the Planning Proposal and relevant associated documentation, including the ‘Watercycle and Flood Management Strategy Report’ by J. Wyndham Prince.

Council officers endorsed the Watercycle and Flood Management Strategy Report which provided a comprehensive analysis of both the flooding environment of this precinct with Vineyard Creek and the water cycle management / water sensitive urban design strategies to be employed within the precinct site. It was noted that the development site is not affected by flooding for the PMF and 1% AEP catchment scale events in Vineyard Creek.

Recommendation

- Any development resulting from the Planning Proposal is to ensure that minimum floor levels within the precinct are set 500mm above the 1% AEP rainfall overland flow levels. This can be considered in the preparation of the site-specific DCP and at the development application stage.

Contamination

A Limited Detailed Site Investigations report for the site was prepared by Douglas Partners (2016) for this Planning Proposal. The methodology included:

- A review of previous investigations on the site
- Drilling and testing of 40 boreholes, and
- Installation and monitoring two groundwater monitoring wells.

Due to fire damage to the former MBHS site, access to the site was restricted and testing related to the ADHC portion of the site only. Douglas Partners identified the potential sources of contamination and contaminants of concern within the site as identified in Figure 26 below.

Figure 26 - Potential Contamination Sources and Contaminants of Concern

Potential Source	Description of potential contaminating activity	Contaminants of concern
1. Filling	Filling activity has occurred at the site, primarily at the northern and eastern peripheries associated with the sports oval and the oil pipeline easement. The fill is from an unknown source and may be contaminated.	Metals, TRH, BTEX, PAH, OCP, OPP, PCB, asbestos, nutrients (nitrate, nitrite and phosphorous)
2. Current / Former site activities	A coal fired boiler house, possible use of ash residues from the boiler house for filling, maintenance yard/shed. Hospitals also used to often have on-site incinerators, and though this has not been identified at the site, the former presence of an incinerator cannot be discounted. Prior to commercial operations the site was used for agricultural purposes. Potential contamination during this period could have occurred with the use of pesticides. The recent fire at MBHS may also be a source of contamination to the site.	PAH, TPH, BTEX, phenols, OCP, OPP, metals and, if used to help extinguish the fire, PFAS
3. Pipeline	A buried oil pipeline runs through the site. Leakage may have occurred from the pipeline.	TRH, BTEX, PAH and lead
4. Hazardous building materials	Former/ current buildings within the site may have contained hazardous building materials (e.g. bonded ACM). This is particularly relevant to the fire affected MBHS portion of the site.	Asbestos, lead, PCB

Notes to Table 1: TRH – Total recoverable hydrocarbons including light, mid and heavy fractions. BTEX – Monocyclic aromatic hydrocarbons – benzene, toluene, ethylbenzene and xylenes. PAH – Polycyclic aromatic hydrocarbons. OCP – Organochlorine pesticides. OPP – Organophosphorus pesticides. PCB – Polychlorinated Biphenyls. ACM – Asbestos containing material.

The investigations by Douglas Partners found the following (refer to Figure 27 below):

- The presence of filling over the ADHC portion of the site, generally to depths of between 0.03m and 0.6m below ground level
- The presence of deeper fill in one location in the Western Fill Area (to a depth of 4.4m)
- The presence of deep filling in the Eastern Fill Area (to a maximum depth >6.1m)
- A fragment of asbestos cement was identified in one location in the Eastern Fill Area, with a low asbestos concentration (below the laboratory reporting limit) in soil also identified at this location. Inclusions of building debris was observed in other test locations, and can be associated with asbestos contamination
- Benzo(a)pyrene was identified in filling at two locations (eastern fill area and south of First Street). These concentrations are not statistically significant, however it is recommended that actual locations and potential impacts should be considered in more detail when detailed development plans are confirmed
- A recorded concentration of potential groundwater contaminants was identified in one location (south of James Ruse Drive access).
- All results were within the Ground Investigation Levels adopted for the study with the exception of zinc. Zinc was above the adopted ecological-based investigation level, however it is within background levels often recorded in urban Sydney areas and not considered to be of concern.



Figure 27 - Summary of fill areas

Source: Limited Detailed Site Investigations report, Douglas Partners, 2016

Based on the outcomes of the site investigations undertaken by Douglas Partners (see Appendix 4), it is considered that the site can be made suitable for residential development subject to the following:

- Additional investigations at the former MBHS site; and
- Development of a Remedial Action Plan (RAP) that covers, inter alia:
 - Decommissioning of the boiler house and other contaminated structures
 - Management of any contamination associated with the boiler house, pipeline, maintenance areas and other site structures
 - Remediation of asbestos contamination and any other contamination identified in additional investigations on the site
 - Management of fill identified on the site.

High Pressure Pipeline

The site also contains a high pressure refined liquid petroleum pipeline running from south to north in the eastern section of the site. The pipeline is owned and managed by Caltex and is protected by a restrictive easement. The Planning Proposal and concept plan has excluded the pipeline from the development area and has provided a buffer of 15m from any residential building. Additional consultation with Caltex and the State Government is recommended post-Gateway to ensure that the proposed 15m buffer around the high pressure gas pipeline is appropriate and that the potential risks have been considered accordingly.

Comments from Council's Land Contamination Project Officer

The Planning Proposal was referred to Council's Land Contamination Project Officer for comment who raised concern that the scope of the preliminary investigation does not provide sufficient information to verify that the land (former MBHS site) is suitable for the permissible and proposed uses. Due to the insufficient information on the extent of contamination at the former MBHS site it was recommended that Council require further detailed site investigation pre-Gateway and a requirement for a remediation action plan post-Gateway.

Recommendations

- It is recommended that additional investigations of the former MBHS site take place post-Gateway but prior to public exhibition and be included in an amended Detailed Site Investigations Report.
- It is also recommended that a Remedial Action Plan be prepared post-Gateway and provided to Council for review. The RAP is to be in accordance with the recommendation from Douglas Partners and to the satisfaction of Council.

Open Space

The Planning Proposal will provide for over 5 hectares of public open space on the site, located along Vineyard Creek (riparian corridor) and in parks in the middle of the site – see above Figure 18. This public open space is to be provided in the following ways:

- Riparian corridor (37,365m²) to be zoned part RE1 Public Recreation and part W1 Natural Waterways and dedicated to Council through a VPA;
- Area of open space 'OS-03' (5,293m²) adjoining the riparian corridor to be zoned RE1 Public Recreation and used as an informal field / green for casual games and events; and
- Additional 12,090 square metres of open space in the centre of the site, referred to as 'OS-01' and 'OS-02' in the concept plan, to be provided through an additional local provision in the PLEP 2011.

