

# PLANNING PROPOSAL

## Holdmark Sites

112 Wharf Road, 30 & 32 Waratah Street, Melrose Park and  
82 Hughes Avenue, Ermington



**CITY OF  
PARRAMATTA**

# PLANNING PROPOSAL

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## Planning Proposal drafts

Proponent versions:

| No. | Author    | Version     |
|-----|-----------|-------------|
| 1.  | City Plan | 11 May 2020 |

Council versions:

| No. | Author                     | Version   |
|-----|----------------------------|---|
| 1.  | City of Parramatta Council | Report to Local Planning Panel and Council on the assessment of planning proposal |
| 2.  | City of Parramatta Council | Submission to DPIE for Gateway determination                                      |
| 3.  | City of Parramatta Council | Public Exhibition   |
| 4.  | City of Parramatta Council | Finalisation  |

# INTRODUCTION

## ***The Precinct***

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' (August 2016) and 'A Guide to Preparing Planning Proposals' (August 2016) and 'Guidance for merged councils on planning functions' (May 2016).

## **Background and context**

In December 2019, the City of Parramatta Council adopted the Southern Structure Plan for Melrose Park. The Structure Plan intends to act as a guide for future development in the precinct and is based on the recommendations of Council's Employment Lands Strategy (adopted July 2016) and is consistent with the Employment Lands Strategy – Review and Update (2020), which identifies the Melrose Park Precinct as being suitable for redevelopment for non-industrial uses.

The Melrose Park South precinct comprises of land bounds by Hope Street to the north, Wharf Road to the east, Parramatta River to the south and Atkins Road to the west. The eastern boundary is shared with the City of Ryde Council.

## ***The Site***

The sites subject to this Planning Proposal are located in the western and western side of the southern precinct and comprise of eight (8) allotments in total (refer to **Table 1**). The eastern site, which relates to the 112 Wharf Road, 30 and 32 Waratah Street is approximately 42,694m<sup>2</sup> (4.2ha) in area located to the south of Melrose Park Public School. The western site was formerly owned by Glaxo Smith Kline and is approximately 51,607m<sup>2</sup> (5.1ha) and bound by Hughes Avenue to the east, Parramatta River to the south, Atkins Road to the west and 71 Atkins Road and 80 Hughes Avenue along the northern boundary. For the purposes of clarity, these sites will be referred to as "East" and "West" respectively in this Proposal.

The sites are currently largely heavily developed and occupied by a variety of industrial premises. The East site includes pharmaceutical, engineering and manufacturing uses. The West site include purpose-built pharmaceutical manufacturing buildings.

Surrounding land uses include low density residential in both the Parramatta and Ryde LGAs to the east and west, Parramatta River to the south and industrial land between both sites. The sites are shown in **Figure 1**, below.



**Figure 1** – Sites at 112 Wharf Road, 30 & 32 Waratah Street Ermington (East site) and 82 Hughes Avenue (West sites subject to the planning proposal

Under *Parramatta Local Environmental Plan 2011* the sites:

- are zoned IN1 General Industrial;
- have a maximum building height of 12 metres;
- have a maximum floor space ratio (FSR) of 1:1

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

**Table 1.** Subject sites' property addresses and legal descriptions

| PROPERTY ADDRESS                                | LEGAL DESCRIPTION                    |
|---|--------------------------------------|
| <b>East Site</b>                                |                                      |
| 112 Wharf Road                                  | Lots 1-3 DP 127049 & Lot 7 DP 511531 |
| 30 Waratah Street                               | Lot 100 DP 853170                    |
| 32 Waratah Street (also known as 1 Mary Street) | Lot 1 DP 519737& Lot 6 DP 511531     |
| <b>West Site</b>                                |                                      |
| 82 Hughes Avenue                                | Lot 3 DP 602080                      |

# PART 1 – OBJECTIVES OR 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 sites for residential, public recreation and small-scale retail/commercial uses, in an areas identified for urban renewal by Council's Employment Lands Strategy, Local Housing Strategy and Local Strategic Planning Statement. This will be achieved by rezoning the sites to R4 High Density Residential and RE1 Public Recreation which will facilitate approximately 1,925 new dwellings, over 25,700m<sup>2</sup> of new public open space and introduce a minimum of 1,000m<sup>2</sup> of non-residential floor space which will provide for approximately 160 permanent jobs on the site.

The objectives of the Planning Proposal are to:

- Support a Greater Parramatta (and metropolitan area) through the urban renewal of the Site to create a vibrant mixed use development and increase public amenity to and along Parramatta River;
- Encourage and support future employment generation on the Site to increase the number of employees and provide for higher employment densities to respond to market trends in the pharmaceutical industry;
- Provide development which responds to the government investment in public transport infrastructure;
- Provide high quality urban renewal including a range of residential housing dwellings;
- Provide improved and expanded public open space areas, community facilities and roads; and;
- Provide a suitable buffer and separation distance from any development and the Parramatta River and sensitive vegetation.

The intended outcomes of the Planning Proposal are:

- Provide a diversity of residential typologies within the locality through the development of approximately 1,925 new dwellings;
- Provide adequate services and infrastructure to accommodate the increase in residential population expected within the precinct;
- Provide a minimum of 1,000m<sup>2</sup> of non-residential floor space, to promote job creation whilst addressing the changing employment characteristics of the precinct; and
- Dedicate approximately 26,033m<sup>2</sup> of land for new areas of public open space and 18,930m<sup>2</sup> of the site for new roads
- Ensure that the rate of redevelopment occurs in accordance with the provision of required infrastructure as per the thresholds and dwelling caps identified within the TMAP.



## PART 2 – EXPLANATION OF PROVISIONS

This planning proposal seeks to amend *Parramatta LEP 2011 (PLEP 2011)* in relation to the zoning, height and floor space ratio controls. It is also proposed to amend Schedule 1 of PLEP 2011 to permit ‘food and drink premises’ in the R4 High Density Residential zone.

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

- Insert a site-specific provision in Part 6 *Additional local provisions* – generally to ensure:
  - a) That design excellence provisions be applicable to buildings with a height of 55m and above and appoint a Design Excellence Panel to provide design advice for all development applications within the subject sites. Floor Space Ratio and height of building bonuses are not to be awarded on any development lot.
  - b) A minimum of 1,000m<sup>2</sup> of non-residential floor space is to be provided across the East Site and West Site to serve the local retail and commercial needs of the incoming population.
- Amend Schedule 1 *Additional permitted uses* to permit ‘food and drink premises’ in the R4 High Density Residential zone.
- Amend the zone in the **Land Zoning Map** (Sheet LZN\_018) to rezone 112 Wharf Road, 32 Waratah Street, Melrose Park and 82 Hughes Avenue, Ermington from IN1 General Industrial to part R4 High Density Residential and part RE1 Public Recreation. Refer Figure 12 in Part 4 of this planning proposal.
- Amend the zone in the **Land Zoning Map** (Sheet LZN\_018) to rezone 30 Waratah Street, Melrose Park from IN1 General Industrial to RE1 Public Recreation. Refer Figure 12 in Part 4 of this planning proposal.
- Amend the maximum building height in the **Height of Buildings Map** (Sheet HOB\_018) from 12 metres to a combination of heights from 25 metres, 31 metres, 34 metres, 68 metres and 77 metres which equates to approximately 6, 8, 20 and 22 storeys respectively. Refer Figure 13 in Part 4 of this planning proposal which shows the maximum proposed height across the sites of 77m.
- Amend the maximum FSR in the **Floor Space Ratio Map** (Sheet FSR\_018) from 1:1 to 2.74:1 on the East site and 2.46:1 on the West site. Refer Figure 14 in Part 4 of this planning proposal.

### Notes

The proposed changes to the planning controls on these sites are generally consistent with those identified in Council’s adopted Southern Structure Plan.



- Amend the **Additional Local Provisions Map** (Sheet ALP\_018) to include the subject sites to represent the design excellence competition and minimum non-residential floor space provisions.
- Amend the **Land Reservation Acquisitions Map** (Sheet LRA\_018) to reflect areas of open space to be dedicated to Council.
- Insert provisions into the *Parramatta Local Environmental Plan 2011* to ensure that the number of dwellings approved at the development application stage aligns with the required infrastructure identified by Council in the Transport Management and Accessibility Plan (TMAP).
- Insert provisions into the *Parramatta Local Environmental Plan 2011* requiring the Planning Secretary to be satisfied that all State public infrastructure needs (including schools) are met before development can proceed.
- Insert provisions into *Parramatta Local Environmental Plan 2011* to ensure that the new planning controls do not take effect on the subject sites prior to the local infrastructure identified in the local Planning Agreement being secured by way of an executed Planning Agreement between Council and the Applicant.
- Amend Schedule 1 *Additional Permitted Uses of Parramatta Local Environmental Plan 2011* to permit 'food and drink' premises in the R4 High Density Residential zone as identified on the new **Additional Permitted Uses Map** (Sheet APU\_018).

Further, Council resolved at its meeting of 12 August 2019 to stage the delivery of dwellings subject to traffic and transport infrastructure being in place to serve the incoming population as identified in the TMAP that has been prepared for the precinct. In particular, Council endorsed the following implementation plans that should be incorporated into the LEP amendment for the purposes of achieving the following outcome:

- Implementation Plan A – Provides up to 11,000 dwellings over the north and south precincts subject to identified road and traffic works, the bridge to Wentworth Point with light rail or equivalent bus service and Sydney West Metro being delivered. Implementation Plan A will facilitate an FSR 1.85:1 for the northern part of the precinct with and an appropriate development potential in the southern precinct.*
- Implementation Plan B – Should there be no State Government commitment towards Sydney West Metro, the bridge to Wentworth Point and associated light rail or bus service then only 6,700 dwellings can be accommodated within the precinct. Accordingly, a 40% reduction in yield will be applied to the development in Melrose Park to ensure both north and south precincts are treated equitably.*

Council seeks to include concurrence clauses in the PLEP 2011 to ensure the level of density in the precinct does not exceed the available infrastructure.

## Other relevant matters

### Voluntary Planning Agreement

The applicant has indicated a willingness to contribute towards infrastructure provision within

the precinct, including affordable rental housing. A letter of offer with a contribution of \$37,246,825 towards the delivery of local infrastructure and community benefits has been submitted. A draft Planning Agreement and accompanying Infrastructure Services Delivery Plan (ISDP) have been prepared and for the purposes of exhibition. The ISDP is a supporting document and has been provided to the public to view as part of the exhibition; however, it is not open for feedback.

A Planning Agreement between the proponent and the State Government will be required to be entered in to between the proponent and the State Government to ensure an appropriate contribution towards the delivery of the required State infrastructure is provided.

It is anticipated that a concurrence clause will be inserted into PLEP 2011 relating to the timing of development and State infrastructure delivery such as significant road works and schools. This approach was taken for the Melrose Park North Planning Proposal

The draft local Planning Agreement includes a staging plan in the Infrastructure Services Delivery Plan identifying at which stage of redevelopment the identified infrastructure items are required to be delivered.

In addition, Council's officers propose that a provision be inserted into PLEP 2011 that specifies a date to which the new controls come into effect. This approach was taken with the Melrose Park North Planning Proposal to ensure the local Planning Agreement is finalised and registered before any redevelopment of the site seeking to utilise the new controls could occur.

### **Draft Site-Specific Development Control Plan**

A site-specific Development Control Plan (DCP) is proposed to be prepared for the southern precinct of Melrose Park after submission of this Planning Proposal for Gateway determination. The DCP will include provision relating to, but not limited, to, the following:

- Site levels
- Street and block layout
- Relationship of building to the street and block pattern
- Building typologies
- Desired future character
- Public domain, open space and landscaping
- Site access, circulation and connectivity
- Transport and parking
- Environmental sustainability
- Storm water management
- Solar access
- Transition areas to surrounding development

## PART 3 – JUSTIFICATION

This part describes the reasons for the proposed outcomes and development standards in the planning proposal.

### Section A - Need for the planning proposal

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

#### **Is the planning proposal a result of an endorsed local strategic planning statement, strategic study or report?**

##### **Parramatta Employment Lands Strategy (ELS)**

The ELS was adopted by Council in July 2016 and provides recommendations for the future direction of all “employment lands” within the Parramatta LGA. Employment lands include those with a land use zone of either IN1 – General Industrial, IN2 – Light Industrial, IN3 – Heavy Industrial, B5 Business Development and B6 – Enterprise Corridor.

Within the Strategy, employment lands are separated into precincts, each with their own recommendations. Melrose Park is Precinct 11 within the ELS and has previously accommodated a large concentration of large-scale pharmaceutical manufacturing companies and warehousing / distribution centres. However, this precinct is undergoing change and the restructuring of this industry has affected the viability of the precinct to continue operating for the purposes of industrial uses.

In addition to providing recommendation for each precinct, the ELS identifies a number of key actions that are aimed at ensuring employment generating uses are retained within the precinct and incorporated into future redevelopments. The two actions in relation to the planning proposal are:

- A3 – Rezoning to zones that facilitate higher employment densities
- A11 – Proposed rezoning must be supported by an Economic Impact Study

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

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

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

- Former industrial lands at Camellia
- Cumberland Hospital, North Parramatta

It is acknowledged that the current employment and industrial lands at Camellia, Rydalmere and Silverwater are strategically important employment precincts due to their size and location to key transport corridors. The Camellia Precinct has been targeted for urban renewal and is currently under investigation by the State Government in collaboration with

The City of Parramatta Council and major landowners. This precinct is expected to retain significant employment land and likely to retain large areas for general industrial uses to meet demand in the sub-region.

A requirement of the ELS is that any new development in the precinct must provide the equivalent number of jobs that could be achieved under the current zoning (2,456). Under the Proposal, it is estimated that the new land uses will provide approximately 160 jobs in the southern part of the site, which equates to approximately 6% of the overall job number target for the precinct. The above figures appear low in comparison to the 1,538 – 1,932 (65% to 75%) jobs proposed to be provided in the northern precinct. However, given the northern precinct is a significant portion of the overall precinct, it is expected that more jobs would need to be provided as part of the northern redevelopment than the southern redevelopment. In addition, the employment generating uses proposed in the southern precinct are intended to provide a supporting role to that provided in the northern precinct and Council officers consider this reasonable given the major town centre for the precinct is located in the northern precinct and therefore the retail/commercial uses in the south should not be in competition with the north. It is also acknowledged that it may not be practicable for the total 2,546 job number requirement identified in the ELS to be matched. Instead, it is considered that the key requirement is for the precinct to be able to adequately service the needs of the incoming population and reduce the requirement for residents to travel outside the precinct for retail/commercial purposes and therefore a lower job number provision is considered acceptable.

This Planning Proposal is considered to be consistent with the ELS 2016 and Review and Update 2021 in that it will facilitate opportunities for 160 permanent jobs across the two sites through the provision of 1,000m<sup>2</sup> of retail/commercial floor space, and that it is proposing to rezone the land to facilitate the transition from an industrial to mixed use precinct.

### Local Strategic Planning Statement (LSPS)

Council's adopted Local Strategic Planning Statement (LSPS) provides strategic direction on how the City of Parramatta is planning for the next 20 years and draws together the needs and aspirations of the community and identifies priorities for jobs, home and infrastructure. The LSPS contains actions and priorities to help Parramatta achieve the vision of the State Government's Greater Sydney Region Plan and Central City District Plan and highlights its important role as the Central River City. In addition to being identified as a Growth Precinct in the LHS, the LSPS identifies it as a proposed Local Centre and one which could provide for over 2,000 jobs once fully redeveloped. The LSPS also identifies the need for improved public transport and demonstrates its importance through Planning Priority 3 which relates Council's policy directions on improving connectivity to the Parramatta CBD and surrounding district through staging of development in alignment with delivery of PLR Stage 2 (or equivalent) and Sydney Metro West. As Melrose Park is identified as a Growth Precinct and the Proposal will help deliver the housing and infrastructure needed, it aligns with the vision of the LSPS. This consistency is highlighted in **Table 2**.