Building heights and configuration are to ensure that solar access is maximised during the winter months between 9am and 3pm. The concentration of higher density built form

and towers on the southern part of the site will help achieve this. Solar access will be considered further through the site-specific DCP.

Increased demand for sports fields

In order to accommodate the increased demand for sports fields resulting from the population increase, it is considered that a monetary contribution as part of the VPA may be appropriate to provide for additional local recreational facilities and upgrades to Council owned sports fields in the local area.

Recommendations

- It is recommended that the proposed open spaces areas be dedicated to Council subject to an appropriate maintenance period to ensure a high quality outcome and ongoing benefit to the community.
- It is recommended that a local provision be included to ensure that the quantum of open space shown as 'OS-01' and 'OS-02' in the concept plan is provided on the site.

Cultural Heritage

There are no heritage items located on the subject site. However, the site is located within close proximity to Western Sydney University, located adjacent to the site, which is listed as a state-listed heritage item (I000749) due to its former use as a female orphan school. The 'Rydalmere Hospital Precinct (former)' is an item of State significance under the NSW Heritage Act. In addition, there are a number of local heritage items located within the University campus; all considered part of the former Rydalmere Hospital Precinct.

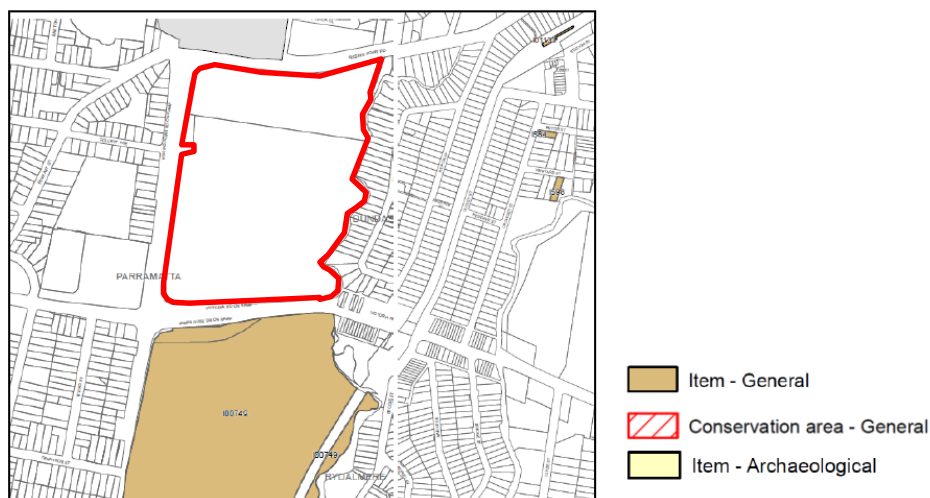


Figure 28 - Heritage items in close proximity to the site

The Planning Proposal will not have an adverse impact on the heritage significance of the adjacent site. Overshadowing diagrams show that none of the buildings identified as having high or moderate heritage significance or their surrounding curtilage will be overshadowed by the proposed development concept. There will be minimal overshadowing to the Western Sydney University car park and sports field along Victoria road between 12pm and 3pm during the winter solstice, June 21, as can be seen below in Figure 29.



Figure 29 - Overshadowing impact to Western Sydney University

Archaeological and Aboriginal Heritage

An Aboriginal Archaeological Assessment of the site was undertaken by Comber Consultants (2016) as part of the Planning Proposal – see Appendix 7. This Assessment was undertaken as background research indicated that it was highly likely that Aboriginal objects existed on the subject site due to its location above Vineyard Creek and the Parramatta River. However, during the site inspection no Aboriginal objects were located. The Assessment concluded that there is no objection in respect of Aboriginal archaeology to the Planning Proposal.

Recommendation:

To avoid any adverse impacts, the following actions have been recommended:

- Prior to implementation of the concept plan (construction) and any redevelopment of the site, Aboriginal community consultation to be undertaken in accordance with OEH's *Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010*.
- Following consultation, archaeological testing to be undertaken to determine the nature and extent of Aboriginal archaeological deposits within the study area in accordance with the OEH's Code of Practice for Archaeological Investigations of Aboriginal objects in NSW and subject to consultation with the Aboriginal community.
- If Aboriginal objects are found during the archaeological testing, it will be necessary to apply for a AHIP.

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

Social Impacts

The redevelopment of the site will result in the loss of a school site (former Macquarie Boys High School) and a site for social housing (Ageing, Disability and Home Care facility). A decision was made by the NSW Department of Education in 2008 to close Macquarie Boys High School. This decision was based upon its forecasting and asset strategy. The site has been vacant since that time. The ADHC facility is still in operation. The Department of Family and Community Services are working with staff, residents and carers on the re-location of the services provided on the site.

Future population

The Social Impact Assessment (SIA) undertaken by Elton Consulting (2016) as part of this Planning Proposal indicates that based upon the average size of households living in higher density apartments in the Parramatta LGA (2.3 persons per dwelling), this will result in a population of up to approximately 5,851 people at full development. The SIA

claims that development can be accommodated on the site consistent with the Concept Plan which will facilitate the development of a community facility and provides the opportunity for child care within the new precinct. Additionally, the provision of open space and pedestrian and cycleway linkages will assist in meeting the recreational needs of the new and wider community. Additional community and open space facilities can be provided through council's Section 94 Plan or through a Voluntary Planning Agreement as required.

Based upon the trends in high density living in the Greater Sydney area and around universities and the existing population characteristics, Elton Consulting has forecast that the future population of the subject site is likely to be characterised by:

- a high proportion of investor owned housing provided as private rental accommodation
- a high proportion of young adults (aged 25-35) who are drawn to the area to be close to the university and Parramatta CBD
- low levels of car ownership
- a lower proportion of households comprising families with children. However, numbers of children will still be significant enough to demand social infrastructure and services for children
- high levels of cultural diversity.

Future Population needs

Communities living in urban infill areas need access to a full range of community infrastructure. However, the often unique demographic composition of higher density environments also indicates the following specific needs:

- A high proportion of young adults indicates a need for access to a range of sport, recreation, leisure and entertainment activities.
- Smaller dwellings and an associated lack of private open space indicate a greater need for easy access to high quality parks for passive recreation, play, family get-togethers and private celebrations.
- Small dwellings and limited space within the home indicate the need for spaces for hire for private functions as well as spaces to study, read, relax and meet friends outside the home.
- Smaller household sizes suggest the need for public places that promote social interaction and community participation.
- The high proportion of people renting (and often associated transient nature of these communities), indicates the need for places and activities that enable people to meet.