Table 2. Consistency with LSPS

| Priority/Direction/Action   | Response   |
|---|--|
| <b>Planning Priority 2</b><br>Policy Direction<br>P4 Stage rezoning and Planning Proposal in Growth Precincts in Granville, Parramatta East, Camellia, Melrose Park and Westmead based on the timing of transport infrastructure. | Consistent. This Planning Proposal applies to approximately 49% of the southern precinct and is consistent with the Southern Structure Plan adopted by Council in December 2019. Infrastructure will be provided in accordance with the requirements of Council and the State government and is proposed to be |

|  |  |
|--|--|
| <p>Action</p> <p>A4 Continue to work with the State government to bring forward the Parramatta Light Rail Stage 2 delivery to service the Carter Street, Camellia, Melrose Park and Parramatta East precincts.</p>   | <p>funded via a variety of mechanisms such as developer contributions and planning agreements.</p>   |
| <p><b>Planning Priority 3</b></p> <p>Policy Direction</p> <p>P4 Stage rezoning and Planning Proposal in Growth Precincts in Granville, Parramatta East, Camellia, Melrose Park and Westmead based on the timing of transport infrastructure.</p> <p>A5 Continue to implement the first stages of rezoning and potential Planning Proposals within the Growth Precincts at Parramatta East (excluding WSU site) and Melrose Park (up to 6,700 dwellings).</p> | <p>Consistent. This Planning Proposal will enable the planning controls on two sites within the southern precinct to be amended to facilitate non-industrial redevelopment. The precinct is identified in Council's LSPS as a 'Growth Precinct'.</p> <p>As part of the planning of the northern precinct, implementation options to release density equitably throughout the entire Melrose Park precinct are proposed which are based on the delivery of identified transport infrastructure.</p> |
| <p><b>Planning Priority 5</b></p> <p>Policy Direction</p> <p>P4 Stage rezoning and Planning Proposal in Growth Precincts in Granville, Parramatta East, Camellia, Melrose Park and Westmead based on the timing of transport infrastructure.</p>   | <p>Consistent. The Planning Proposal enables a staged approach to the rezoning of the southern precinct. As outlined above, density will be equitably distributed across the entire precinct as the transport infrastructure is delivered.</p>   |

### Local Housing Strategy (LHS)

The Planning Proposal is consistent with the City of Parramatta Local Housing Strategy (LHS), which provides direction at the local level about when and where future housing growth will occur and how it aligns with the broader NSW-government strategic planning framework. The LHS identifies Melrose Park as a Growth Precinct and forecasts that approximately 6,330 new dwellings will occupy the precinct by 2036. The LHS also highlights the importance of ensuring that infrastructure delivery is aligned with housing growth and that growth precincts need to be aligned and effectively sequenced with State-driven transport delivery and to ensure targeted local infrastructure programs. The Proposal is consistent with this approach in that it is located within the announced Parramatta Light Rail (PLR) Stage 2 corridor and the TMAP for the precinct includes a staging plan for the delivery of the necessary road upgrades and public transport to support the future population of the precinct.

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

This Planning Proposal is considered the best means of achieving the desired outcomes for the precinct as envisaged in Council's LSPS and LHS. Redevelopment of the precinct for non-industrial uses cannot occur without a Planning Proposal to amend the applicable planning controls within PLEP 2011.

### Section B – Relationship to strategic planning framework

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



**Will the planning proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?**

**A Metropolis of Three Cities**

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

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

**Infrastructure and Collaboration**

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

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

| Infrastructure and Collaboration Direction | Relevant Objective  | Comment  |
|--|---|--|
| <b>A city supported by infrastructure</b>  | <b>O1:</b> Infrastructure supports the three cities                                   | The proposed development will promote urban renewal and the use of alternative modes of transportation, including walking, cycling and the use of the proposed Parramatta Light Rail, which runs through the precinct and the proposed metro station at Sydney Olympic Park, which will be accessible via the proposed new public/active transport bridge over the Parramatta River. |
|  | <b>O2:</b> Infrastructure aligns with forecast growth – growth infrastructure compact |  |
|  | <b>O3:</b> Infrastructure adapts to meet future need                                  |  |
|  | <b>O4:</b> Infrastructure use is optimised  |  |
|  |   | The applicant intends to contribute towards the delivery of required State infrastructure and discussions with relevant State agencies will occur to confirm an appropriate contribution.  |

**Liveability**

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

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

| Liveability Direction    | Relevant Objective                          | Comment                           |
|--------------------------|---|-----------------------------------|
| <b>A city for people</b> | <b>O6:</b> Services and infrastructure meet | The Planning Proposal aligns with |

|                               |  |   |
|-------------------------------|--|---|
|                               | communities' changing needs  | <p>this Direction by providing:</p> <ul style="list-style-type: none"> <li>• Small scale retail/commercial floor space to meet the local needs of the community and provide a supporting role to the major town centre proposed in the northern precinct</li> <li>• Community facilities</li> <li>• Open space/parks</li> <li>• Active transport provision</li> <li>• Dedication of land for open space.</li> </ul> <p>The proposal aims to address not only the infrastructure demands arising from the proposal but also provide a vibrant place for a diverse range of people to live, work, and play.</p> |
|                               | <b>O07:</b> Communities are healthy, resilient and socially connected                          |   |
|                               | <b>O08:</b> Greater Sydney's communities are culturally rich with diverse neighbourhoods       |   |
|                               | <b>O09:</b> Greater Sydney celebrates the arts and supports creative industries and innovation |   |
| <b>Housing the city</b>       | <b>O10:</b> Greater housing supply   | <p>The Planning Proposal aligns with this Direction as it will</p> <ul style="list-style-type: none"> <li>• deliver approximately 1,925 new dwellings and provide mix of high density housing (1/2/3 bedders).</li> <li>• Satisfies the criteria for 'urban renewal' given the strategic direction set out in Council's Employment Lands Strategy, its location along a regional transport link with connections to walking and cycling routes.</li> </ul>  |
|                               | <b>O11:</b> Housing is more diverse and affordable   |   |
| <b>A city of great places</b> | <b>O12:</b> Great places that bring people together  | <p>The Planning Proposal aligns with this Direction by:</p> <ul style="list-style-type: none"> <li>• increasing provision of open space</li> <li>• providing new non-residential floor space and contribution towards community facilities</li> <li>• providing a mix of land uses and activities that provide opportunities for social connection within the public domain and open space.</li> </ul>  |
|                               | <b>O13:</b> Environmental heritage is identified, conserved and enhanced                       | <p>The sites subject to the Planning Proposal is adjacent to an item of local heritage significant, being item I1 Ermington Bat Wetland. Appropriate measures will be</p>   |



|  |  |   |
|--|--|---|
|  |  | taken to ensure that the significance of this vegetation is not negatively impacted as a result of the redevelopment. |
|--|--|---|

### Productivity

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

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

| Productivity Direction              | Relevant Objective   | Comment   |
|-------------------------------------|--|---|
| <b>A well connected city</b>        | <b>O14:</b> The plan integrates land use and transport creates walkable and 30-minute cities           | <p>The Planning Proposal aligns with this Direction as follows:</p> <ul style="list-style-type: none"> <li>the site is within walking distance of the Victoria Road transport corridor and can be integrated with the Parramatta Light Rail Stage 2 Corridor (if it proceeds)</li> <li>the site connects into existing and provides additional cycleway and pedestrian pathways</li> <li>contributes to the outcome of population within 30minute public transport access to the metropolitan cluster of Parramatta</li> </ul>      |
|                                     | <b>O15:</b> The Eastern, GOPP and Western Economic Corridors are better connected and more competitive |   |
| <b>Jobs and skills for the city</b> | <b>O19:</b> Greater Parramatta is stronger and better connected  | <p>The Planning Proposal aligns with this Direction as follows:</p> <ul style="list-style-type: none"> <li>it provides for an appropriate renewal of existing industrial and urban services land that are currently undergoing transition by providing commercial and retail employment opportunities to support the Town Centre in the northern precinct.</li> <li>it provides for a new centre for people to live and work</li> <li>it supports the continued economic development and diversity of Greater Parramatta</li> </ul> |
|                                     | <b>O21:</b> Internationally competitive health, education, research and innovation precincts           |   |
|                                     | <b>O22:</b> Investment and business activity in centres  |   |
|                                     | <b>O23:</b> Industrial and urban services land is planned, retained and managed                        |   |
|                                     | <b>O24:</b> Economic sectors are targeted for success  |   |

### Sustainability

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

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

| Sustainability Direction       | Relevant Objective   | Comment   |
|--------------------------------|--|---|
| <b>A city in its landscape</b> | <b>O25:</b> The coast and waterways are protected and healthier                                      | The Planning Proposal aligns with this Direction as it provides for significant areas of new open space, landscaping and provision of urban vegetation including street tree planting.  |
|                                | <b>O27:</b> Biodiversity is protected, urban bushland and remnant vegetation is enhanced             |   |
|                                | <b>O28:</b> Scenic and cultural landscapes are protected   |   |
|                                | <b>O29:</b> Environmental, social and economic values in rural areas are protected and enhanced      |   |
|                                | <b>O30:</b> Urban tree canopy cover is increased   |   |
|                                | <b>O31:</b> Public open space is accessible, protected and enhanced                                  |   |
|                                | <b>O32:</b> The Green grid links Parks, open spaces, bushland and walking and cycling paths          |   |
| <b>An efficient city</b>       | <b>O33:</b> A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change | The Planning Proposal aligns with this Direction as follows: <ul style="list-style-type: none"> <li>the site is in close proximity to major transport corridors (Victoria Road and proposed Gateway Bridge and is supported by a TMAP which includes measures to reduce high dependence on private vehicle travel</li> <li>ESD to reduce waste and energy usage will be incorporated at detailed design at later stages.</li> </ul> |
|                                | <b>O34:</b> Energy and water flows are captured, used and re-used                                    |   |
|                                | <b>O35:</b> More waste is re-used and recycled to support the development of a circular economy      |   |
| <b>A resilient city</b>        | <b>O36:</b> People and places adapt to climate change and future shocks and stresses                 | The Planning Proposal aligns with this Direction as redevelopment of the site can be designed to adapt to the impacts of urban and natural hazards. Appropriate deep soil provision is provided within  |
|                                | <b>O37:</b> Exposure to natural and urban hazards is reduced   |   |

|  |  |   |
|--|--|---|
|  | <b>O38:</b> Heatwaves and extreme heat are managed | the proposed parks and as part of the footway which are also to be planted seeks to address urban heat issues. This will be set out and provided for as part of a future Site Specific DCP. |
|--|--|---|

**Implementation**

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

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

| Implementation Direction | Relevant Objective                                    | Comment   |
|--------------------------|---|---|
| <b>Implementation</b>    | <b>O39:</b> A collaborative approach to city planning | Discussions are ongoing with the applicant regarding the delivery of infrastructure. This will continue to be carried out between the applicant and relevant State Agencies to confirm provision of this infrastructure through State and Local Infrastructure VPAs to ensure that Masterplan for the site can be realised and more importantly creates a vibrant place for future residents to live/work and play. |

**Central City District Plan**

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

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

**Infrastructure and Collaboration**

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

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

| Infrastructure and Collaboration Direction | Planning Priority/Action | Comment |
|--|--------------------------|---------|
|--|--------------------------|---------|

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|--|---|--|
| <p><b>A city supported by infrastructure</b></p> <p><b>O1:</b> Infrastructure supports the three cities</p> <p><b>O2:</b> Infrastructure aligns with forecast growth – growth infrastructure compact</p> <p><b>O3:</b> Infrastructure adapts to meet future need</p> <p><b>O4:</b> Infrastructure use is optimised</p> | <p><b>PP C1: Planning for a city supported by infrastructure</b></p> <p><b>A1:</b> Prioritise infrastructure investments to support the vision of <i>A metropolis</i></p> <p><b>A2:</b> Sequence growth across the three cities to promote north-south and east-west connections</p> <p><b>A3:</b> Align forecast growth with infrastructure</p> <p><b>A4:</b> Sequence infrastructure provision using a place-based approach</p> <p><b>A5:</b> Consider the adaptability of infrastructure and its potential shared use when preparing infrastructure strategies and plans</p> <p><b>A6:</b> Maximise the utility of existing infrastructure assets and consider strategies to influence behaviour changes to reduce the demand for new infrastructure, supporting the development of adaptive and flexible regulations to allow decentralised utilities</p> | <p>The Planning Proposal provides the following contributions towards infrastructure:</p> <ul style="list-style-type: none"> <li>• New roads and intersections</li> <li>• Public open space.</li> </ul> <p>Discussions are ongoing between the applicant and Council regarding a future planning agreement to deliver the necessary infrastructure in the precinct.</p>                    |
| <p><b>O5:</b> Benefits of growth realized by collaboration of governments, community and business</p>  | <p><b>PP C2: Working through collaboration</b></p> <p><b>A7:</b> Identify prioritise and delivery collaboration areas</p>   | <p>The Planning Proposal is a result of many years work in collaboration with Council and State Agencies, resulting in an adopted structure plan for the southern precinct and TMAP for the broader Melrose Park Precinct.</p> <p>The applicant and Council will work collaboratively with Council, TfNSW, RMS and other State agencies, community and other stakeholders as required.</p> |

### Liveability

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

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

| Liveability Direction   | Planning Priority/Action   | Comment   |
|---|--|---|
| <p><b>A city for people</b></p> <p><b>O6:</b> Services and infrastructure meet communities' changing needs</p>  | <p><b>PP C3: Provide services and social infrastructure to meet people's changing needs</b></p> <p><b>A8:</b> Deliver social infrastructure that reflects the need of the community now and in the future</p> <p><b>A9:</b> Optimise the use of available public land for social infrastructure</p>  | <p>The Planning Proposal proposes to provide the following social infrastructure to meet the changing needs of future residents:</p> <ul style="list-style-type: none"> <li>• Provision and embellishment of new public open space</li> <li>• Provision and contribution towards community facilities</li> </ul> <p>These items will be formalised as part of future VPA negotiations with the development.</p> |
| <p><b>O7:</b> Communities are healthy, resilient and socially connected</p> <p><b>O8:</b> Greater Sydney's communities are culturally rich with diverse neighbourhoods</p> <p><b>O9:</b> Greater Sydney celebrates the arts and supports creative industries and innovation</p> | <p><b>PP C4: Working through collaboration</b></p> <p><b>A10:</b> Deliver healthy, safe and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities by (a-d).</p> <p><b>A11:</b> Incorporate cultural and linguistic diversity in strategic planning and engagement.</p> <p><b>A12:</b> Consider the local infrastructure implications of areas that accommodate large migrant and refugee populations.</p> <p><b>A13:</b> Strengthen the economic self-determination of Aboriginal communities by engagement and consultation with Local Aboriginal Land Council's.</p> <p><b>A14:</b> Facilitate opportunities for creative and artistic expression and participation, wherever feasible with a minimum regulatory burden including (a-c).</p> <p><b>A15:</b> Strengthen social connections within and between communities through better understanding of the nature of social networks and</p> | <p>Council will continue discussions with the applicant and relevant State Agencies to confirm provision of this infrastructure through State and Local Infrastructure VPAs.</p>  |

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|  | supporting infrastructure in local places  |   |
| <b>Housing the city</b><br><b>O10:</b> Greater housing supply<br><b>O11:</b> Housing is more diverse and affordable  | <b>PP C5: Providing housing supply, choice and affordability, with access to jobs, services and public transport</b><br><b>A16:</b> Prepare local or district housing strategies that address housing targets [abridged version]<br><b>A17:</b> Prepare Affordable Rental housing Target Schemes   | <p>The Planning Proposal will deliver approximately 1,925 dwellings with a dwelling mix as specified in the current Parramatta DCP 2011 to facilitate an appropriate mix of 1/2/3 bedroom units.</p> <p>Currently there is no provision of affordable housing in the planning proposal, however Council will continue discussions with the applicant to ensure the required number of dwellings is provided.</p>  |
| <b>A city of great places</b><br><b>O12:</b> Great places that bring people together<br><b>O13:</b> Environmental heritage is identified, conserved and enhanced | <b>PP C6: Creating and renewing great places and local centres, and respecting the District's heritage</b><br><b>A18:</b> Using a place-based and collaborative approach throughout planning, design, development and management deliver great places by (a-e)<br><b>A19:</b> Identify, conserve and enhance environmental heritage by (a-c)<br><b>A20:</b> Use place-based planning to support the role of centres as a focus for connected neighbourhoods<br><b>A21:</b> In Collaboration Areas, Planned Precincts and planning for centres (a-d)<br><b>A22:</b> Use flexible and innovative approaches to revitalise high streets in decline. | <p>The Planning Proposal aligns with this Direction by:</p> <ul style="list-style-type: none"> <li>• increasing provision of open space</li> <li>• providing non-residential floor space to support the proposed new Town Centre in the northern precinct and contribution towards community facilities</li> <li>• providing a mix of land uses and activities that provide opportunities for social connection within the public domain and open space.</li> </ul> <p>The Planning Proposal is just one part of the planning mechanism to facilitate the above outcomes, further detail will need to be developed as part of the SSDCP supplement the LEP amendment.</p> |

### **Productivity**

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

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



| Productivity Direction   | Planning Priority/Action   | Comment   |
|--|--|---|
| <p><b>A well-connected city</b></p> <p><b>O19:</b> Greater Parramatta is stronger and better connected</p>   | <p><b>PP C7: Growing a stronger and more competitive Greater Parramatta</b></p> <p><b>A23:</b> Strengthen the economic competitiveness of Greater Parramatta and grow its vibrancy [abridged]</p> <p><b>A24:</b> Revitalise Hawkesbury Road so that it becomes the civic, transport, commercial and community heart of Westmead</p> <p><b>A25:</b> Support the emergency services transport, including helicopter access</p> <p><b>A26:</b> Prioritise infrastructure investment [abridged]</p> <p><b>A27:</b> Manage car parking and identify smart traffic management strategies</p> <p><b>A28:</b> Investigate opportunities for renewal of Westmead East as a mixed use precinct</p> | <p>The Planning Proposal is considered to be representative of the District Plans' goal of transitioning from industrial to a mixed use urban renewal precinct.</p> <p>The redevelopment of the site will provide housing opportunities for a residential population within 30 minutes of the Parramatta CBD.</p> |
| <p><b>Jobs and skills for the city</b></p> <p><b>O15:</b> The Eastern, GPOP and Western Economic Corridors are better connected and more competitive</p> | <p><b>PP C8: Delivering a more connected and competitive GPOP Economic Corridor</b></p> <p><b>A28:</b> Investigate opportunities for renewal of Westmead East as a mixed use precinct PPC8</p> <p><b>A29:</b> Prioritise public transport investment to deliver the 30-minute city objective for strategic centres along the GPOP Economic Corridor</p> <p><b>A30:</b> Prioritise transport investments that enhance access to the GPOP between centres within GPOP</p>  | <p>The site is close to the GPOP Economic Corridor.</p> <p>The proposal is considered to improve connections to and the competitiveness of the corridor. A new transport bridge to Sydney Olympic Park is also proposed to ensure well connected places.</p>  |
| <p><b>O14:</b> The plan integrates land use and transport creates</p>  | <p><b>PP C9: Delivering integrated land use and transport planning and a 30-minute city</b></p>  | <p>The Planning Proposal:</p> <ul style="list-style-type: none"> <li>• Supports the 30 minute city as detailed in the TMAP</li> <li>• Improves access to local jobs</li> </ul>  |



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| walkable and 30 minute cities   | <p><b>A32:</b> Integrate land use and transport plans to deliver a 30-minute city</p> <p><b>A33:</b> Investigate, plan and protect future transport and infrastructure corridors</p> <p><b>A34:</b> Support innovative approaches to the operation of business, educational and institutional establishments to improve the performance of the transport network</p> <p><b>A35:</b> Optimise the efficiency and effectiveness of the freight handling and logistics network by (a-d)</p> <p><b>A36:</b> Protect transport corridors as appropriate, including the Western Sydney Freight Line, North South train link from Schofields to WS Airport as well as Outer Sydney Orbital and Bells Line of Road-Castlereagh connections</p> | <ul style="list-style-type: none"> <li>Provides walking and cycling connections.</li> </ul>  |
| <b>O23:</b> Industrial and urban services land is planned, retained and managed | <p><b>PP C10: Growing investment, business opportunities and jobs in strategic centres</b></p> <p><b>A37:</b> Provide access to jobs, goods and services in centres [abridged]</p> <p><b>A38:</b> Create new centres in accordance with the principles for Greater Sydney's centres</p> <p><b>A39:</b> Prioritise strategic land use and infrastructure plans for growing centres, particularly those with capacity for additional floorspace</p>  | <p>This Planning Proposal is consistent with the direction of Council's ELS, LSPS and LHS which identify this precinct as a growth area and suitable for redevelopment for non-industrial uses. This precinct is no longer considered suitable for industrial uses given the changing nature of the pharmaceutical manufacturing industry and relatively poor access to major arterial roads.</p> <p><b>Objective 23 Industrial and urban services land is planned, retained and managed.</b></p> <p>The Parramatta Employment Lands Strategy which was adopted by Council on 11 July 2016 (and the subsequent Employment Lands Strategy – Review and Update which was adopted by Council on 13 July 2020) found that given the poor location of some of the LGA's employment lands, some precincts presented an opportunity to be rezoned for</p> |
| <b>O23:</b> Industrial and urban services land is planned, retained and managed | <p><b>PP C11: Maximising opportunities to attract advanced manufacturing and innovation in industrial and urban services land</b></p> <p><b>A49:</b> Review and manage industrial and urban service land, in line with the principles for managing</p>   |  |

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|  | <p>industrial and urban services land, in the identified local government area</p> <p><b>A51:</b> Facilitate the contemporary adaption of industrial and warehouse buildings through increased floor to ceiling heights</p> <p><b>A52:</b> Manage the interfaces of industrial areas, trade gateways and intermodal facilities by land use activities (a-e) and transport operations (f-g) [abridged]</p>  | <p>residential or mixed-use purposes. Melrose Park (including its southern precinct) was one of the precincts identified, based on this criterion, and has since had a structure plan endorsed by Council to accommodate mainly residential development, given the following:</p> <ul style="list-style-type: none"> <li>• The location is in high demand for residential uses because of its waterfront position and proximity to major employment centres and amenities.</li> <li>• It is in an industrial precinct dominated by pharmaceutical companies. The precinct's pharmaceutical cluster is currently undergoing a major restructuring which has seen manufacturing components increasingly move offshore, leaving only the commercial aspects of the business which do not require industrial floorspace.</li> <li>• The precinct is 1km from a major arterial road and is accessed via a residential area and school zone (which are not compatible uses with industrial zones).</li> <li>• The Planning Proposal for the northern precinct, has since been gazetted (and development for residential uses has commenced for the sites closer to Victoria Road), therefore the southern precinct will eventually be surrounded by high-density residential uses to the north.</li> </ul> <p>The Planning Proposal needs to be considered as part of the wider precinct. The main supporting document that provided the base to Council's employment lands strategy was the Parramatta Employment Lands Study 2013 prepared for Council by Cox Richardson Architects &amp; Planners, Jones Lang LaSalle and Strategic Economics. The study found that</p> |
| <p><b>O24:</b> Economic sectors are targeted for success</p> | <p><b>PP C12: Supporting growth of targeted industry sectors</b></p> <p><b>A53:</b> Facilitate health and education precincts by (a-d) [abridged]</p> <p><b>A54:</b> Provide a regulatory environment that enables economic opportunities created by changing technologies</p> <p><b>A55:</b> Consider the barriers to the growth of internationally competitive trade sectors, including engaging with industry and assessing regulatory barriers</p> <p><b>A56:</b> Protect and support agricultural production and mineral resources by preventing inappropriate dispersed urban activities</p> <p><b>A57:</b> Consider opportunities to implement place-based initiatives to attract more visitors, improve visitor experience and ensure connections to transport at key tourist attractions</p> <p><b>A58:</b> Consider opportunities to enhance the tourist and visitor economy in the district, including a coordinated approach to tourism activities, events and accommodation</p> |  |

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|  | <p><b>A59:</b> When preparing plans for tourism and visitation consider (a-g) [abridged]</p> | <p>if existing lands are well utilised and aligned with demand Parramatta's employment precincts could manage a net reduction of 10-15% of existing zoned employment lands over the long term.</p> <p>The following justifications were provided for the reduction:</p> <ul style="list-style-type: none"> <li>• Parramatta has strong drivers for growth around the Parramatta CBD, the adjacent Rydalmere campus of University of Western Sydney and the Westmead Health Precinct. The dynamics of economic growth, combined with the relative accessibility to Sydney's major employment and cultural destinations, is spurring faster than expected population growth. This is increasing demand for housing and better utilisation of existing land resources</li> <li>• Employment projections indicate that employment will continue to decline in some traditional manufacturing industries resulting in some surplus lands</li> <li>• Some existing employment lands are poorly located, surrounded by residential activities and not located on arterial roads</li> </ul> <p>The Planning Proposal proposes to rezone industrial land for mixed use purposes in a waterfront location. The majority of the subject sites will be developed largely for housing (with the exception of 1,000sqm of employment floor space), which is consistent with the land uses and building envelopes envisaged under the approved southern precinct structure plan and also Council's Employment Lands Study, which identified Melrose Park as suitable to support urban renewal.</p> |
|--|--|---|

### Sustainability

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

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

| Sustainability Direction  | Planning Priority/Action   | Comment        |
|---|--|----------------|
| <b>A city in its landscape</b><br><b>O25:</b> The coast and waterways are protected and healthier | <b>PP C13: Protecting and improving the health and enjoyment of the District's Waterways</b><br><b>A60:</b> Protect environmentally sensitive areas of waterways<br><b>A61:</b> Enhance sustainability and liveability by improving and managing access to waterways and foreshores for recreation, tourism, cultural events and water based transport<br><b>A62:</b> Improve the health of catchments and waterways through a risk based approach to managing the cumulative impacts of development including coordinated monitoring of outcomes<br><b>A63:</b> Work towards reinstating more natural conditions in highly modified urban waterways | Not applicable |
| <b>O26:</b> The coast and waterways are protected and healthier                                   | <b>PP C14: Creating a Parkland City urban structure and identity, with South Creek as a defining spatial element</b><br><b>A64:</b> Implement South Creek Corridor Project and use the design principles for South Creek to deliver a cool and green Western Parkland City   |                |

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| <p><b>O27:</b> Biodiversity is protected, urban bushland and remnant vegetation is enhanced</p> <p><b>O28:</b> Scenic and cultural landscapes are protected</p>   | <p><b>PP C15: Protecting and enhancing bushland, biodiversity and scenic and cultural landscapes</b></p> <p><b>A65:</b> Protect and enhance biodiversity by (a-c) [abridged]</p> <p><b>A66:</b> Identify and protect scenic and cultural landscapes</p> <p><b>A67:</b> Enhance and protect views of scenic and cultural landscapes from the public realm</p>  | <p>The site has been used extensively for employment purposes historically, is largely developed and does not contain areas of biodiversity that would warrant protection.</p>  |
| <p><b>O30:</b> Urban tree canopy cover is increased</p> <p><b>O32:</b> The Green grid links Parks, open spaces, bushland and walking and cycling paths</p>  | <p><b>PP C16: PP C16: Increasing urban tree canopy cover and delivering Green Grid connections</b></p> <p><b>A68:</b> Expand urban tree canopy in the public realm</p> <p><b>A69:</b> progressively refine the detailed design and delivery of (a-c) [abridged]</p> <p><b>A70:</b> Create Greater Sydney green Grid connections to the Western Sydney Parklands</p>   | <p>The Planning Proposal incorporates substantial tree planting across the site, improved public domain, increased setbacks and increased areas for street trees and more efficient use of open space.</p>  |
| <p><b>O31:</b> Public open space is accessible, protected and enhanced</p>  | <p><b>PP C17: Delivering high quality open space</b></p> <p><b>A71:</b> Maximise the use of existing open space and protect, enhance and expand public open space by (a-g) [abridged]</p>   | <p>New public open space areas are proposed as part of the planning proposal and will be zoned accordingly.</p>   |
| <p><b>An efficient city</b></p> <p><b>O33:</b> A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change</p> <p><b>O34:</b> Energy and water flows are captured, used and re-used</p> <p><b>O35:</b> More waste is re-used and recycled to support the</p> | <p><b>PP C19: Reducing carbon emissions and managing energy, water and waste efficiently</b></p> <p><b>A75:</b> Support initiatives that contribute to the aspirational objectives of achieving net-zero emissions by 2050</p> <p><b>A76:</b> Support precinct-based initiatives to increase renewable energy generation and energy and water efficiency</p> <p><b>A77:</b> Protect existing and identify new locations for</p> | <p>It is considered that future development will be able to incorporate appropriate responses to these issues. ESD principles will be considered as part of a future site specific DCP as well as being important requirement for any design excellence competition scheme to be addressed.</p> <p>Further, future ground levels will be developed also as part of the SSDCP stage which will ensure appropriate conveyance of flood waters (including overland</p> |

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| development of a circular economy   | <p>waste recycling and management</p> <p><b>A78:</b> Support innovative solutions to reduce the volume of waste and reduce waste transport requirements</p> <p><b>A79:</b> Encourage the preparation of low carbon, high efficiency strategies to reduce emissions, optimise the use of water, reduce waste and optimising car parking provisions where an increase in total floor in 100,000sqm</p>  | flooding) to identified detention or storage areas within the precinct. |
| <p><b>O36:</b> People and places adapt to climate change and future shocks and stresses</p> <p><b>O37:</b> Exposure to natural and urban hazards is reduced</p> <p><b>O38:</b> Heatwaves and extreme heat are managed</p> | <p><b>PP C20: Adapting to the impacts of urban and natural hazards and climate change</b></p> <p><b>A81:</b> Support initiatives that respond to the impacts of climate change</p> <p><b>A82:</b> Avoid locating new urban development in areas exposed to natural and urban hazards and consider options to limit the intensification of development in existing areas most exposed to hazards</p> <p><b>A83:</b> Mitigate the urban heat island effect and reduce the vulnerability to extreme heat</p> <p><b>A84:</b> Respond to the direction for managing flood risk in Hawkesbury-Nepean Valley</p> <p><b>A85:</b> Consider strategies and measures to manage flash flooding and safe evacuation when planning for growth in Parramatta CBD</p> |   |

**Will the planning proposal give effect to a council's endorsed local strategic planning statement, or another endorsed local strategy or strategic plan?**

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



## Parramatta 2038 Community Strategic Plan

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

The planning proposal is considered to meet the strategies and key objectives identified in the plan including the creation of a new commercial and retail centre, improved public transport connections and services, new open space and infrastructure upgrades to support the incoming population.

## Parramatta Employment Lands Strategy

Refer to Section 3.1.1 above

## Parramatta Local Strategic Planning Statement

The Local Strategic Planning Statement (LSPS) outlines that Melrose Park should be rezoned for mixed use (commercial/residential) development. It also outlines that there should not be any reduction in employment floor space.

As outlined in the Economic Impact Assessment (**Appendix 7**), the site is not suitable for significant employment generating land uses, given its location along the waterfront and away from any arterial roads. Any additional employment generating land uses on the site, will also be inconsistent with the modelling undertaken as part of the TMAP process, and will impact the viability of the new local centre proposed within the North Precinct. There are further opportunities to provide additional employment uses, on other landholdings within the South Precinct, this however would be subject to separate PPs. Refer to Section 7.3.3 for further detail.

**Table 5** outlines consistency with the priorities, directions and actions of the LSPS.

| Priority/Direction/Action  | Response   |
|--|--|
| <b>Planning Priority 2 - Policy Direction</b><br>P4 Stage rezoning and Planning Proposals in Growth Precincts at Granville, Parramatta East, Camellia, Melrose Park and Westmead based on the timing of transport infrastructure.<br>Action<br><br>A4 Continue work with the State government to bring forward the Parramatta Light Rail stage 2 delivery to service the Carter Street Precinct, Camellia, Melrose Park and Parramatta East. | Consistent. This PP enables approximately 50% of the South Precinct to be rezoned, consistent with Council's approved Structure Plan for the precinct. It is anticipated that infrastructure will be provided in accordance with the requirements of Council and other state agencies and will be funded via a several different mechanisms, including a developer contribution plan, to be prepared by Council. |
| <b>Planning Priority 3</b><br>Policy Direction<br><br>P4 Stage rezoning and Planning Proposals in newer Growth Precincts at Granville, Parramatta East, Camellia, Melrose Park and Westmead based on the timing of transport infrastructure (Figure 21).<br>Action   | Consistent. This PP will enable 2 significant sites within the precinct to be rezoned. The precinct is identified in the LSPS as a "growth" and "residential" precinct. As part of the North PP, Council has included implementation options, to release density (equitably across both North and South precincts) based on the availability of transport infrastructure. A                                      |



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| A5 Continue to implement the first stages of rezoning and potential Planning Proposals within Growth Precincts at Parramatta East (excluding WSU site) and Melrose Park (up to 6,700 dwellings).   | similar provision is proposed as part of this proposal.  |
| <b>Planning Priority 5</b><br>Policy Direction<br>P4 Stage rezoning and Planning Proposals in newer Growth Precincts at Granville, Parramatta East, Camellia, Melrose Park and Westmead bases on the timing of transport infrastructure (Figure 21). | Consistent. The PP enables the staged rezoning of the South Precinct. As outlined in the priority above, density will be equitably released within both north and south precincts as transport infrastructure becomes available. |

### Parramatta Local Housing Strategy

The Planning Proposal is consistent with the City of Parramatta Local Housing Strategy (LHS), which provides direction at the local level about when and where future housing growth will occur and how it aligns with the broader NSW-government strategic planning framework. The LHS identifies Melrose Park as a Growth Precinct and forecasts that approximately 6,330 new dwellings will occupy the precinct by 2036. The LHS also highlights the importance of ensuring that infrastructure delivery is aligned with housing growth and that growth precincts need to be aligned and effectively sequenced with State-driven transport delivery and to ensure targeted local infrastructure programs. The Proposal is consistent with this approach in that it is located within the announced Parramatta Light Rail (PLR) Stage 2 corridor and the TMAP for the precinct includes a staging plan for the delivery of the necessary road upgrades and public transport to support the future population of the precinct.