The nature of overlapping catchments for different types of social infrastructure means that urban infill sites cannot be considered as self-contained units. The site will have sufficient population to support some local level facilities and open space, which may also serve the surrounding suburbs. The site's projected population will not itself create sufficient demand for a new district or regional facility. However, it will contribute to demand for those facilities and services in the wider area.

Increased demand on local schools

The increase in population resulting from the Planning Proposal will place increased demand on local schools. The NSW Department of Education has advised that neither a new primary school nor high school will be required to service the proposed development, either within the site or in the surrounding area. The needs of future school students living within the proposed development can be accommodated within the existing and proposed new schools in the local area such as:

- Parramatta Public School will be redeveloped on its existing site and will increase the capacity of the school to 1,000 students.
- A new primary school for up to 1,000 students is being constructed in O’Connell Street (the former Kings School site).
- Rosehill Public School will be expanded to increase the capacity of the school to 800 students.

Affordable Housing

Housing affordability is an issue within the City of Parramatta, as it is across the Sydney Metropolitan area. Because of this, the Planning Proposal will incorporate a minimum target for affordable housing on the site through an additional local provision inserted into Part 6 of PLEP 2011. The intention is for the additional local provision to incorporate the following intent:

- Enable the consent authority when granting development consent, to impose a condition requiring a contribution to affordable housing being 5% of the total floor area of the development that is intended to be used for residential purposes;
- The opportunity to satisfy the condition by dedicating the (affordable housing) dwellings to Council or by way of a monetary contribution to Council for the purpose of delivering affordable housing.

The Planning Proposal has the potential to provide up to 127 affordable housing dwellings on the subject site (based on the 2,544 dwellings proposed). Additional affordable housing could be negotiated on the site through the VPA process.

Recommendations

It is recommended that as part of the VPA process:

- an additional 5% of affordable housing be provided.
- a flexible community space on the site be provided as part of the proposed development to service the needs of the sites future residential population.
- a child care centre be provided on site.

Economic impacts

An Economic Impact Assessment (EIA) was undertaken by AEC Group (refer to Appendix 9) to assess the economic impacts and benefits of the Planning Proposal.

The Planning Proposal for the site envisages a mix of uses including approximately 18,807m² of commercial floor space which will include a mix of commercial, retail, education/knowledge floor space and a small proportion of community support uses.

Consistent with the GOP Vision, the site presents an opportunity to accommodate technology and knowledge uses that leverage the proximity of the WSU campus. The commercial-type floor space proposed to accommodate education, knowledge and technology uses are positioned to the south of the site to facilitate opportunities for synergy with WSU. A research speciality or research and development centre could help to forge a partnership between WSU and the site. The Planning Proposal envisages that the site could accommodate a mix of uses that contributes to the development of the Rydalmere Education Precinct (by assisting the Council’s vision for a high technology and knowledge precinct), as well as responding to population growth and complement existing residential and retail/commercial provision.

Once completed and fully operational, the redevelopment site is estimated to contribute annually to the Parramatta local economy as set out below in Figure 30.

Economic Impacts	Proposal	Increase from base case
Direct impact		
Output (\$M)	\$113.5	\$97.0
Contribution to Gross Regional Product (\$M)	\$89.6	\$68.5
Income and salaries to local workers (\$M)	\$50.9	\$41.3
Employment (FTE)	644	513
Indirect impact		
Output (\$M)	\$216.4	\$187.0
Contribution to Gross Regional Product (\$M)	\$118.7	\$102.4
Income and salaries to local workers (\$M)	\$54.8	\$47.3
Employment (FTE)	730	630

Figure 30 - Employment Economic Activity arising from redevelopment of site

The rationale behind the inclusion of the site as an education precinct would appear to be solely based on its location adjacent to WSU and historic land use and current ownership of the site. The WSU and University of New England now both have a presence in the Parramatta CBD and the Westmead Health Precinct has also developed to include tertiary education and research activities.

Non-residential FSR

The Planning Proposal includes a non-residential FSR component of 0.12:1 across the site (excluding riparian area) to be delivered through an additional local provision. This will result in the delivery of 18,807m² of non-residential floor space to be used for commercial retail, education and knowledge based uses consistent with the objectives of *A Plan for Growing Sydney* and *GPOP Vision*. These non-residential uses will be located in the southern section of the site in close proximity to Victoria Rd, WSU and the Rydalmere train station / future light rail.

Recommendation

- It is recommended that the proponent consult with local universities and education providers with the intention of entering into a memorandum of understanding or an agreement to work together to provide an opportunity for education, knowledge and technology uses on the subject site, consistent with *A Plan for Growing Sydney* and *GPOP Vision*.
- It is recommended that the proponent update the EIA report to reflect the figures in the revised concept plan.

3.4 Section D – State and Commonwealth Interests

3.4.1 Is there adequate public infrastructure for the planning proposal?

The Planning Proposal includes a preliminary servicing investigation undertaken by J Wyndham Prince (Appendix 6) which indicates that there are no significant issues that would preclude the proposed rezoning on the basis of electricity, water and wastewater infrastructure, gas and communications.

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

NSW Roads and Maritime Services and Transport for NSW have been consulted by Council as part of the planning proposal process. This has been discussed in further detail in Section 3.2.2.

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.

The subject Planning Proposal seeks amendments that relate to land use zoning, height of buildings, floor space ratio, minimum Lot size, minimum lot size for dual occupancy development and does not seek to amend other aspects of the PLEP as relevant to the rezoning site (e.g. Heritage Map). Thus, the following maps are provided below:

- Existing and Proposed Land Zoning Map applying to the land
- Existing and Proposed HOB Map applying to the land
- Existing and Proposed FSR Map applying to the land
- Existing and Proposed Minimum Lot Size Map applying to the land
- Existing and Proposed Minimum Lot Size for dual occupancy development Map applying to the land

The proposed mapping is in sketch form. The maps will be provided in the format prescribed by the technical guidelines for LEP maps published by DP&E for public exhibition purposes as required.

4.1 Existing controls

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

Zoning

Figure 31 below illustrates the existing **part SP2 Educational Establishment** and **part R2 Low Density Residential** zone over the site. Subject site outlined in black.