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

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

**Table 6 –** Consistency of planning proposal with relevant SEPPs

| State Environmental Planning Policies (SEPPs) | Consistency:<br>Yes = ✓<br>No = x<br>N/A = Not applicable | Comment   |
|---|---|---|
| SEPP 19 – Bushland in Urban Areas             | ✓   | This SEPP applies to urban remnant bushland, seeking to appropriately protect and preserve bushland and habitat. The sites are not currently zoned open space. Some vegetation outside the boundary of the site is of significance, however, will not be impacted upon by the proposed development. |

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| SEPP 33 – Hazardous and Offensive Development             | ✓   | The subject site is within proximity of a high pressure oil pipeline. Any relevant requirements regarding redevelopment close to the pipeline will be addressed at the development application stage. A Hazard Analysis Report has been prepared to address the potential implications of this pipeline on the precinct. Refer to <b>Appendix 11</b> .          |
| SEPP No 55 Remediation of Land                            | ✓   | A Phase 1 preliminary contamination investigation report for the subject site has been prepared. Council is satisfied the site can be made suitable for residential purposes with a Phase 2 to be prepared at the DA stage.   |
| SEPP 60 – Exempt and Complying Development                | N/A | This SEPP is not applicable to the subject land under Clause 1.9 of the Parramatta LEP 2011.  |
| SEPP 64 – Advertising and Signage                         | N/A | Not relevant to proposed amendment. May be relevant to future DAs.  |
| SEPP No 65 Design Quality of Residential Flat Development | ✓   | Detailed compliance with SEPP 65 will be demonstrated at the time of making a development application for the site facilitated by this Planning Proposal. During the design development phase, detailed testing of SEPP 65 and the Residential Flat Design Code was carried out and the indicative scheme is capable of demonstrating compliance with the SEPP. |
| SEPP (Affordable Rental Housing) 2009                     | N/A | The Planning Proposal is subject to Council's <i>Planning Agreements Policy</i> 2018, which requires 10% of the value uplift to be provided as affordable rental housing. While not provision of affordable rental housing is included in the Planning Proposal, this matter will be discussed further as   |

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|  |     | part of future planning agreement negotiations.   |
| SEPP (BASIX) 2004                                  | N/A | Detailed compliance with SEPP (BASIX) will be demonstrated at the time of making a development application for the site facilitated by this Planning Proposal.  |
| SEPP (Exempt and Complying Development Codes) 2008 | ✓   | May apply to future development of the site.  |
| SEPP (Infrastructure) 2007                         | ✓   | <p><i>SEPP (Infrastructure) 2007</i> aims to facilitate the effective delivery of infrastructure across the State. This includes by identifying matters to be considered in the assessment of development adjacent to types of infrastructure development, and providing for consultation with relevant public authorities about certain development during the assessment process or prior to development commencing.</p> <p>Many of the provisions relate to development by the Crown and exempt development of certain development by on behalf of the Crown, which is not relevant to the Proposal.</p> <p>Clause 104 of Division 17 identifies the capacity or size of developments that should be referred to Roads and Maritime Services (RMS). Consultation has been undertaken with the RMS and Transport for NSW as part of the preparation of the Transport Management and Accessibility Plan (TMAP) and this will continue throughout the remainder of the Planning Proposal process, given the potential impacts (and opportunities) of the development up on Victoria Road, and wider commitments</p> |

|                                |   |  |
|--------------------------------|---|--|
|                                |   | <p>for public transport enhancement associated with the Planning Proposal.</p> <p>Noise considerations to and from the proposed development can be addressed through the detailed design stage and would not be a determinative factor in rezoning the Site.</p>   |
| SEPP (Coastal Management 2018) | ✓ | <p>The SEPP ensures future coastal development is appropriate to the coastal areas and for ongoing and improved public access and environmental protection. Under the SEPP the south portion of the site, including the Ermington Wetlands and adjoining area 100m landward of the mean high water mark, has been classified as a 'coastal environment area' and is subject to the SEPP. Development controls have been identified to minimise impacts on water quality, native vegetation and flora and fauna and their habitats. The Ermington Wetlands is classified as "coastal wetlands" in accordance with the SEPP. No development is proposed within this area and is therefore consistent with the SEPP. Parts of the precinct, which have been identified for development, have been identified as a "proximity area", "coastal environment area" and "coastal use" area. The SEPP outlines criteria to manage development within these areas, including minimising ecological, stormwater, heritage and visual impacts. Given the setback from the Ermington Wetlands and the minimal overshadowing associated, the proposed development is capable of being consistent with this</p> |

|  |   |  |
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|  |   | SEPP, subject to further detail being provided at DA stage.  |
| Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 | ✓ | <p>The site is within the Sydney Harbour Catchment, as a result the Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (SREP) and Sydney Harbour Foreshores and Waterways Area Development Control Plan 2005 (DCP), is applicable to the subject site.</p> <p>In accordance with the SREP, part of the site comprises wetlands (refer to Figure 31) and in accordance with the DCP the part of the site comprises some saltmarsh vegetation.</p> <p>The proposed redevelopment includes a sufficient buffer from the Parramatta River and its wetlands, which will ensure this vegetation is appropriately protected, whilst encouraging greater public accessibility to the river.</p> <p>As outlined in Section 7.3, the Planning Proposal is accompanied by an Ecological Report, which indicates that the development is acceptable from an ecological perspective.</p> <p>The proposed public benefits associated with the redevelopment of the sites include improved foreshore access and connections, one of the key objectives of the SREP.</p> <p>A Heritage Assessment has been prepared (<b>Appendix 3</b>), which outlines that there are several heritage items listed under the SREP, in the vicinity of the site. Given the design of the concept plan, and buffers to heritage items, the proposed development is acceptable. Refer to Section 7.3.2 for further information.</p> |

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|  |  | <p>Further information will be provided a DA stage, demonstrating detailed compliance with the remaining provisions, associated with water quality and water treatment to improve runoff and better connections to and along the harbour foreshores.</p> <p>The DCP which accompanies the SREP, does outline that pressure to relocate industrial land uses along the Parramatta River should be minimised. This, however, is inconsistent with Council's adopted SP and other key State policies, such as the GPOP PIC, which acknowledges Melrose Park as being ideal for urban renewal.</p> |
|--|--|--|

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

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

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

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

**Table 7 – Consistency of planning proposal with relevant Section 9.1 Directions**

| Relevant Direction                            | Comment  | Compliance |
|---|--|------------|
| <b>• Employment and Resources</b>             |  |            |
| Direction 1.1 – Business and Industrial Zones | <p><b>The objectives of Direction 1.1 are:</b></p> <p><b>(a) encourage employment growth in suitable locations,</b></p> <p><b>(b) protect employment land in business and industrial zones, and</b></p> <p><b>(c) support the viability of identified centres.</b></p> | Yes        |



|  |   |  |
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|  | <p>The Parramatta Employment Lands Strategy which was adopted by Council on 11 July 2016 (and the subsequent Employment Lands Strategy – Review and Update which was adopted by Council on 13 July 2020) identifies the decline of the pharmaceutical industry in Melrose Park as justification for recommending the urban renewal of Melrose Park for mixed use development.</p> <p>The Parramatta Employment Lands Strategy estimated that there was a total of 2,546 employees in the Melrose Park industrial precinct based on Census 2011 data – equivalent to an employment density of 49 persons per hectare. However, in the intervening period since 2011 the pharmaceutical industry has been through a major restructuring phase which has resulted in significant job losses in the precinct. Analysis undertaken by AEC Group, as part of this Planning Proposal, estimates that employment levels in 2016 in the Melrose Park IN1 precinct were over 50% lower than those recorded in 2011.</p> <p>Given the progressive withdrawal of pharmaceutical manufacturing operations from the Melrose Park precinct it is important to consider what other potential industrial uses could be attracted to the southern precinct. Aside from the pharmaceutical industry, current uses comprise food manufacturing and distribution and a disparate group of wholesaling, logistics and manufacturing operations.</p> <p>GlaxoSmithKline and Eli Lilly are two of the major tenants in the southern precinct (specifically tenants on the sites subject to the proposed Planning Proposal). GlaxoSmithKline vacated their premises in June 2022 and the site remains vacant. Eli Lilly will vacate their premises in March 2023, when their lease expires. When this occurs there's a high probability that the sites will remain vacant, both because the residual buildings are likely to be specialised to pharmaceutical manufacturing and also because the location of the sites at the bottom of a peninsula and surrounded by residential uses limits the types of manufacturing</p> |  |
|--|---|--|

|  |  |  |
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|  | <p>activities that can be undertaken. This is the more so with Melrose Park North having been gazetted on 24 June 2022 for residential/mixed use purposes making the travel to Melrose Park, through residential uses undesirable for large scale industrial uses and specifically ones using chemicals in the manufacturing process.</p> <p>It's unlikely that these large sites will be absorbed by warehousing, transport, distribution and logistics businesses, which have increasingly shifted their preferred locations from the inner city to the Outer-West and South-West of Greater Sydney. These locational decisions have been supported by improvements to the outer orbital ring roads and motorways (M5 and M7) and the proposed development of intermodal facilities such as the Moorebank Intermodal.</p> <p>Rezoning the precinct as a business zone is also unlikely to attract higher density employment uses because it is removed from a main road. B6 Enterprise Corridor zones are usually located along arterial roads. The precinct would also struggle to compete with well-located land on the outskirts of Parramatta.</p> <p><b>In addition to addressing the objectives, direction 7.1 requires a planning proposal to address the following:</b></p> <p><b>Retain the areas and locations of existing business and industrial zones.</b></p> <p>The Parramatta Employment Lands Strategy which was adopted by Council on 11 July 2016 (and the subsequent Employment Lands Strategy – Review and Update which was adopted by Council on 13 July 2020) found that strong demand for housing, a decline in traditional manufacturing and the poor location of some employment lands presented an opportunity to rezone some land for residential or mixed uses. The southern precinct fits these criteria, given the following:</p> <ul style="list-style-type: none"> <li>• It is in high demand for residential uses because of its waterfront position and proximity to major employment centres and amenities. The precinct looks across</li> </ul> |  |
|--|--|--|

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|  | <p>the Parramatta River to Wentworth Point and Rhodes, two examples of the strong preference currently being displayed for medium to high rise waterfront residential developments in the wider locality.</p> <ul style="list-style-type: none"> <li>• It is in an industrial precinct dominated by pharmaceutical companies. The precinct's pharmaceutical cluster is currently undergoing a major restructuring which has seen manufacturing components increasingly move offshore, leaving only the commercial aspects of the business which do not require industrial floorspace.</li> <li>• The precinct is 1km from a major arterial road and is accessed via a residential area and school zone. The northern planning proposal has since been gazetted (and Development Applications have been lodged), therefore the southern precinct will eventually be surrounded by residential uses to the north.</li> </ul> <p><b>Not reduce the total potential floor space area for employment uses and related public services in business zones,</b></p> <p>The proposed rezoning is not within a business zone.</p> <p><b>Not reduce the total potential floor space area for industrial uses in industrial zones, and</b></p> <p>The proposed rezoning would result in a loss of floorspace that could be utilised for industrial uses. However, low employment generating industrial uses are increasingly unnecessary in close proximity to major centres as a result of a long-term structural shift in economic activity, whereas the development of a mixed use development would create additional demand for local urban service trades and industries.</p> <p>Melrose Park South becomes a remnant of industrial zoned land on the water with the rezoning of Melrose Park North. Traveling through a mixed-use area to a remnant industrial zone on the waterfront, adjacent to sensitive mangroves is not seen as a realistic potential industrial area.</p> |  |
|--|---|--|

|                                    |   |     |
|------------------------------------|---|-----|
|                                    | <p><b>Ensure that proposed new employment areas are in accordance with a strategy that is approved by the Planning Secretary</b></p> <p>The Planning Proposal responds to and accords with the indicative targets for population, housing and employment growth set out in the Central City District Plan, while also being consistent with the adopted structure plan for the southern precincts</p>   |     |
| Directions 1.2 – 1.5               | Not applicable  | N/A |
| <b>Environment and Heritage</b>    |   |     |
| Direction 2.2 – Coastal Management | <p>The Planning Proposal does not propose to rezone or increase development for intensive land uses on land within a “coastal wetland” or “littoral rainforest” as identified by State Environmental Planning Policy (SEPP) (Coastal Management) 2018.</p> <p>Under the SEPP, the southern portion of the site including the Ermington Wetlands and adjoining area landward of the mean high-water mark has been classified as a ‘coastal environment area’ and is subject to the SEPP. Development controls have been identified to minimise impacts on water quality, native vegetation and flora and fauna in their habitats and will be included in the draft site-specific DCP for the precinct.</p> <p>The Ermington Wetland is classified as a ‘coastal wetland’ under the SEPP. No development is proposed within this area.</p> <p>Part of the precinct where development is proposed to be located have been identified as a ‘proximity area’, ‘coastal environment area’ and ‘coastal use’. These areas do not prohibit development, rather the SEPP includes specific objectives to ensure any future development appropriately mitigates any impacts associated with ecology, stormwater, heritage and visual impacts whilst encouraging public access along the foreshore areas.</p> <p>The proposed development includes a substantial and increased setback along the Parramatta River and incorporates new public domain areas, including public parks which will provide expanded public access</p> | Yes |

|                                       |   |     |
|---------------------------------------|---|-----|
|                                       | <p>to the foreshore and help to improve ecological and stormwater conditions.</p> <p>A site-specific DCP is being prepared for the precinct and will be informed by the structure plan and include detailed controls for the built form to ensure any development minimises impacts associated with visual massing and solar access.</p> <p>The Planning Proposal is therefore considered to be consistent with this direction, with further information and detail to be provided at development application stage.</p>  |     |
| Direction 2.3 – Heritage Conservation | <p>The site is not identified as a local heritage item or within a heritage conservation area within Schedule 5 of PLEP 2011.</p> <p>The site is however adjacent to the heritage listed Ermington Bay Wetlands (I1) which is an item of local significance.</p> <p>The Ermington Wharf, formerly known as the Pennant Hills Wharf is also in the vicinity of the site and is identified as a heritage item within SREP (Sydney Harbour Catchment) 2005 – Schedule 4.</p> <p>The Heritage Assessment (refer <b>Appendix 3</b>) prepared by Tropman and Tropman Architects for the site outlines that the wetland is a dominant element on the southern edge of the precinct. The Ermington Wharf provides a significant public connection with the wetland river and associated ferry service. The associated wharf ramp provides access for private boats to the river and is one of the few remaining facilities allowing public access west of Olympic Park.</p> <p>The assessment also outlines that, although the proposed future development will have some visual impact on views to/from the adjacent heritage listed item, it is considered that this is mitigated by the scale of the wetland and the proposed public open spaces along the foreshore, providing a buffer from the river to the development site.</p> <p>Further investigation to identify potential item of archaeological significance in the precinct will be undertaken at the DA stage to assess significance, particularly in relation to the Holdmark East site. Archaeological monitoring during excavation will be implemented for other parts of the sites identified as having</p> | Yes |

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|  | <p>archaeological importance. Notwithstanding, due to the existing industrial uses on the sites these sites are considered to be highly disturbed and the possibility of any remnants of archaeological significance remaining is very low.</p> <p>The impact of the proposed planning proposal on the heritage listed items is considered to be minimal and will not detract further from the overall significance of the items.</p>  |     |
| Direction 2.6 – Remediation of Contaminated Land | <p>A Preliminary Site Investigation has been prepared by Senversa (refer <b>Appendix 2</b>) and concludes the following:</p> <p>The Holdmark West site has been subject to PSI and detailed site investigation, however, the current groundwater monitoring well network is limited. Additional monitoring wells are required to assess the identified potential sources of contamination. Analysis of soil or water for chemicals associate with pharmaceuticals such as sertraline, diphenoin and praziquantel has not been undertaken on the site to date.</p> <p>The Holdmark East site and the general area have had a history of industrial type uses for approximately 60 years. Additionally, it is likely that all properties have been subject to uncontrolled filling for site levelling purposes, predominantly in the southern portions of each property and also the western portion of 30 Waratah Street. The contamination status of the Holdmark East properties is unknown and previous desktop assessments have identified a medium to high risk of contamination being present.</p> <p>On this basis, at DA stage, it is recommended that further assessment of all properties be carried out in line with the staged approach set out in SEPP 55 Remediation of Land, Contaminations Planning Guidelines and guidance under the Contamination Land Management Act 1997. THs should include but not be limited to:</p> <ul style="list-style-type: none"> <li>• A more extensive groundwater assessment of Holdmark West site.</li> <li>• A detailed site investigation of the entire Holdmark East site.</li> </ul> | Yes |



|  |  |     |
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|  | <ul style="list-style-type: none"> <li>This should commence with the development of a sampling and analysis quality plan (SAQP) detailing the required data quality objectives of the further investigation.</li> </ul> <p>If required, a remediation action plan should be produced that determines how the site should be remediated to make it suitable for the proposed land uses.</p> <p>A Remediation Action Plan is in the process of being prepared by the applicant and will be provided when available.</p> <p>Subject to the above, it is considered that the land can be made suitable for the proposed land uses.</p> |     |
| <b>Housing, Infrastructure and Urban Development</b> |  |     |
| Direction 3.1 - Residential Zones                    | The Planning Proposal is consistent with this direction, in that it encourages a variety and choice of housing types to provide for existing and future housing needs, whilst providing for new infrastructure such as roads and open space. The Proposal demonstrates appropriate built form whilst minimising the impact of residential development on the environment.  | Yes |
| Direction 3.4 - Integrating Land Use and Transport   | The Planning Proposal is consistent with this direction, in that it will enable high density development in close proximity to existing and future jobs and services encouraging walking, cycling and use of public transport. This will be further enhanced with the construction of the proposed bridge over the Parramatta River, which will increase accessibility, in particular to the proposed new metro station at Sydney Olympic Park.  | Yes |
| <b>Hazard and Risk</b>                               |  |     |
| Direction 4.1 - Acid Sulfate Soils                   | 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.  | Yes |
| Direction 4.3 - Flood Prone Land                     | A Civil Engineering and Infrastructure Assessment Report has been prepared by Costin Roe ( <b>Appendix 4</b> ). As outlined in the report, the site will be clear of the PMF flood event extent. The defined the Flood Planning Levels (FPL) for the site based on the 1 in 100 year ARI storm flood level plus 500mm freeboard, allowing for the  | Yes |

|   |  |     |
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|   | development to be sited above the 1 in 100 year ARI flood level.<br><br>Any potential impacts as a result of development on the site, such as stormwater runoff, will be considered and addressed appropriately at DA stage. This will also include any design detail required to ensure compliance with Council's water management controls.  |     |
| <b>Regional Planning</b>                                    |  |     |
| Direction 6.1 - Approval and Referral Requirements          | The Planning Proposal does not introduce any provisions that require any additional concurrence, consultation or referral.   | Yes |
| Direction 6.2 – Reserving Land for Public Purposes          | The Planning Proposal is consistent with the objectives of this Direction as it seeks to rezone existing private land to RE1 Public Recreation. These sites are proposed to be identified on the relevant Land Reservation Acquisition maps.   | Yes |
| Direction 6.3 - Site Specific Provisions                    | The Planning Proposal seeks to introduce the following site-specific provisions by amending Part 6 – <i>Additional local provisions – generally</i> :<br><br>Insert Design Excellence provisions applicable to buildings 55m and above in height without the provision of bonuses.<br><br>A minimum of 1,000m <sup>2</sup> of non-residential floor space is to be provided within the site to serve the local retail and commercial needs of the incoming population. | Yes |
| <b>Metropolitan Planning</b>                                |  |     |
| Direction 7.1 - Implementation of A Plan for Growing Sydney | The Proposal is consistent with the relevant Goals and direction in the Strategy.  | Yes |

## Section C – Environmental, social and economic impact

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

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

- The Planning Proposal is accompanied by an Ecological Assessment prepared by Ecological Australia (**Appendix 5**).
- The landward portion of the study area consists of scattered native and exotic landscape plantings with weedy patches. A continuous stand of Estuarine Mangrove Forest lines

the northern bank of the Parramatta River to the south of the study area. This is known as the Ermington Bay Wetlands.

- The Wetlands are of high ecological significance (refer to Figure 33 within **Appendix 5**), providing an important habitat for migratory species. Coastal Saltmarsh forms part of this wetland area and is listed as an endangered ecological community. *Wilsonia backhousei*, which is listed as vulnerable, is also found within Ermington Bay.
- An ecological constraints analysis identified vegetated areas within the foreshore area (where no development is proposed) as being of medium to high ecological constraint. Outside the foreshore area, the study area is comprised of medium to low ecological constraint areas and will not result in a significant ecological impact if removal is required.



**Figure 2.** Vegetation on the site (source: Ecological Australia)

Saltmarsh communities are extremely sensitive area to changes in microclimate. Based on shadow testing undertaken of the building envelopes, it is not anticipated that overshadowing to the existing salt marsh will occur between 9am and 3pm mid-winter, however this will be

tested further as part of the development assessment process. Controls will also be included in the site-specific DCP to ensure overshadowing does not occur beyond acceptable limits.

### 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:

- Built Form and Density Control
- Flooding
- Transport and Accessibility Assessment
- Economic Analysis
- Preliminary Geotechnical Investigation
- Contamination
- Pipeline infrastructure

### Built Form

The indicative development scheme proposes building heights ranging from 25m (approximately 6 storeys), 31m-34m (approximately 8 storeys depending on the slope of the site) along the perimeter of the sites, with some tower elements of 68m (approximately 20 storeys) and 77m (approximately 22 storeys) in the centre of the sites. There are also heights of 4 storeys proposed on the perimeter of the West site which are mapped in the draft DCP. They are not represented on the LEP height map due to the upper height limit being mapped where there are multiple heights on one development block. of This transition in heights are considered to be acceptable as it will:

- allow greater internal building separation on each lot and therefore provide a more usable and liveable courtyard to be accommodated on each lot
- enable an appropriate building depth to be achieved
- enable appropriate deep soil areas on the sites for the planting of large canopy trees
- enable the provision of through-site pedestrian links
- provide the required view corridors from existing streets

The indicative built forms for the East and West sites are shown in **Figures 3 and 4** below. Indicative built form 3D aerial images are shown in **Figures 5-8**.

A summary of the current and proposed planning controls is provided in **Table 8** below.

|                      | EAST SITE  |                       |  | WEST SITE  |
|----------------------|--|-----------------------|--|--|
|                      | 112 Wharf Road   | 30 Waratah Street     | 32 Waratah Street  | 82 Hughes Avenue   |
| <b>Current Zone</b>  | IN1 General Industrial                                       |                       |  |  |
| <b>Proposed Zone</b> | Part R4 High Density Residential, part RE1 Public Recreation | RE1 Public Recreation | Part R4 High Density Residential, part RE1 Public Recreation | Part R4 High Density Residential, part RE1 Public Recreation |



|  |  |                   |
|--|--|-------------------|
| <b>Current FSR</b>                           | 1:1  | 1:1               |
| <b>Proposed gross FSR</b>                    | 1.66:1   | 1.79:1            |
| <b>Proposed net FSR</b>                      | 2.74:1   | 2.46:1            |
| <b>Current height limit</b>                  | 12m  | 12m               |
| <b>Proposed Height limit</b>                 | Range comprising of 6 storeys (25m), 8 storeys (31m & 34m) 20 storeys (68m) and 22 storeys (77m) |                   |
| <b>Potential dwelling yield per site</b>     | 835 units  | 1,090 units       |
| <b>Total potential dwelling yield</b>        | 1,925  |                   |
| <b>Non-residential floor space component</b> | 500m <sup>2</sup>  | 500m <sup>2</sup> |

## Density Control

### *Implementation Plan B*

The TMAP includes an Implementation Plan A which provides up to 11,000 dwellings over the north and south precincts subject to identified road and traffic works, the bridge to Wentworth Point with light rail or equivalent bus service and Sydney West Metro being delivered. Implementation Plan A will facilitate an FSR 1.85:1 for the northern part of the precinct and 1.7:1 in the southern precinct. However, an Implementation Plan B is proposed to be included in the LEP to address the capacity of the precinct in the event that no commitment has been made by the State Government towards the bridge to Wentworth Point and associated light rail or bus service at the time of development applications being lodged in the precinct (noting that commitment has been made to the delivery of Sydney Metro West).

As a result, the dwelling number will be restricted to 6,700 as this is the upper limit that can be accommodated across the entire precinct without Sydney West Metro, the bridge to Wentworth Point and associated light rail or bus service being provided as identified in the TMAP. Accordingly, a 40% reduction in yield will be applied to development in Melrose Park to ensure both north and south precincts are treated equitably. Should a commitment to the bridge to Wentworth Point and associated light rail or bus service be made after this time then development to the full 11,000 dwellings can be achieved. Further discussion between Council officers and the DPE is required regarding the best mechanism for the inclusion of this restriction in the PLEP, site specific DCP and VPA and further details will be reported to Council separately post-exhibition of the Planning Proposal.

It has been established that it is not possible to dictate the order in which redevelopment of land occurs within the Melrose Park Precinct. However, the local Planning Agreement associated with this Planning Proposal includes a staging plan in the Infrastructure Services Delivery Plan identifying at which stage of redevelopment the identified infrastructure items are required to be delivered. This ensures that the infrastructure required to support the incoming population is delivered at the appropriate stage of redevelopment.





**Figure 3.** Indicative built form on the East site

The 17m buffer area along the Wharf Road boundary is intended to provide additional separation from the new development to the existing low-density residential development on the eastern side of Wharf Road within the Ryde LGA. This landscaped area will also provide a visual barrier between the proposed development and opposite development, with large canopy trees envisaged to be planted. This area is proposed to be zoned RE1 Public Recreation to ensure that no development can occur within this area and the visual and physical separation is maintained in perpetuity.



Figure 4. Indicative built form on the West site





**Figure 5.** Indicative built forms on the East and West sites from the south-east



**Figure 6.** Indicative built form on the East and West sites from the south-west





**Figure 7.** Indicative built form on the East and West sites from the north-west



**Figure 8.** Indicative built forms on the East and West sites from the north-east

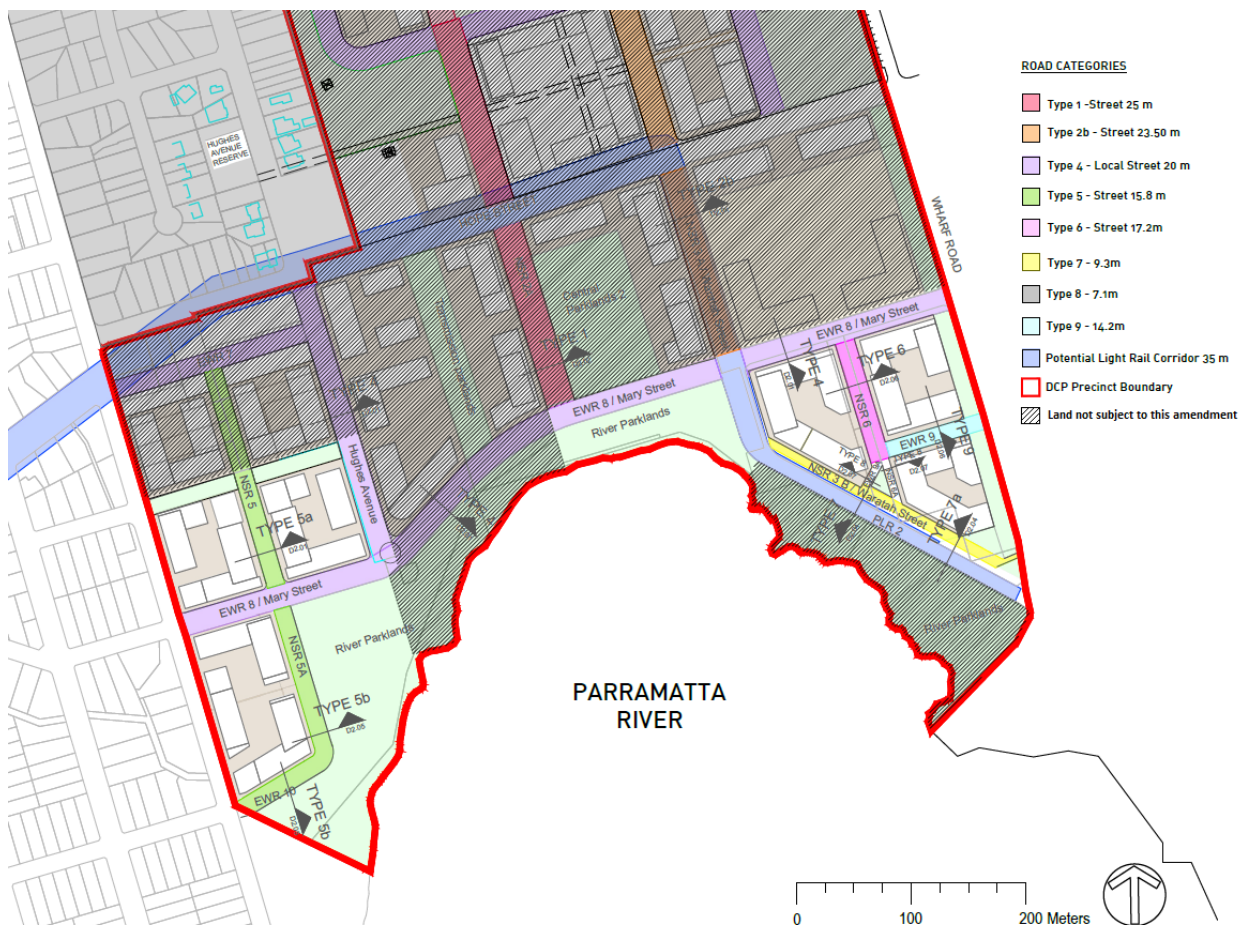


## Traffic and Transport

Ason Group has prepared a Transport Assessment (**Appendix 1**), which examines the access, traffic and parking characteristics of the PP and the future operation of the road, public and active transport and parking environments. It is important to note that the Assessment has been prepared in accordance with the final Transport Management & Accessibility Plan 2018 (TMAP), prepared by Jacobs and endorsed by the NSW Transport Cluster. The TMAP makes a series of recommendations, infrastructure requirements and provides an implementation plan, which will all be implemented and has been considered in the preparation of the Transport Assessment.

The trip generation proposed on the Holdmark sites will be significantly lower (approximately 20%) than forecast and modelled in the TMAP. This is a result of reduced yields across the Holdmark sites compared to those adopted in the TMAP.

The internal and adjacent road network provided in the Planning Proposal is essentially identical to that adopted in the TMAP model with **Figure 9** showing the proposed layout and hierarchy. Therefore, the general distribution of vehicle trips to and through the local road network should not be any different to that assigned in the TMAP model. Given that the TMAP determined that the trip generation of the Holdmark sites (and broader Melrose Park) could, further to the works and strategies identified in the TMAP Implementation Plan, be appropriately accommodated by the future road network, it is therefore inherently the case that the PP can be supported in consideration of traffic conditions.



**Figure 9.** Proposed road network

Parking across the Holdmark sites will be provided in accordance with the maximum parking rate recommendations detailed in the TMAP; while noting the parking may be provided at

higher (average) rates in the short term, the maximum parking further to the completion of development will not exceed 1,534 parking spaces.

Council officers do not support the parking rates proposed by the applicant. It is acknowledged that these rates are consistent with those included in the TMAP, however, these have not been endorsed by Council officers. This is due the significant difference between the short term and medium/long term rates identified in the TMAP which for the short term, specify 1 car space per studio, 1 bedroom and 2 bedroom units and 1.2 spaces for 3+ bedroom units. For medium-long term, it specifies 0 spaces for studio units, 0.3 spaces for 1 bedroom units, 0.7 spaces per 2 bedroom units and 1 space per 3+ bedroom units. The lack of clarity as to when the shift between these rates is triggered. As a result, it is recommended that the parking rates detailed in Parramatta DCP 2011 for residential flat buildings be used which is consistent with the parking rates being applied in the northern precinct. This matter will be addressed as part of the site-specific DCP for the southern precinct and does not prevent the Planning Proposal from progressing.

There is significant new infrastructure being proposed within the site and the surrounding area, including the Parramatta Light Rail (Stage 2), the public transport bridge across the Parramatta River and the new Sydney Metro West Line, connecting Parramatta to the CBD, with a stop at Sydney Olympic Park. This new infrastructure will improve the site's accessibility with the surrounding area.