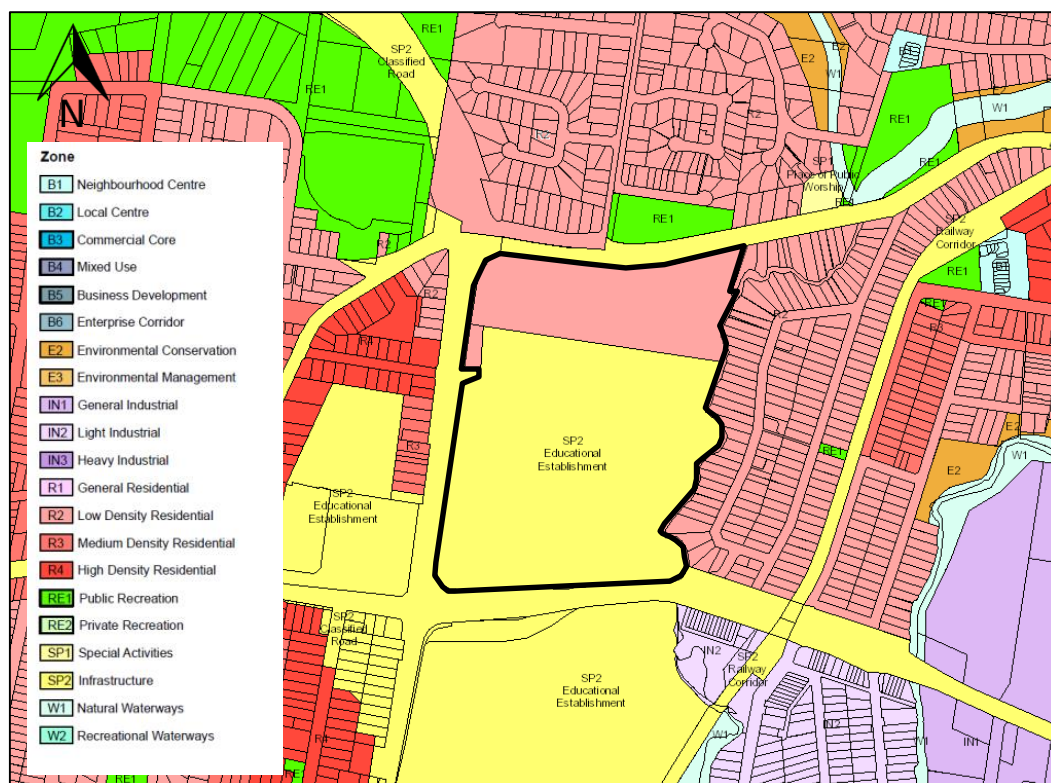


Figure 31 - Existing zoning of site extracted from the PLEP 2011 Land Zoning Map

Height of Buildings

Figure 32 below illustrates the existing part **9 metre** height which applies to the northern part of the site – 26 Kissing Point Road (former Macquarie Boys High School). The remainder of the site does not have an existing maximum height of buildings control. Subject site outlined in red.

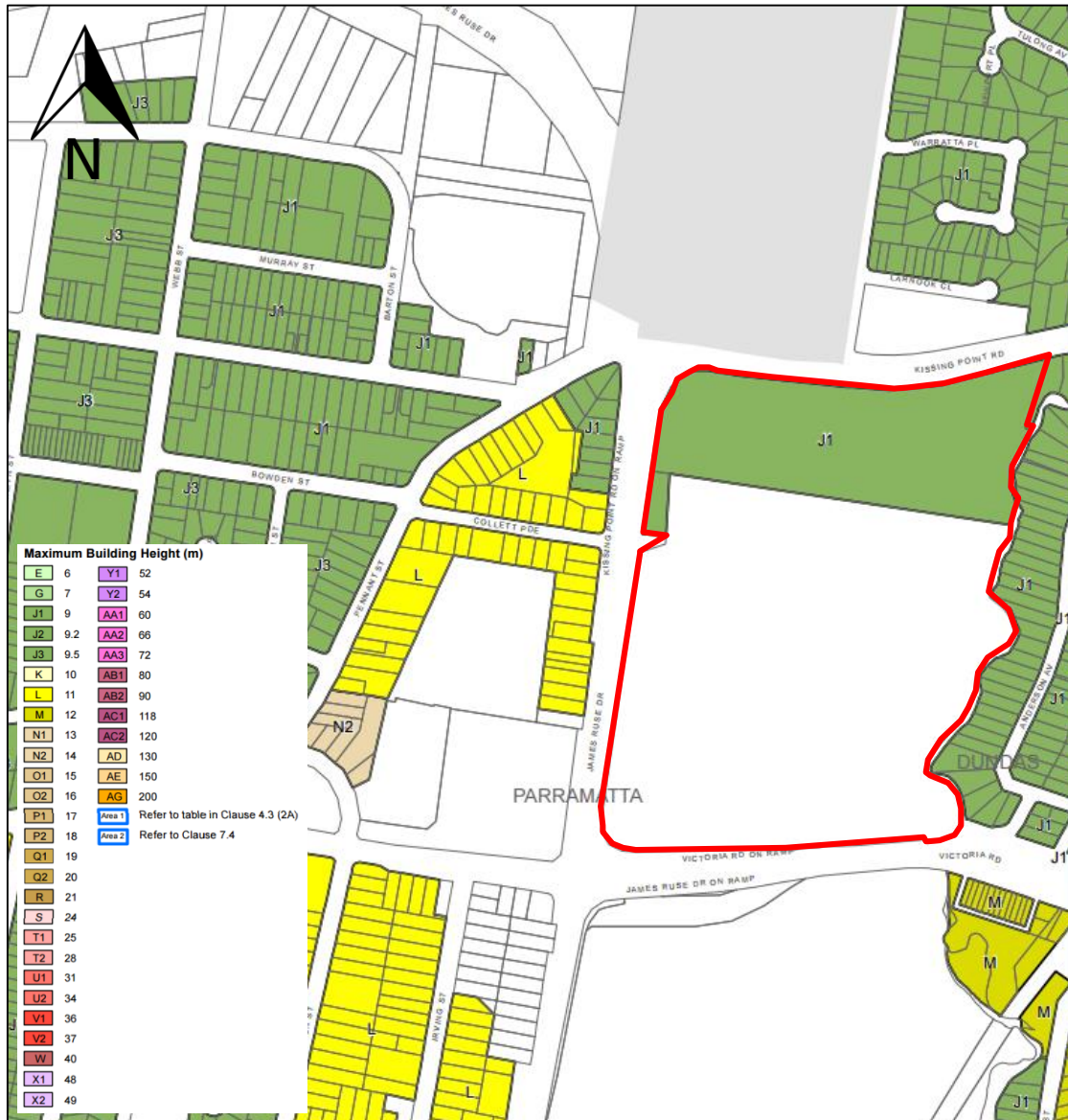


Figure 32 - Existing building heights for the site extracted from the PLEP 2011 Height of Buildings Map

Floor Space Ratio

Figure 33 below illustrates the existing **0.5:1 FSR** which applies to the northern part of the site – 26 Kissing Point Road (former Macquarie Boys High School). The remainder of the site does not have an existing maximum floor space ratio control. Subject site outlined in red.

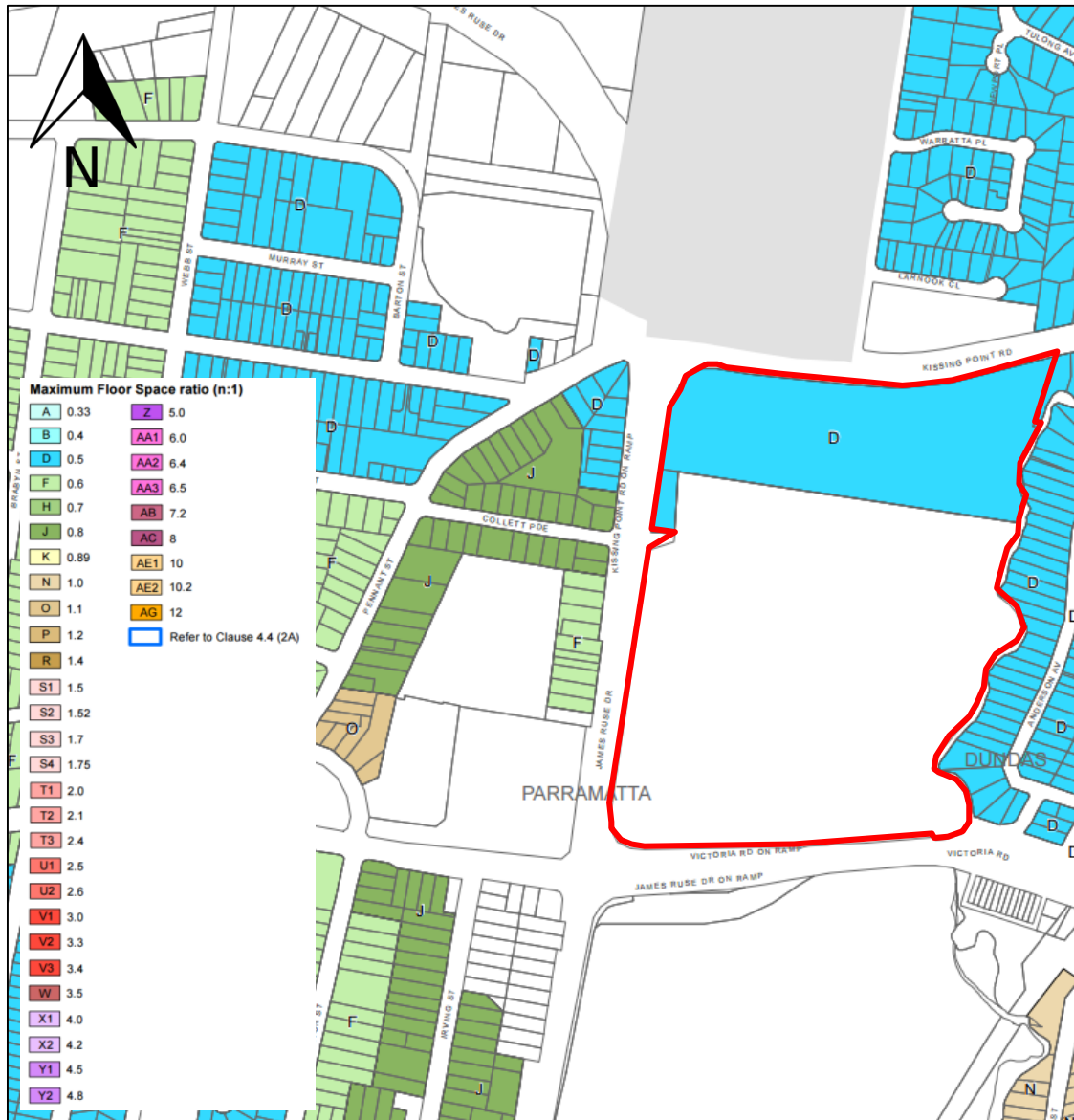


Figure 33 - Existing floor space ratio extracted from the PLEP 2011 Floor Space Ratio Map

Lot Size Map

Figure 34 below illustrates the existing **550m² minimum lot size** control which applies to the northern part of the site – 26 Kissing Point Road (former Macquarie Boys High School). The remainder of the site does not have an existing minimum lot size control. Subject site outlined in red.