The Transport Assessment recommends that full compliance is provided with the recommendations of the TMAP. The TMAP recommends certain infrastructure is provided to release the envisaged density. As outlined in **Figure 10** below, the release of density, up to 6,700 dwellings is reliant on certain upgrades to Victoria Road. The release of any further dwellings (Stage 2), is reliant on the construction of the new bridge across the Parramatta River.

| Stage            | Total Dwellings Supported |
|------------------|---------------------------|
| Existing Network | 0 - 1,100                 |
| Stage 1A         | 1,100 - 1,800             |
| Stage 1B         | 1,800 - 3,200             |
| Stage 1C         | 3,200 - 6,700             |
| Stage 2          | > 6,700                   |

**Figure 10.** Supported density at each stage on infrastructure delivery

## Contamination

Senversa has prepared a Preliminary Site Investigation (**Appendix 2**) and concludes the following:

- The Holdmark West property (GlaxoSmithKline (GSK)) has been subject to PSI and detailed site investigation (DSI); however, the current groundwater monitoring well network is limited. Additional monitoring wells are required to assess the identified potential sources of contamination. Analysis of soil or water for chemicals associated



with pharmaceuticals such as sertraline, diphentoin and praziquantel has not been undertaken at the property to date.

- The Holdmark East properties and the general area have had a history of industrial type uses for approximately 60 years. Additionally, it is likely that all properties have been subject to uncontrolled filling for site levelling purposes, predominantly in the southern portions of each property and also the western portion of 30 Waratah Street. The contamination status of the Holdmark East properties is unknown, and previous desktop assessments have identified a medium to high risk of contamination being present.

On the basis of the above conclusions, Senversa recommends that, at DA stage or prior to development, further assessment of all properties is carried out in line with the staged approach set out in SEPP 55–Remediation of Land, Contamination Planning Guidelines and guidance under the CLM Act 1997. This should include:

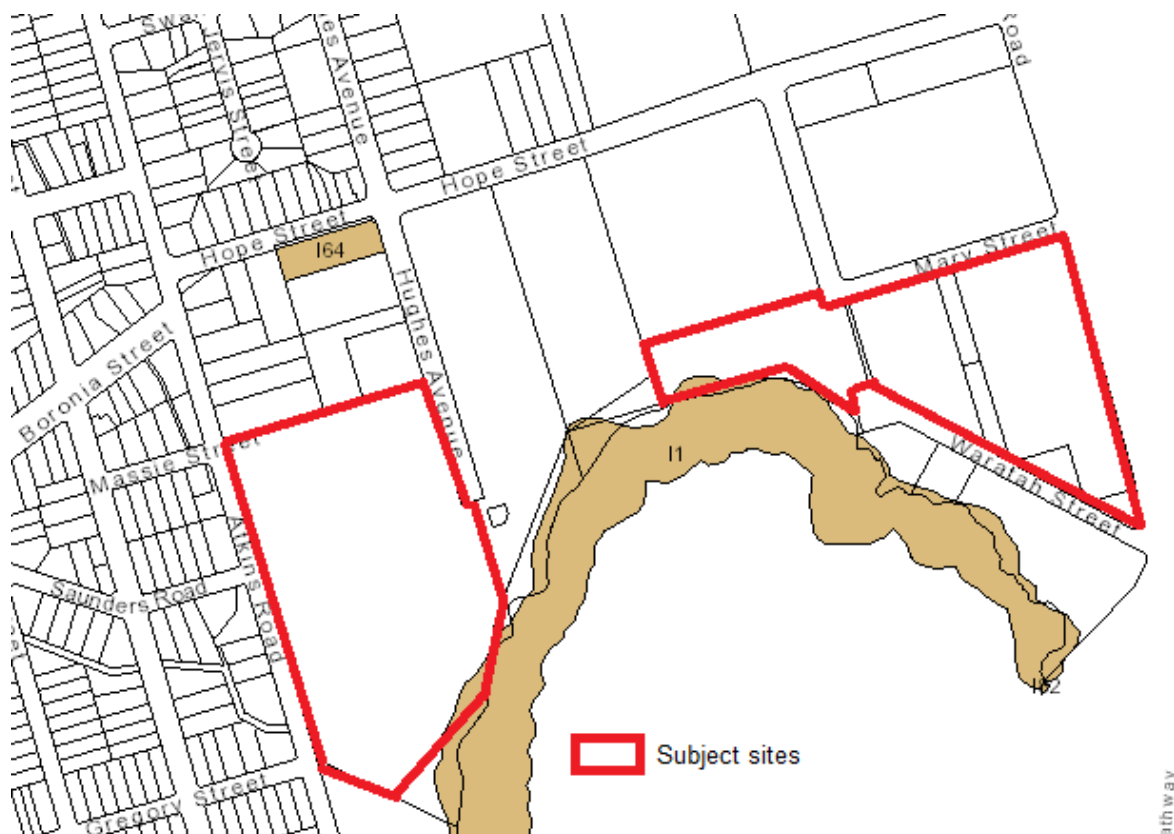
- A more extensive groundwater assessment at Holdmark West (GSK).
- A Detailed Site Investigation (DSI) at properties within Holdmark East (all three properties).
- This should commence with the development of a sampling and analysis quality plan (SAQP) detailing the required data quality objectives (DQO) of the further investigation.
- If required a remedial action plan (RAP) should be produced that determines how the site should be remediated to make it suitable for the proposed land uses.

This approach is supported by Council officers and subject to the above, the land can be made suitable for the proposed uses.

## Heritage

The sites are located adjacent to the Ermington Bay wetland which is identified as an item (I1) of local heritage significance in Schedule 5 of PLEP 2011. The sites are also within close proximity to two other locally listed heritage items, being the Bulla Cream Dairy at 64 Hughes Avenue (I64) and Ermington Wharf (I82). Refer to **Figure 11** for location of nearby heritage items

Further investigation to identify potential archaeological significance in the southern precinct will be undertaken as part of the development application process to assess the level of significance, particularly in relation to the East site. As a result, it is considered that the potential impacts on the adjacent heritage items as a result of the proposal will be minimal. Council's Heritage Adviser has reviewed the proposal and supporting Heritage Assessment and raises no concerns with the findings of the Heritage Assessment or Planning Proposal from a heritage perspective. Refer to the Heritage Impact Assessment at **Appendix 3** for further detail



**Figure 11.** Heritage items

## Flooding

A Civil Engineering and Infrastructure Assessment Report has been prepared by Costin Roe (**Appendix 4**). A Flood Enquiry Application was made to Council. An estimate of the 1 in 100-year flood level of 1.5m has been made based on interpolating flood level contours. The flood enquiry information shows the site will be clear of the PMF flood event extent.

The defined the Flood Planning Levels (FPL) for the site based on the 1 in 100-year ARI storm flood level plus 500mm freeboard, allowing for the development to be sited above the 1 in 100-year ARI flood level.

The FPL for the development varies depending on where it is in relation to the Parramatta River and local overland flow paths. The estimated FPL for the South Precinct is based on flooding relating to the Parramatta River is RL 2.0m AHD.

In terms of flooding from climate change, sea level rise is expected to be approximately 300mm by 2050. Given the distance upstream this is expected to have minimal effect on the reported flood level.

Council's internal assessment of the potential flooding implications revealed no concerns regarding the applicant's proposed approach to water management on the site. However, it is noted that this issue needs to be considered in conjunction with the northern precinct to ensure an integrated approach. Overland flow modelling has been undertaken for the northern precinct and will be used to inform the southern precinct.

## Services

The Civil Engineering and Infrastructure Assessment (**Appendix 4**), assess the infrastructure available to the site. The table below provides a summary.

**Table 9. Services**

| <b>Services</b>                         |   |
|---|---|
| <b>Potable Water</b>                    | The DN150mm water main in Waratah Street is expected to have a capacity to service approximately 160 apartments. Utilising the two existing connections on Hope Street (expected to be 200mm each) a further 800 apartments would be able to be serviced. The 900mm and 1200mm mains in Hope Street would also provide significant capacity however these lines would also service a much greater contributing area. Given the location of the development is near the Parramatta City CBD, and the presence of major water mains in Hope Street, it is expected that infrastructure of sufficient capacity is available and accessible in the required timeframes for the development of the land. |
| <b>Wastewater (sewer)</b>               | The existing DN225 and DN300 mains located in the precinct are expected to have a capacity in the order of 26 l/s and 45 l/s respectively.<br>The estimated capacity of the connecting main is above the required output from the development, as such it is expected that the existing main will be sufficient to cater for the development. The extent of the upstream catchment being serviced by the main however is not known and confirmation of the proposed strategy will be confirmed in conjunction with Sydney Water via a Sydney Water Qualified Water Service Coordinator during the DA stage of the development.  |
| <b>Power</b>                            | It is considered that power supply will be able to be provided to the development site, subject to some amplifications to meet the expected demand range of the development.  |
| <b>Natural Gas</b>                      | Subject to further investigations, it is considered that gas supply will be able to be provided to the development site if required.  |
| <b>High Voltage Transmission Towers</b> | A high voltage transmission line is present within the South Precinct, but not within the subject site. Should development be proposed in the vicinity of the towers or associated high voltage lines, the development will comply with the relevant guidelines, should it be required.   |
| <b>Telecommunications</b>               | Existing local telecommunications services and optic fibre routes are located in proximity to the development. Costin Roe expects that the existing local cable network would not have the capacity to service the proposed development and that new  |

|                                   |   |
|-----------------------------------|---|
|                                   | underground cabling would be required to suit the project requirements.   |
| <b>High Pressure Oil Pipeline</b> | <p>A Hazard Analysis Report was prepared during the preparation of the Melrose Park North Planning Proposal to address DPE's and School Infrastructure NSW's concerns about the proximity of the Viva high pressure oil pipeline to the new school site in the northern precinct. This report covers the entire Melrose Park precinct and concludes that the maximum individual fatality risk only occurs at two locations where the Gore Bay Pipeline changes direction and would only apply to sensitive land uses (schools, hospitals, etc.). These uses are not currently proposed on the subject sites. Therefore, the proposed redevelopment satisfies the individual fatality risk criteria.</p> <p>Despite the report concluding that there is no risk to the subject sites, the report does recommend several measures, many of which relate to sensitive land uses such as hospitals, aged care facilities and child care centres. The remaining recommendations are in relation to the detailed design of the future buildings within the precinct.</p> <p>Given the Proposal is still at rezoning stage, the Arriscar report is sufficient to satisfy item 5 (e) of the Gateway Determination. Further studies will be undertaken at Development Application and Construction Certificate stage once the use and design of each individual building is known.</p> <p>The pipeline owner, Viva energy, has advised that as part of the detailed design and further future development applications on the site that a Safety Management Study (SMS) shall be undertaken in accordance with AS2885 to ensure the safety of the surrounding environment and people regarding the maintenance, operation and integrity of the pipeline.</p> |
| <b>Stormwater</b>                 | <p>As per general engineering practice and the guidelines of Parramatta City Council, the proposed stormwater drainage system for the development will comprise a minor and major system to safely and efficiently convey collected stormwater run-off from the development to the legal point of discharge. Details of the proposed system for the development will be defined during the</p>  |

|  |  |
|--|--|
|  | <p>Development Application Stage of the project.</p> <p>The minor system will consist of a piped drainage system designed to accommodate the 1 in 20-year ARI storm event (Q20). This results in the piped system being able to convey all stormwater runoff up to and including the Q20 event. The major system will be designed to cater for storms up to and including the 1 in 100-year ARI storm event (Q100). This major system employs overland flow paths to safely convey excess runoff from the site.</p> <p>As part of the new development, the council drainage and easements from the low point in Hope Street will need to be considered. Realignment of a portion of the drainage line will be required to suit the new building layout over the site. Consideration to overland flow from the low point will also be required.</p> |
|--|--|

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

The Planning Proposal is supported by the following consultant studies which conclude that the proposed redevelopment will not have a negative impact on the local economy and community from a social and economic perspective.

- Community and Place Benefits Analysis prepared by Cred Consulting (**Appendix 6**)
- Economic Impact Assessment prepared by Hill PDA (**Appendix 7**)

### Social Effects

Cred Consulting has prepared a Community and Place Benefits Analysis (**Appendix 6**).

The current estimated population (2018) for the Ermington-Melrose Park suburb is 11,745 people. The 2020 population forecast for the suburb is 14,003 and is forecast to grow to 46,631 by 2041. Based on a household size of 2.59 persons, the forecast population of the Holdmark sites will be around 5,012 people, and the total Melrose Park Precinct, 9,985 people.

To support the increase in population on the Holdmark sites, Cred Consulting recommends the following community and place benefits:

- New multipurpose community hub: Council has identified a need for a 2,000sqm multipurpose community hub in Melrose Park. Based on Council's benchmark of 80sqm per 1,000 of community floor space, 400sqm of floor space would be required from the Holdmark sites. This hub could include creative spaces to be used by the community.
-

- Contribution to improved Ermington Library: Council has identified a need to expand and upgrade the Ermington Branch Library. Based on Council benchmarks, a contribution to the upgrade could be made requiring 234sqm.
- New quality long day care: the Holdmark sites will require provision of around 162 long day care places or 2 new centres. One of the centres could be co-located with the multipurpose community hub, and offered to Council, as a Council facility.
- 
- New Out of School Hours (OOSH) places: an additional 166 OOSH places would be required from the Holdmark sites for children aged 5 to 11 years. A new OOSH centre could be provided as part of any new primary schools servicing the area.
- Communal spaces: communal spaces for “noisy” activities like music practice rooms, or study spaces away from apartments, or places to gather.
- New open space & active open space: approximately 20% of the site area to be public open space.
- Outdoor recreation facilities: the inclusion of fitness equipment/stations within new open space or along green links, at least 2 playgrounds within the Holdmark sites and provision of 1 outdoor multipurpose court within new open space.
- Access and connectivity to river: create pedestrian and cycle access to the Parramatta River front to increase connectivity to the riverfront.
- Key worker housing: include key worker housing (both for rent and purchase) to respond to a high need across the Parramatta LGA and increasing workforce.
- Public art: provide opportunities for public art that is embedded within the building design, public spaces and also along the riverfront (i.e., River art walk) to tell the local stories, history.
- Community building: as there are currently no people living in this Precinct, delivery of community building programs and activities, and inclusion of community in open space and facility planning, will be a priority.

Holdmark is willing to discuss the above requirements with Council to determine suitable locations for this infrastructure or alternatively suitable contributions to deliver this infrastructure.

### **Economic Effects**

An Economic Impact Assessment had been prepared by Hill PDA (**Appendix 7**), in accordance with the requirements of the Parramatta Employment Lands Strategy 2016 (ELS).