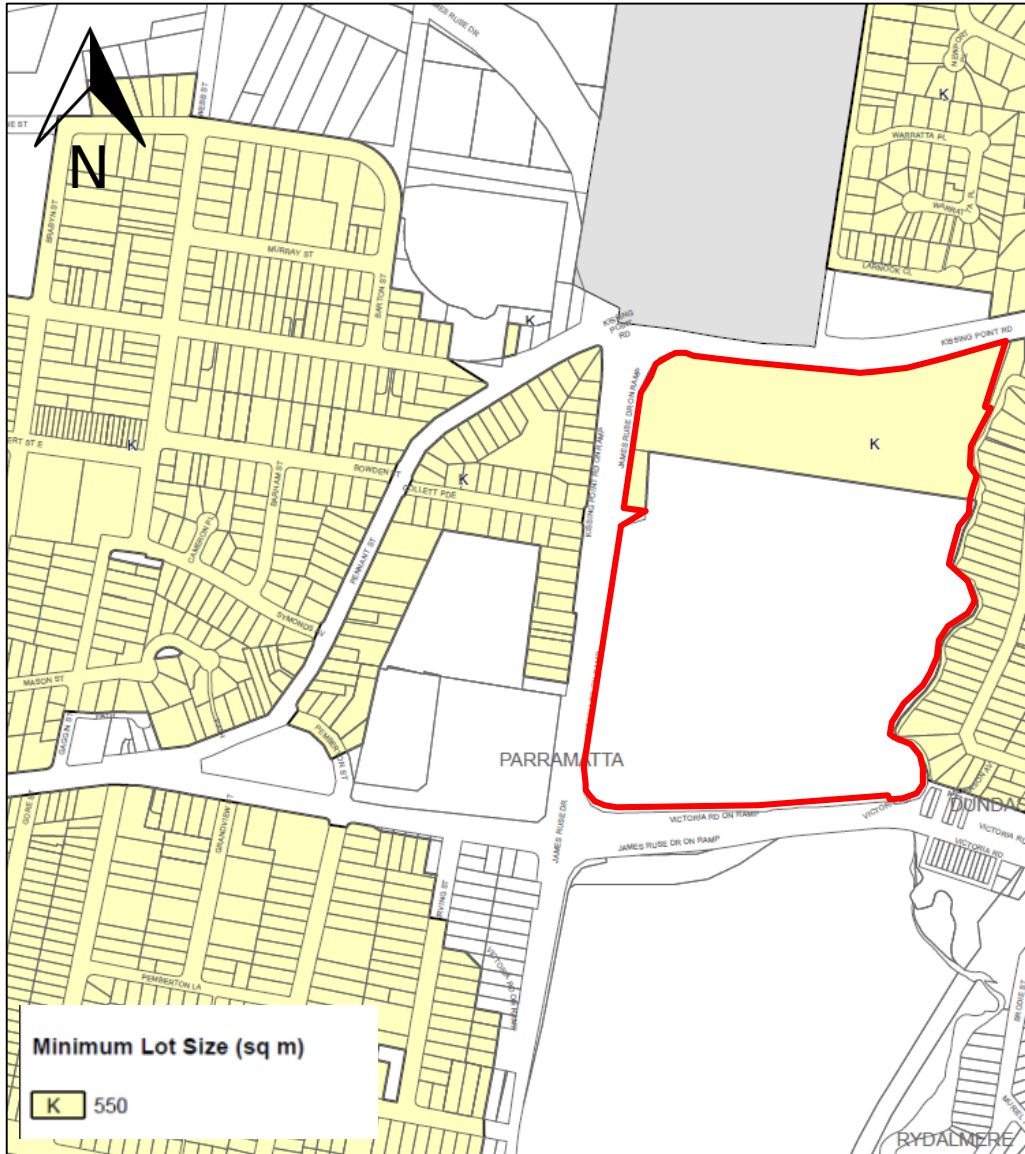


Figure 34 - Existing minimum lot size from PLEP 2011 Lot Size Map

Minimum Lot Size for Dual Occupancy Development Map

Figure 35 below illustrates the existing **600m² minimum lot size for dual occupancy development** control which applies to the northern part of the site – 26 Kissing Point Road (former Macquarie Boys High School). The remainder of the site does not have an existing minimum lot size for dual occupancy development control. Subject site outlined in red.

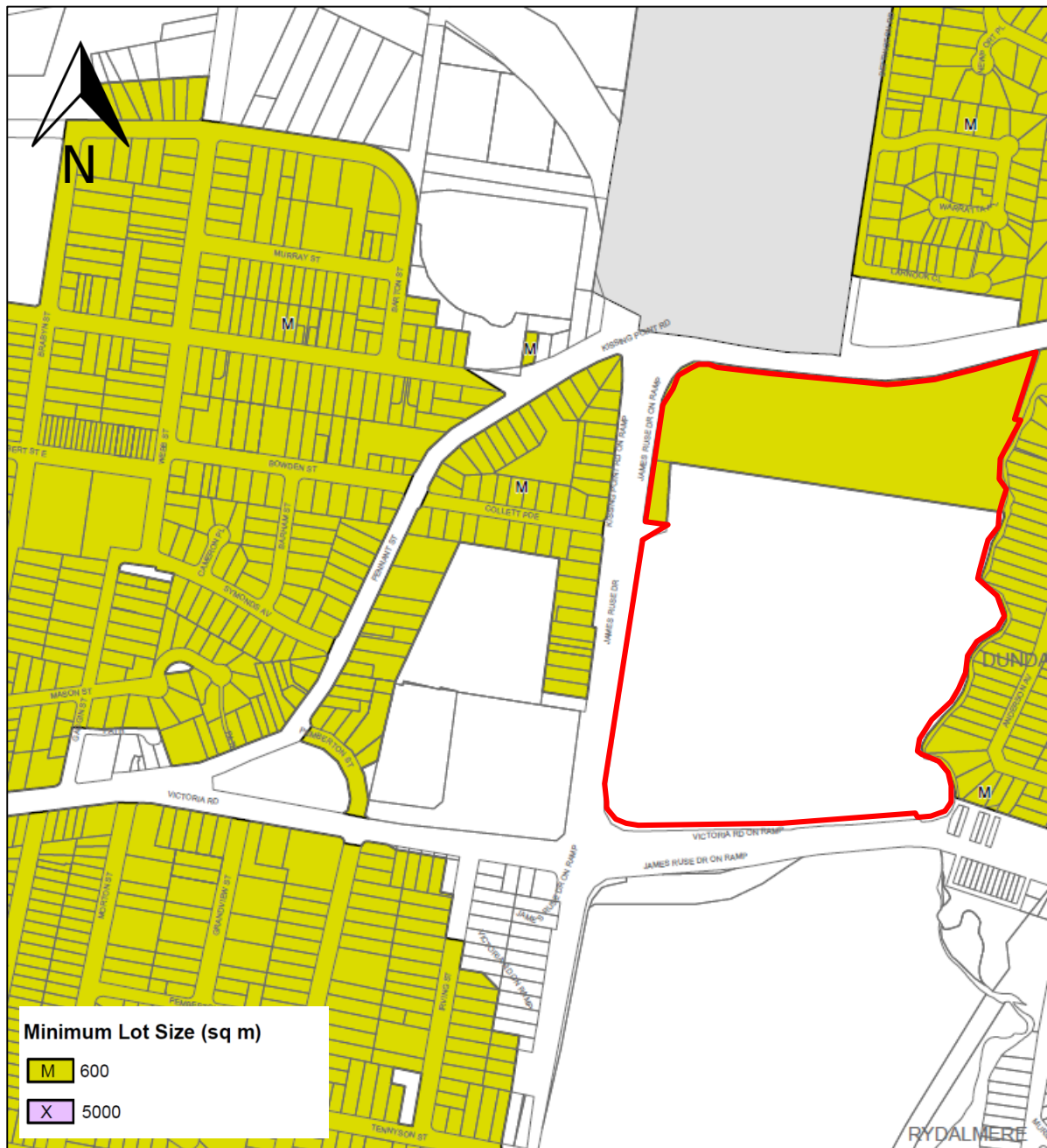


Figure 35 - Existing minimum lot size for Dual Occupancy Development from PLEP 2011 Lot Size Map

4.2 Proposed controls

The figures in this section illustrate the proposed controls sought by this planning proposal.

Proposed Zoning

Figure 36 below illustrates the proposed **part R4 High Density Residential**, **part B4 Mixed Use**, **part RE1 Public Recreation zone** and **part W1 Natural Waterways zone** over the site.

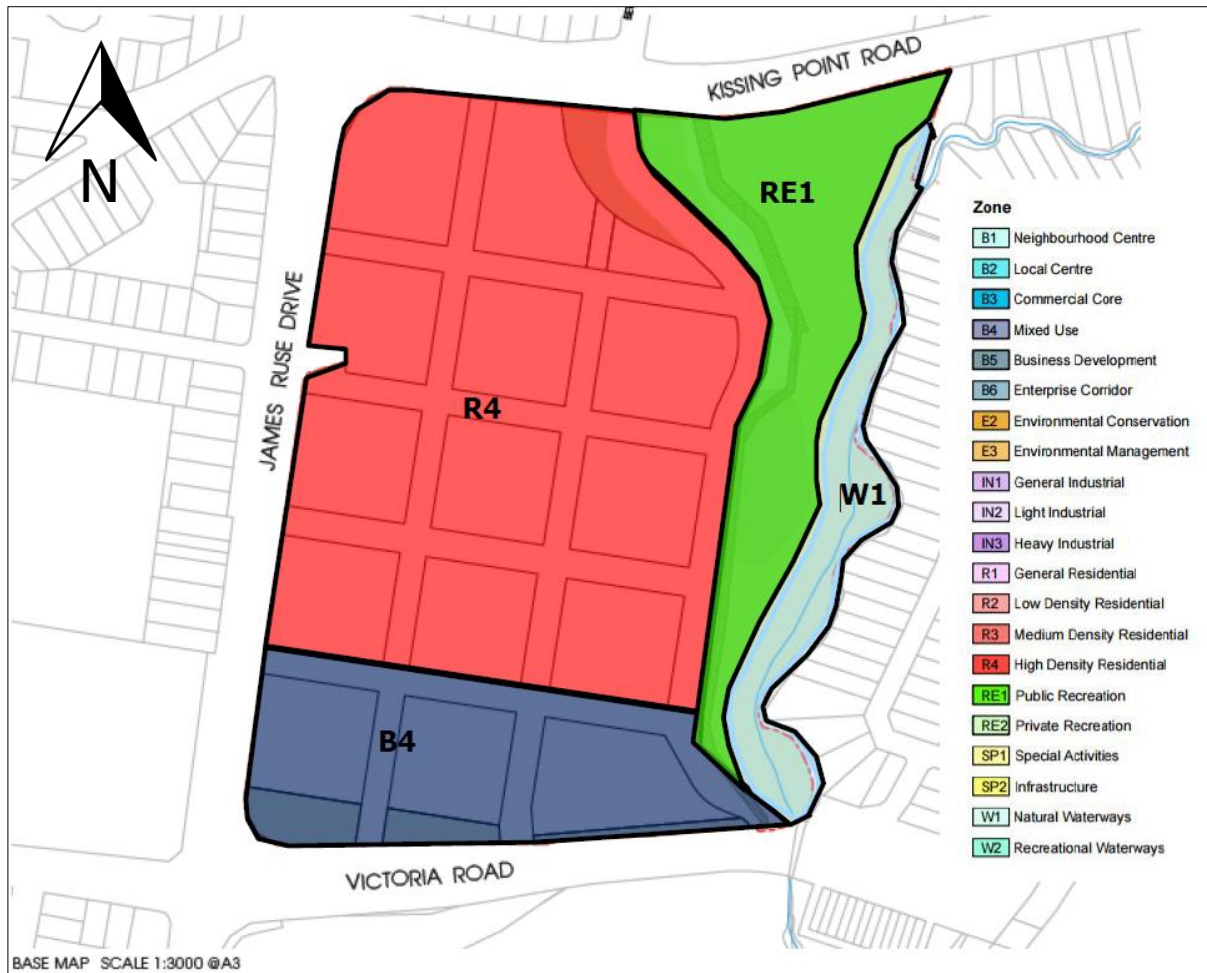


Figure 36 - Proposed zoning of site

Proposed Height of Buildings

Figure 37 below illustrates the proposed maximum height of buildings control for the site. As can be seen, the proposed maximum building heights on the site range from **28 metres – 84 metres** with the riparian corridor without a maximum building height control.

Note: The Parramatta LEP 2011 does not currently include either a 84m or 50m maximum height. The Planning Proposal seeks to introduce two additional Maximum Building Height tiles to the Height of Buildings Map Key.