The ELS recommends a series of applicable actions to the precinct, as outlined in **Table 10** below:

| Action   | Response   |
|--|--|
| A3 – Rezoning to zones that facilitate higher employment densities                             | <p>It is proposed to rezone the subject site from IN1 General Industrial to R4 High Density Residential and RE1 Public Recreation. The R4 Zone allows for both shop top housing developments and also residential flat buildings. The permissibility of shop top housing will allow any development to incorporate neighbourhood shops, which will provide local employment opportunities within the precinct.</p> <p><b>Consideration of other zones:</b><br/>           Industrial: Under an industrial zone, any development is likely to comprise of small scale manufacturing and warehousing. This would not generate an increase in employment density.<br/> <b>Other Business Zones:</b> Incorporating other business zones such as 'B6 Enterprise Corridor' is unlikely to attract higher density employment uses because the site is removed from Victoria Road, the closest major thoroughfare from the site. Business zones are generally located along arterial roads and the subject site would be in competition with well-located land on the outskirts of Parramatta.</p> |
| A6 – Prepare Structure Plans for Key Employment Precincts which are undergoing economic change | This PP has been prepared in accordance with the approved SP for the South Precinct.   |
| A8 – Structure Plan precincts will not result in a decrease to employment density              | <p>The ELS cited the uncertainty surrounding the pharmaceutical industry's prospects and the size and significance of the Melrose Park precinct as justification for the preparation of a Structure Plan for the overall precinct, to encourage urban renewal.</p> <p>The ELS estimated that there was a total of 2,546 employees in the Melrose Park Industrial Precinct based on 2011 Journey to Work data – equivalent to an employment density of 49 persons per hectare. However, in the intervening period since 2011 the pharmaceutical industry has been through a major restructuring phase which has resulted in significant job losses in the precinct. Around 450 jobs were lost from 2011 to 2016 and job numbers are continuing to decline.</p> <p>The Parramatta Employment Lands Study 2013 found that strong demand for housing,</p>  |

|   |  |
|---|--|
|   | <p>a decline in traditional manufacturing and the poor location of some employment lands presented an opportunity to rezone some land for residential or mixed uses.</p> <p>The PP will provide for approximately 160 jobs, which is less than the current buildings on site, when estimated in 2011. There is however an opportunity for the remaining sites within the precinct, in particular the sites in close proximity to Hope Street and the North Precinct, to provide additional employment opportunities.</p> <p><b>Justification for non-residential floorspace</b></p> <p>Considering the North PP is proposing a standalone centre with approximately 1,478 to 1,873 jobs, it would not be economically feasible for this PP to provide any more ground level commercial and retail uses. The standalone centre would be the key retail centre for local residents within the Melrose Park suburb. Consequently, there would only be a role for convenience shopping for residents on the subject sites. There may also however be an opportunity for further employment uses being provided on other landholdings within the South Precinct, landholdings fronting Hope Street, which would be opposite the other employment uses within the North Precinct. The subject site's proximity to sensitive residential uses, is a constraint on its suitability to accommodate many non-residential uses. Additionally, the TMAP assumed the majority of the non-residential uses would be within the North Precinct. Any additional non-residential uses within the South Precinct, will be inconsistent with the TMAP model, and may have traffic and transport implications on the road network.</p> |
| A11 – Proposed rezoning must be supported by an Economic Impact Study | <p>The PP is supported by an Economic Impact Assessment prepared by Hill PDA (<b>Appendix 7</b>). This assessment has been prepared in accordance with the ELS and has considered its Industrial Lands Strategic Assessment Checklist (refer to Table 23).</p>   |

**Table 11** provides responses to the ELS's Industrial Lands Strategic Assessment Checklist

**Table 11.**

| Criteria   | Question  |
|--|---|
| <p>Is the proposed rezoning consistent with State and/or Council strategies on the future role of industrial lands?</p>                | <p>The PP is consistent with the policy directions of the Central City District Plan in terms of contributing to mixed use development, transit orientated development and increased housing supply.</p> <p>Additionally, the ELS identified the potential for a 10-15% net reduction in employment land over the long term and the strategic significance of the precinct is now less clear given the decline in pharmaceutical manufacturing and associated employment within the precinct.</p> <p>Urban renewal within Melrose Park, from industrial to mixed use, was also recognised and acknowledged by Council through the approval of both the North and South SPs, which both envisaged high-density mixed used development within Melrose Park.</p>   |
| <p>Is the site: a) Near or within direct access to key economic infrastructure? b) Contributing to a significant industry cluster?</p> | <p>The site is 1km from an arterial road and is accessed via a residential area and school zone. After development of the North Precinct, the subject site will eventually be surrounded by residential uses. The South Precinct is part of the Melrose Park IN1 General Industrial Precinct, which is dominated by the pharmaceutical industry. However, the pharmaceutical industry is currently undergoing a major restructuring phase which has progressively seen manufacturing operations move offshore. Pfizer and Reckitt Benckiser have both ceased manufacturing operations in the precinct in the last five years, while Eli Lilly, one of the current tenants in the Southern Precinct, ceased manufacturing operations in 2008.</p> <p>The site is also in the vicinity of the Parramatta Light Rail Stage 2 route. The piece of infrastructure has yet to be formally approved by the State Government. This infrastructure, should it proceed, will be a further catalyst for this precinct transforming from industrial to mixed use.</p> |

|   |  |
|---|--|
| <p>How would the proposed rezoning impact the industrial land stocks in the subregion or region and the ability to meet future demand for industrial land activity?</p>   | <p>The PP covers an area of approximately 9.4ha, equivalent to 1.5% of the 665.23ha of industrial land in the Parramatta LGA and 0.20% of industrial land (developed and undeveloped) in the central west subregion. The ELS, found that if existing lands are well utilised and aligned with demand, Parramatta's employment precincts could manage a net reduction of 10-15% of existing zoned employment lands over the long term.</p>  |
| <p>How would the proposed rezoning impact on the achievement of the subregion/region and LGA employment capacity targets and employment objectives?</p>   | <p>The district plan aims to accommodate 55,000 more jobs in Parramatta LGA between 2016 and 2036. Based on Bureau of Transport Statistics employment projections, only 6.9% of the growth in employment between 2016 and 2036 is anticipated to be in industrial land based sectors (manufacturing, wholesaling, construction, transport and warehousing). While the PP will result in a net decrease in employment, the increase in the residential population will not only help meet the Strategy's housing targets, but provide a substantial workforce in close proximity to existing and future employment centres including Parramatta, Rydalmere, Camellia, Sydney Olympic Park, Macquarie Park and Westmead. It is estimated that the PP will provide 160 jobs, including residents working from home and the resident population of 4,400 will support the retail facilities in the North Precinct and surrounding centres.</p> |
| <p>Is there a compelling argument that the industrial land cannot be used for an industrial purpose now or in the foreseeable future and what opportunities may exist to redevelop the land to support new forms of industrial land uses such as high-tech, econ-industrial or biomedical industries?</p> | <p>The PP is consistent with the adopted South SP. If the Holdmark sites remained zoned industrial then the following arguments relate to its suitability:</p> <ul style="list-style-type: none"> <li>▪ The site will be surrounded predominantly by residential uses.</li> <li>▪ The new precinct will be isolated from other industrial uses.</li> <li>▪ Land use conflicts with neighbouring residential uses would preclude econ-industrial uses.</li> <li>• The precinct is unlikely to have mass appeal to high-tech industries given that these industries are increasingly looking to locate in areas with higher amenity and business agglomeration.</li> </ul>   |

|  |   |
|--|---|
|  | <ul style="list-style-type: none"> <li>There are stronger agglomeration opportunities for biomedical industries at the Westmead Health Precinct.</li> </ul>   |
| Is the site critical to meeting the need for land for an alternative purpose identified in other NSW Government or endorsed Council Planning Strategies? | The site has not been identified for an alternative purpose in NSW Government or endorsed council planning strategies. The North Precinct has had Gateway approval and the SP for the South Precinct has been adopted by Council. |

### Summary of Economic Benefits

The PP is capable of providing the following economic benefits:

- A net increase of approximately 1,925 residential apartments accommodating an additional population of 4,400, equivalent to 3.2% of the projected growth in the Parramatta LGA population from 2021 to 2041.
- These residents will spend around \$64m a year on retail goods and services which will support surrounding local centres.
- The proposal will provide 1,000sqm of employment uses – 600sqm for food and other local retail and commercial services and 400sqm for a childcare centre
- Approximately 160 permanent jobs
- Construction will provide 1,841 direct jobs directly in construction on site and a further 5,552 job years through multiplier impacts

## Section D – State and Commonwealth Interests

### Is there adequate public infrastructure for the planning proposal?

The proposed redevelopment will need to be supported by new local and State infrastructure to not only accommodate the redevelopment of the Holdmark sites but cumulative redevelopment of both the North and South Precincts – including the following:

**Local Infrastructure:** as outlined in the Planning Proposal, the accompanying concept plan has reserved land for both new local roads and open space, consistent with the requirements of the Southern Structure Plan. A draft Planning Agreement between Council and the Proponent has been negotiated that provides an appropriate contribution towards the delivery of local infrastructure. It has been exhibited concurrently with this Planning Proposal.

**State Infrastructure:** A Planning Agreement between the proponent and the State Government will be required to ensure an appropriate contribution towards the delivery of the required State infrastructure is provided, such as new schools, upgrades to traffic infrastructure outlined in the TMAP and the bridge over the Parramatta River.

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

Consultation with the State and Commonwealth public authorities has been undertaken as required by the Gateway determination.

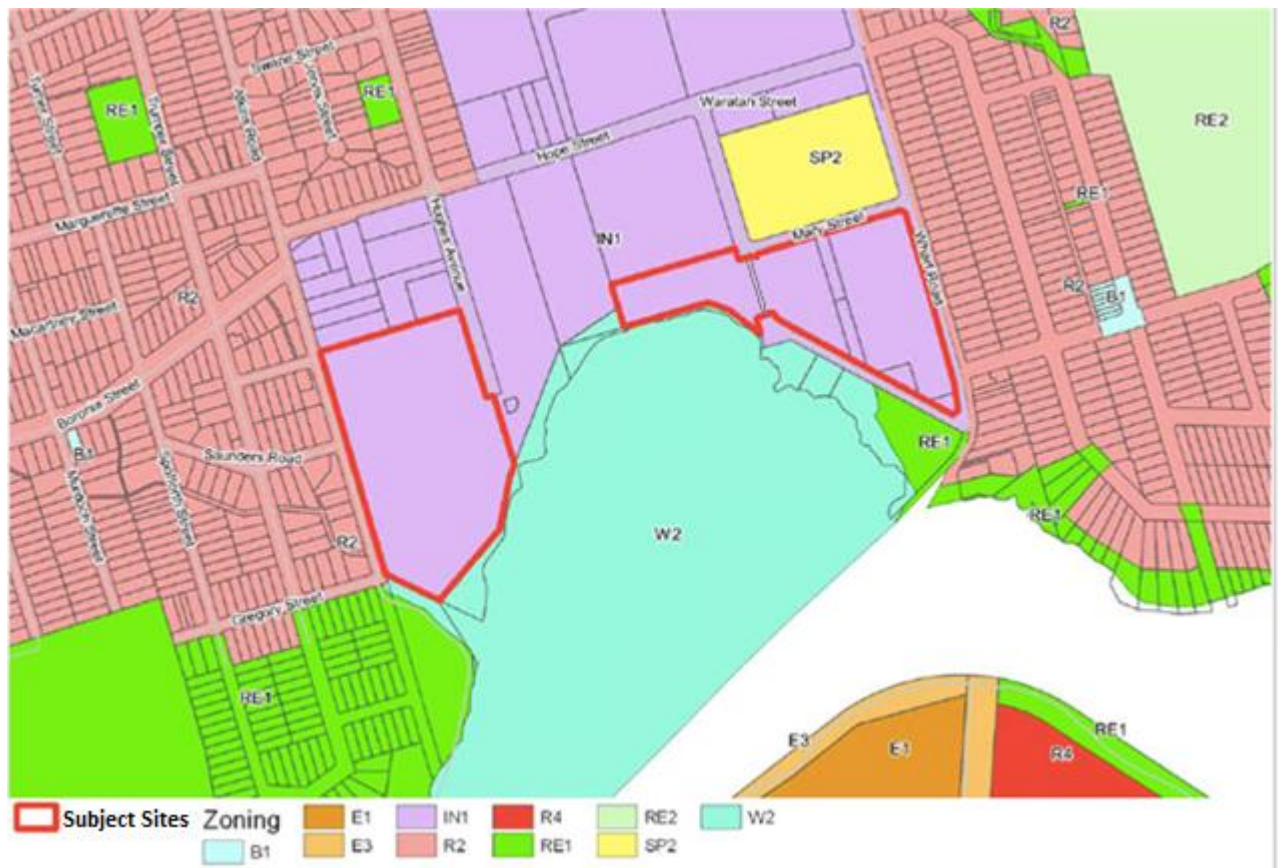


## PART 4 – MAPPING

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

This section illustrates the current *PLEP 2011* controls which apply to the site.

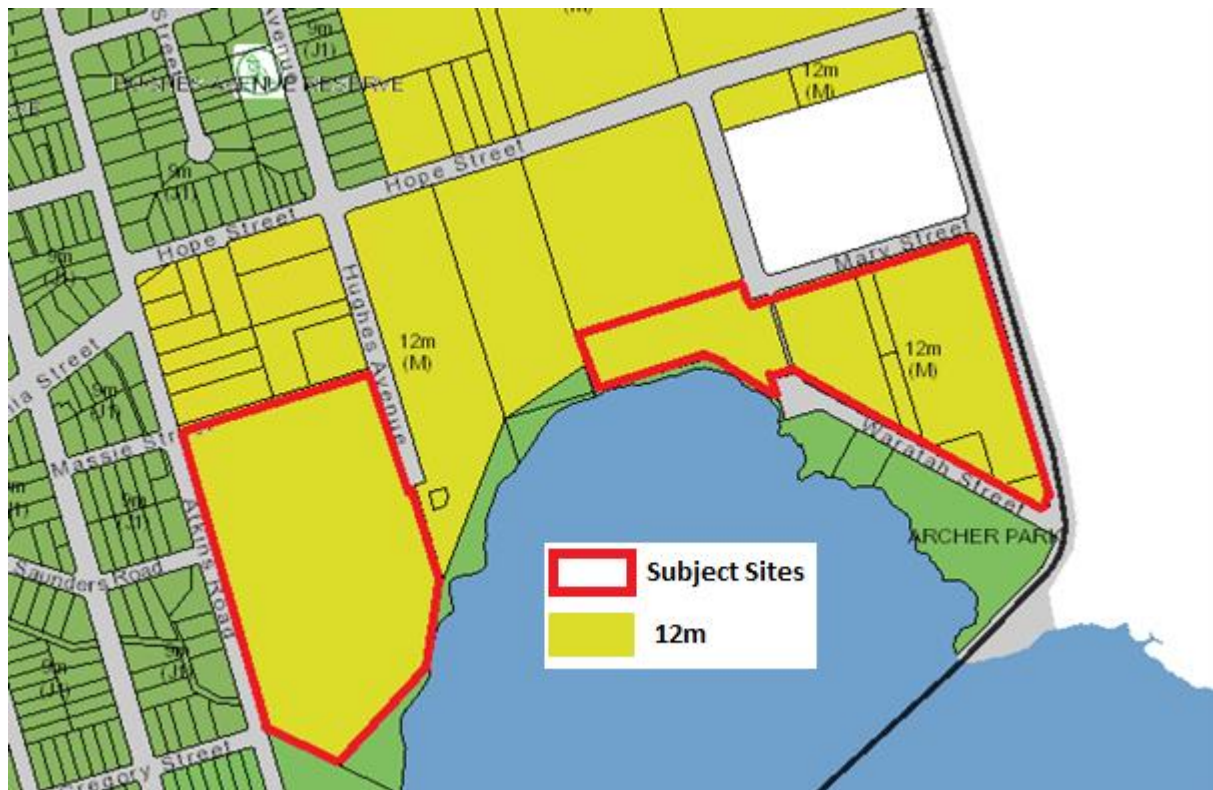
**Figure 12** illustrates the existing IN1 General Industrial zoning on the sites.



**Figure 12** – Existing zoning extracted from *Parramatta LEP 2011* Land Zoning Map



**Figure 13** illustrates the existing 12m maximum building height on the sites.



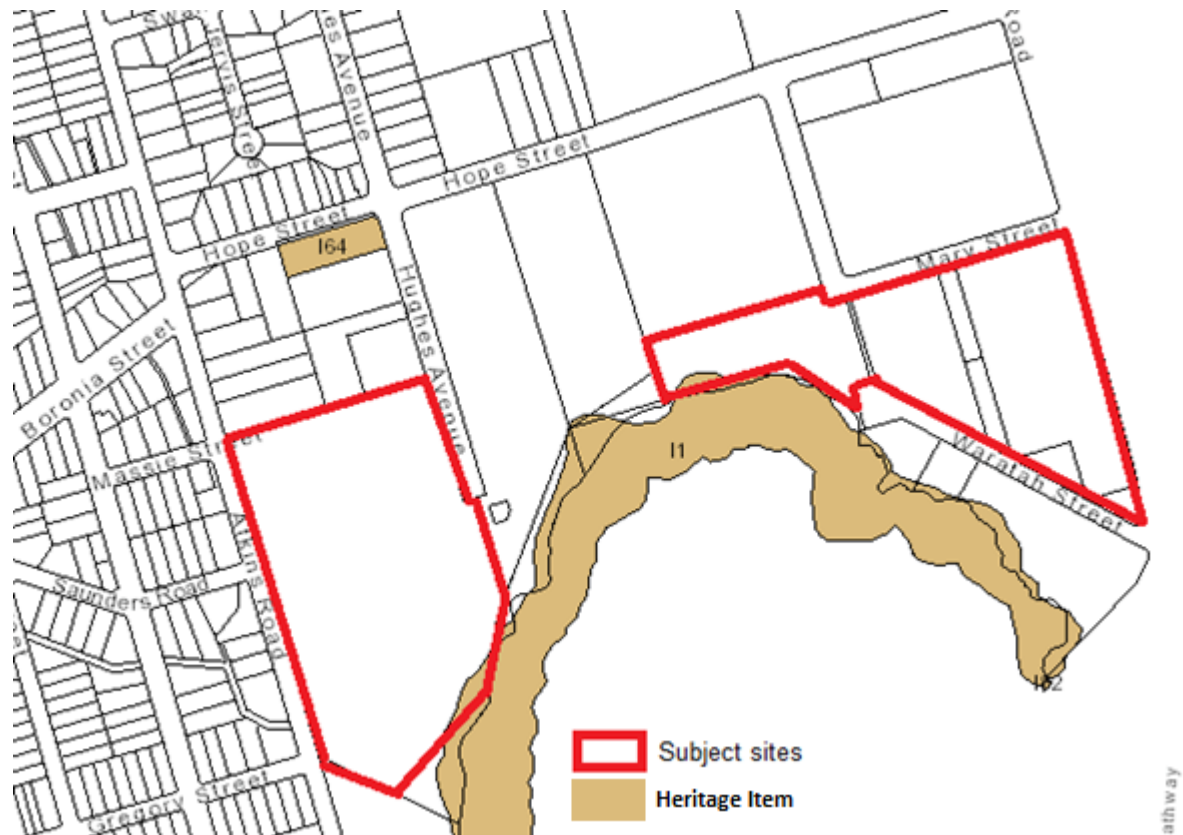
**Figure 13** – Existing building heights extracted from the *Parramatta LEP 2011* Height of Buildings Map

**Figure 14** illustrates the existing 1:1 Floor Space Ratio over the sites.



**Figure 14** – Existing floor space ratio extracted from the *Parramatta LEP 2011* Floor Space Ratio Map

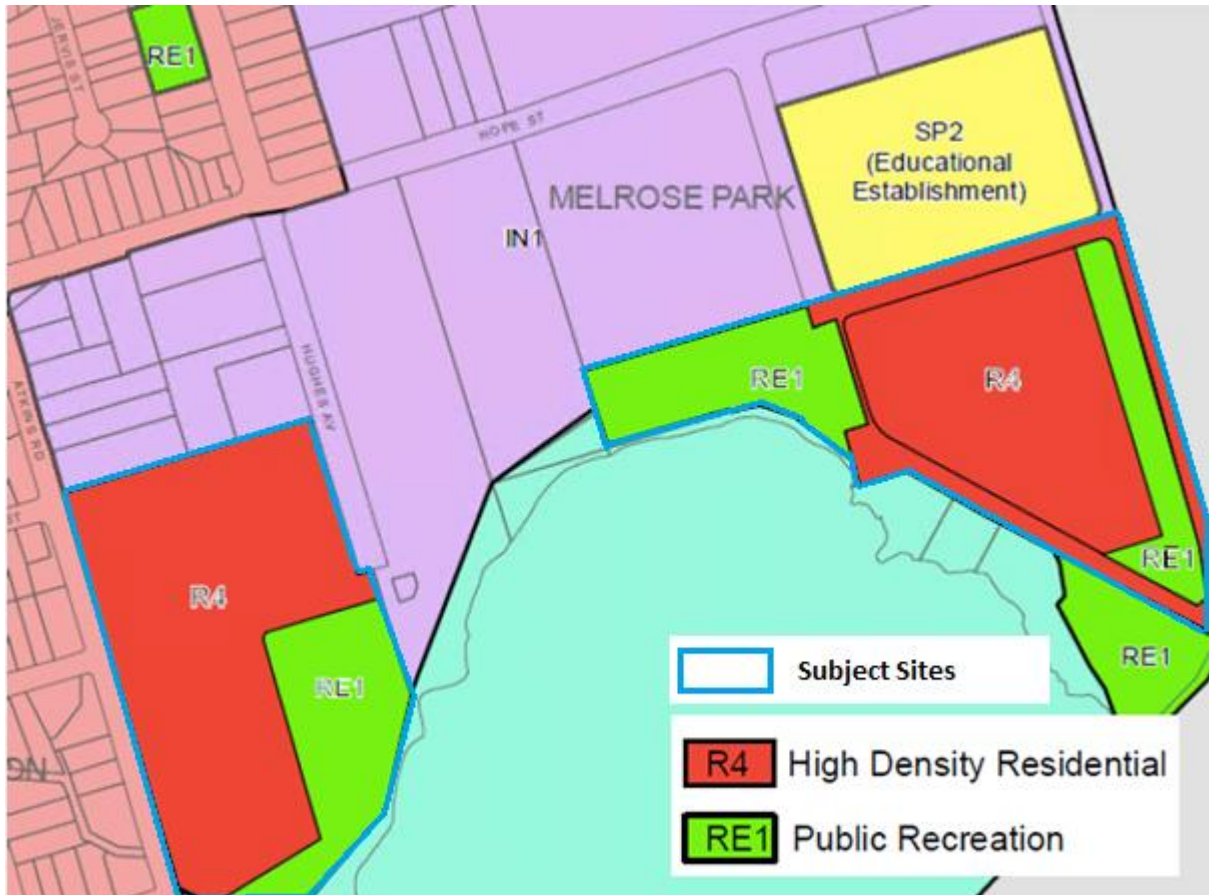
**Figure 15** illustrates the locally significant heritage item I1 Ermington Bay Wetland that applies to the sites.



**Figure 15** – Existing heritage items extracted from the *Parramatta LEP 2011* Heritage Map

○ **Proposed controls**

The figures in this section illustrate the proposed land use zones, maximum building heights and FSR as a result of the assessment of the Planning Proposal.



**Figure 16** – Proposed amendment to the *Parramatta LEP 2011* Zoning Map. Land proposed to be rezoned outlined in blue

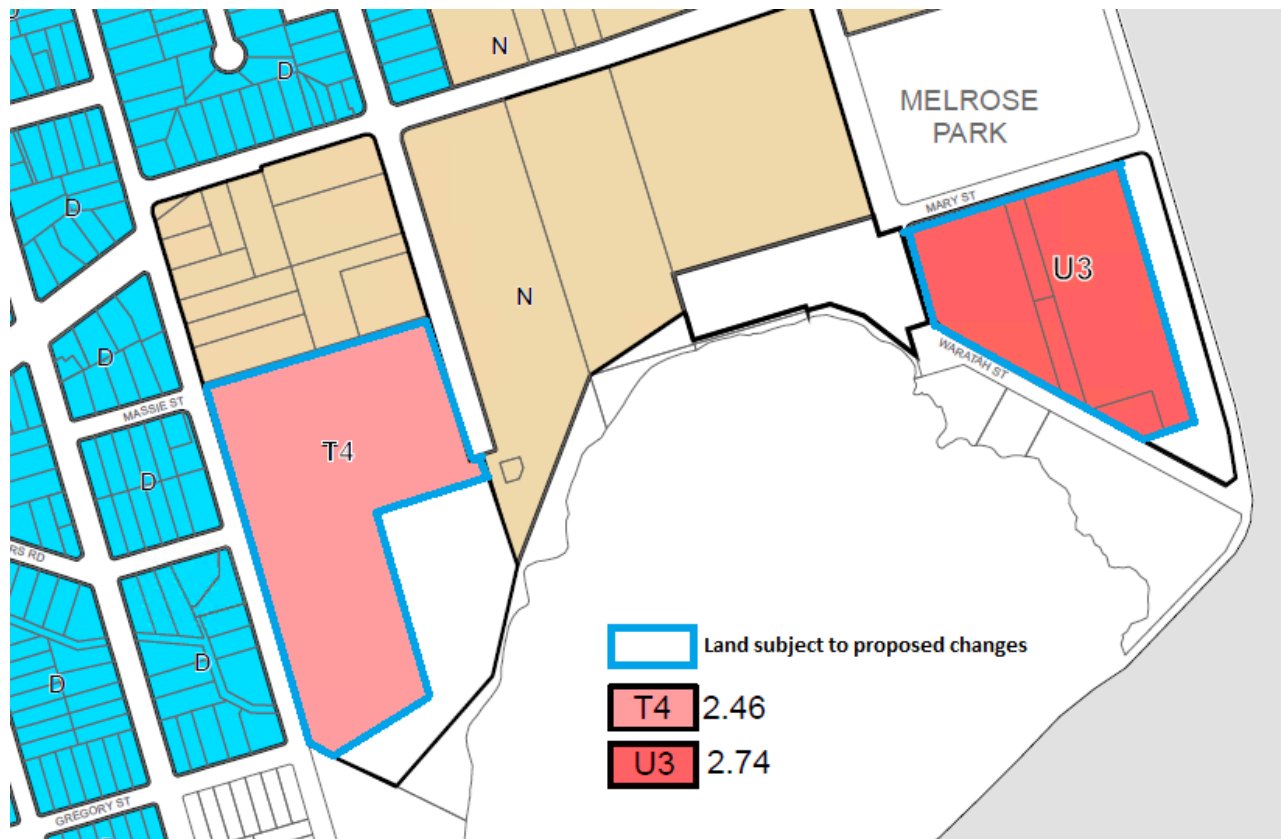
Figure 16 above illustrates proposed R4 High Density Residential and RE1 Public recreation zonings over the sites.





**Figure 17 – Proposed amendment to the Parramatta LEP 2011 Height of Building Map**

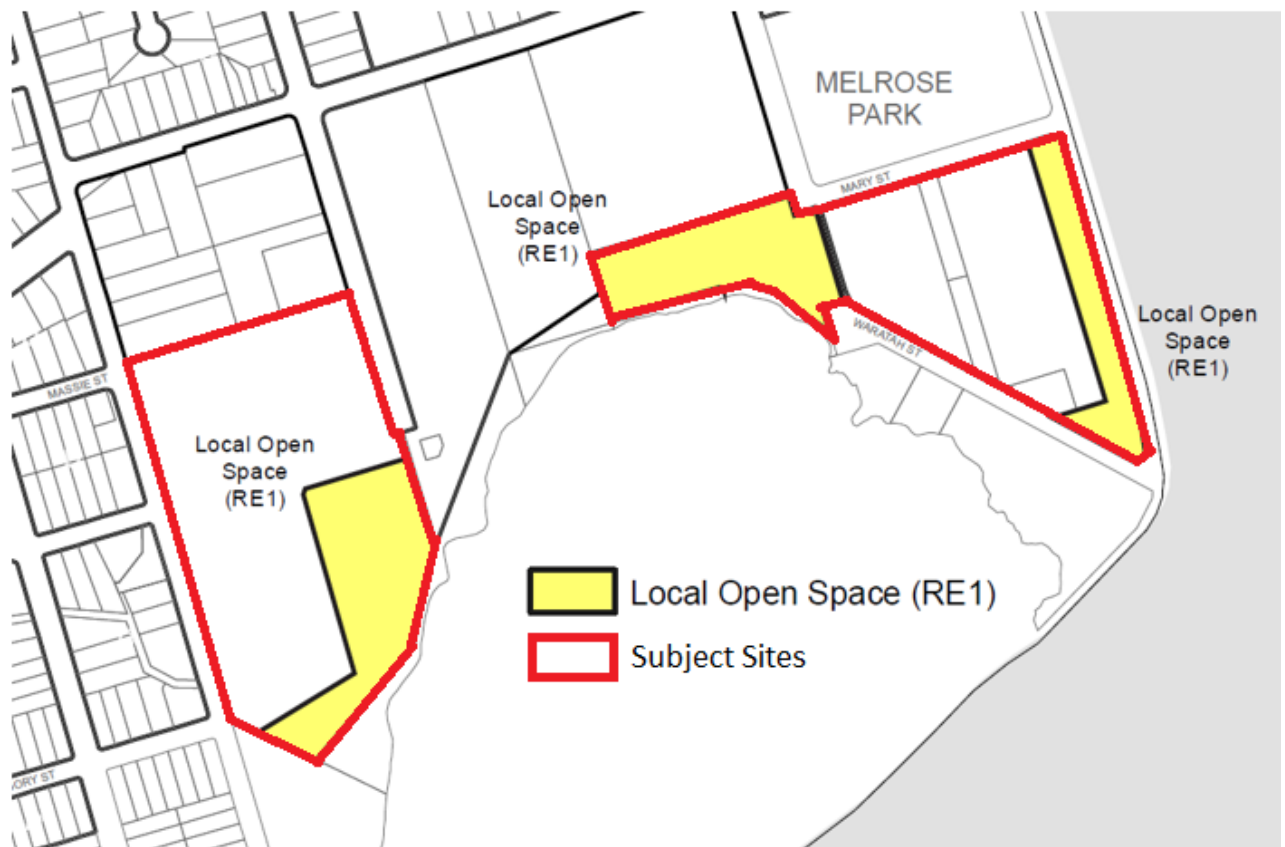
Figure 17 above illustrates the proposed building heights over the sites, which range from 25m (approximately 6 storeys), 31m-34m (approximately 8 storeys taking into consideration site slope), 68m (approximately 20 storeys) and 77m (approximately 22 storeys). The proposed heights are exclusive of any design excellence bonuses as these are not recommended to be applied to the sites.



**Figure 18** – Proposed amendment to the *Parramatta LEP 2011* Floor Space Ratio Map

Figure 18 above illustrates the proposed 2.46:1 and 2.74:1 net FSRs over the sites.





**Figure 19** – Proposed amendment to the *Parramatta LEP 2011* Land Reservation Acquisition Map

Figure 19 above illustrates the land proposed to be used for the purposes of public open space.



**Figure 16** – Proposed amendment to the *Parramatta LEP 2011* Additional Local Provisions Map

Figure 16 above illustrates the land proposed to be subject to additional local provisions for the purposes of requiring design excellence competitions.



**Figure 17.** Proposed location of Additional Permitted Uses provision (food and drink premises)

# PART 5 – COMMUNITY CONSULTATION

The draft Planning Proposal (as revised to comply with the Gateway determination) was publicly available during the community consultation period in accordance with the requirements of the Gateway determination.

Public exhibition consultation methods included:

- Letters to landowners within a 1km radius of the site, including those within the Ryde LGA (over 6,400 letters in total);
- Dedicated exhibition page on Council's Participate Parramatta website <https://participate.cityofparramatta.nsw.gov.au/melrose-park-south>
- Advertisement on Council's website;
- Hard copies of the draft documents and supporting information provided at Council's Customer Contact Centre, Parramatta Library and Ermington Branch Library;
- Geo-targeted social media campaigns on Council's platforms; and
- Advertisement in Parra News.

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

The following public agencies and State Members of Parliament were notified in writing of the public exhibition:

- |   |  |
|---|--|
| • Transport for NSW                         | • City of Ryde Council                   |
| • Transport for NSW - Parramatta Light Rail | • Sydney Water                           |
| • Environment, Energy and Science           | • Viva Energy                            |
| • Department of Education                   | • Ausgrid                                |
| • Heritage NSW                              | • Transgrid                              |
| • Fire and Rescue NSW                       | • Endeavour Energy                       |
| • Western Sydney Local Health District      | • Dr Geoff Lee MP, Member for Parramatta |
| • NSW Ministry of Health                    | • Victor Dominello MP, Member for Ryde   |
| • Greater Cities Commission                 |  |

A breakdown of the submissions received is provided below.

|                             | NUMBER    | BREAKDOWN   |
|-----------------------------|-----------|---|
| <b>Community/landowners</b> | 79        | Various residents, landowners and stakeholders  |
| <b>Public Agencies</b>      | 4         | Western Sydney Local Health District<br>Environment, Energy and Science Group (part of DPE)<br>Transport for NSW (combined with PLR)<br>Education NSW/School Infrastructure NSW |
| <b>Other Organisation</b>   | 3         | Endeavour Energy<br>City of Ryde Council<br>Community Housing Industry Association NSW  |
| <b>Total</b>                | <b>86</b> |   |

# PART 6 – PROJECT TIMELINE

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

**Table 7 – Anticipated timeframe to planning proposal process**

| MILESTONE   | ANTICIPATED TIMEFRAME  |
|---|------------------------|
| Commencement and completion dates for public exhibition period                      | August/September 2022  |
| Commencement and completion dates for government agency notification                | August/September 2022  |
| Consideration of submissions  | September/October 2022 |
| Consideration of planning proposal post exhibition and associated report to LPP     | November 2022          |
| Consideration of planning proposal post exhibition and associated report to Council | December 2022          |
| Submission to the Department to finalise the LEP                                    | December 2022          |
| Notification of instrument  | January/February 2023  |

NOTE: An Alteration of Gateway determination was issued by DPE on 12 September 2022 revising the timeframe for Council to submit the Planning Proposal to DPE for finalisation to 24 December 2022.



## Appendix 1 – Transport Assessment

## **Appendix 2 – Preliminary Site Investigation (Contamination)**

## **Appendix 3 – Heritage Impact Assessment**

## **Appendix 4 – Civil Engineering and Infrastructure Assessment**

## Appendix 5 – Ecological Assessment



## **Appendix 6 – Community and Place Benefits Analysis**

## **Appendix 7 – Economic Impact Assessment**

## Appendix 8 – Infrastructure Needs List

## Appendix 9 – Urban Design Report

## **Appendix 10 – Transport Management and Accessibility Plan (TMAP)**



## Appendix 11 – Hazard Analysis Report