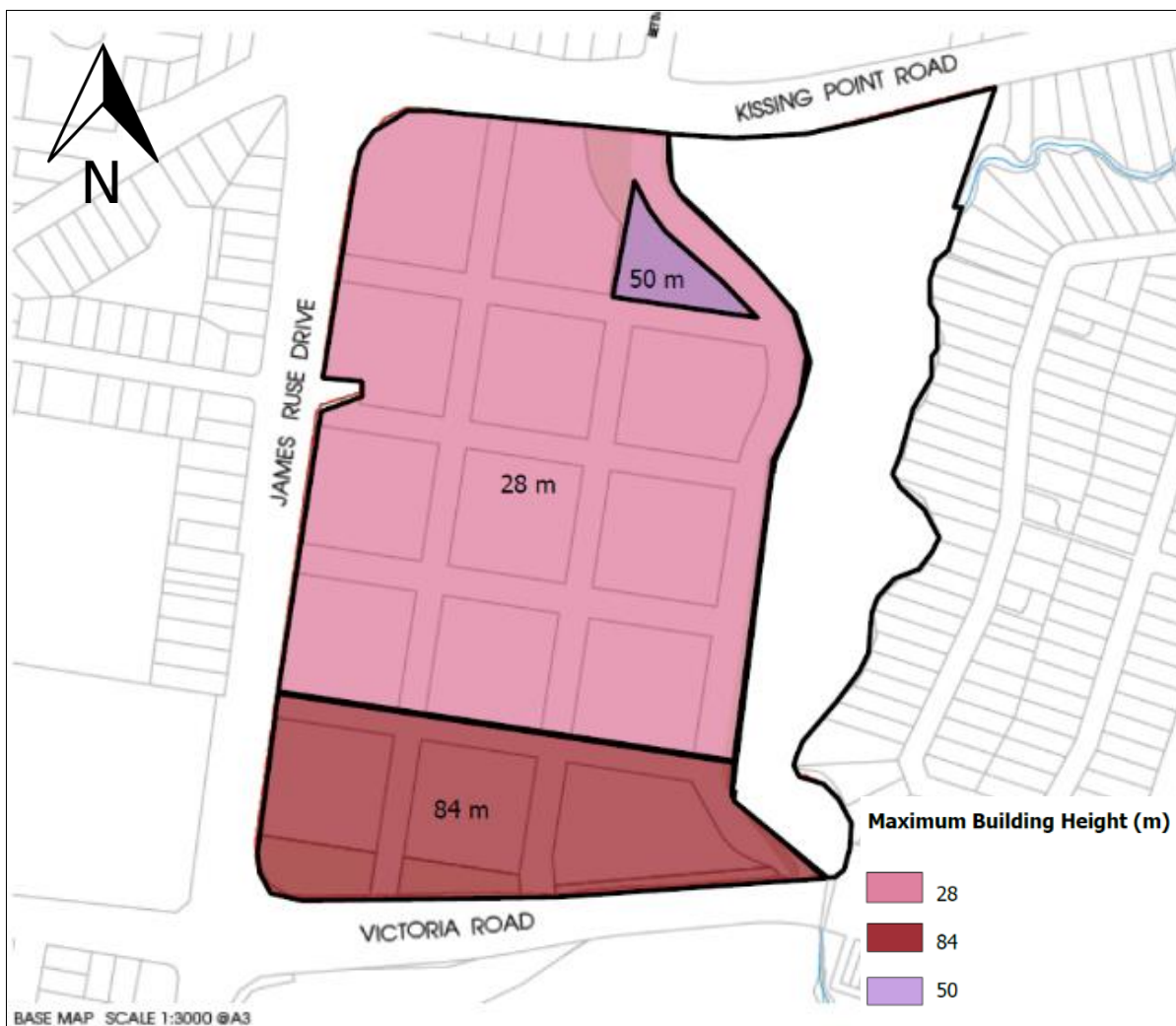


Figure 37 – Proposed amendment to maximum building heights on site

Proposed Floor Space Ratio

Figure 38 below illustrates the proposed floor space ratio on the site. As can be seen below, the proposed floor space ratio of 1.5:1 excludes the riparian corridor (37,375m²) but includes part of the site that is intended to be delivered as open space. The proposed floor space ratio includes a residential FSR of 1.38:1 and non-residential FSR of 0.12:1.

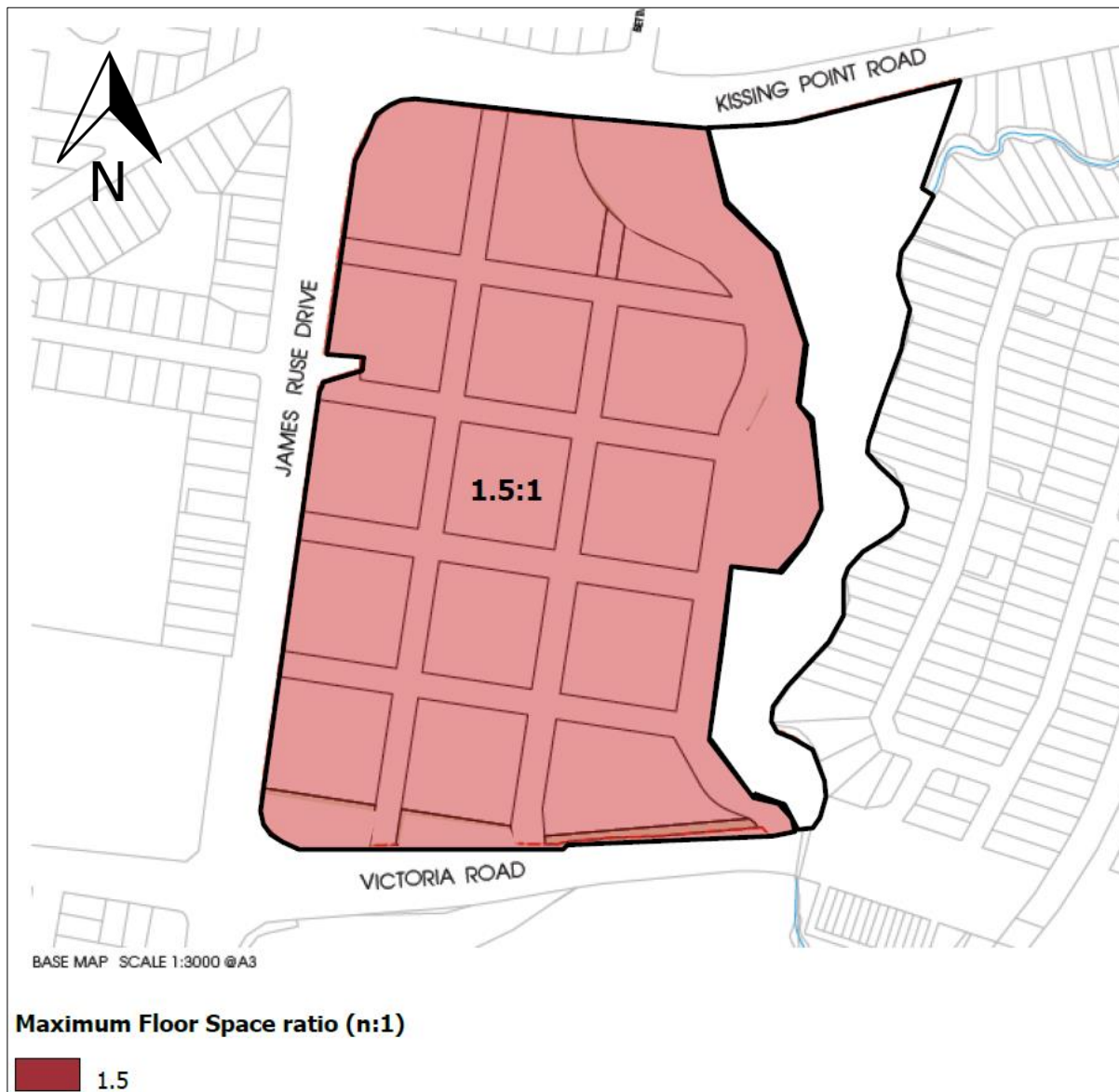


Figure 38 - Proposed Floor Space Ratio on the site

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.

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

PART 6 – PROJECT TIMELINE

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

The following steps are anticipated:

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



Prepared by City of Parramatta

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