

Planning Proposal

North Rocks Village

No's 361-365 North Rocks Road, North Rocks



PREPARED FOR EG FUNDS MANAGEMENT PTY LTD

February 2025

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Mecone acknowledges the Traditional Custodians of the land on where this project is undertaken and across the Mecone offices that this report is prepared, paying respect to the Elders past and present. We recognise the ongoing connection of Aboriginal and Torres Strait Islander peoples to land, waters, and culture.

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H	21/02/2025	Final – Update as requested by Panel	CS	

* This document is for discussion purposes only unless signed and dated by the persons identified.
This document has been reviewed by the Project Director.

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Appendix List

APPENDIX	ITEM	AUTHOR
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2	Urban Design and Landscape Architecture	Hassall Studio
3.1	Integrated Traffic and Transport Assessment	GTA Consultants (Stantec)
3.2	Traffic and Transport Updated Addendum Advice Letter	
4.1	Community Needs and Social Impact Assessment	Urbis
4.2	Community Needs and Social Impact Addendum Advice Letter	
5.1	Social Infrastructure Options Analysis	Elton Consulting
5.2	Social Infrastructure Addendum Advice Letter	Will Roden Consulting
6	Community Consultation	Strategic Housing Solutions
7.1	Economic Impact Assessment	Urbis
7.2	Economic Impact Assessment Addendum Advice Letter	
8	Diverse and Affordable Housing Assessment	Atlas Urban Economics
9.1	Sustainability Strategy	Flux
9.2	Sustainability Addendum Advice Letter	
10.1	Geotechnical Report	JK Geotechnics
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11.1	Bushfire Assessment	Travers Bushfire and Ecology
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12.1	Ecological Assessment Report	Travers Bushfire and Ecology
12.2	Ecological Addendum Advice	
13	Due Diligence Aboriginal Archaeology Assessment	AMAC Group
14	Electrical Services Report Hydraulic Services Report	Northrop
15.1	Flood Assessment Report	Royal Haskoning DHV
15.2	Flood Addendum Advice Letter	
16.1	Acoustic Impact Assessment	Marshall Day
16.2	Acoustic Addendum Advice Letter	
17	Contamination Statement	Trace Environmental
18	Visual Impact Assessment	Urbis



Executive Summary

This planning proposal has been prepared by Mecone Planning (Mecone) on behalf of EG Funds Management Pty Ltd (the proponent/EG) to establish a new planning control framework and therefore facilitate the renewal of, the former Next Sense campus (previously known as the Royal Institute for Deaf and Blind Children – RIDBC) at No's 361-365 North Rocks Road, North Rocks (herein referred to as 'the site').

Next Sense is Australia's largest non-government provider of education, therapy and cochlear implant services for children with vision and hearing impairment. Next Sense has relocated its operations to a new purpose-built Centre of Excellence at Macquarie University. This change in circumstance has rendered the site surplus to the needs of Next Sense, while the sale of the site has supported the future of the organisation.

The primary aim of the planning proposal is to facilitate an exemplar residential development at a respectful scale and deliver significant public infrastructure on an expansive centrally located site within the nucleus of the North Rocks Local Centre.

In a district and metropolitan context, the site and the renewal opportunity it offers is of strategic significance. The proposal is not only considered to be consistent with key Government policy but will specifically deliver a number of key housing, urban renewal and sustainability related priorities and actions contained within:

- *Greater Sydney Region Plan – A Metropolis of Three Cities,*
- *Central City District Plan, and*
- *City of Parramatta's Local Strategic Planning Statement – City Plan 2036.*

It is of an infill scale entirely consistent with urban consolidation, and the Central City District Plan (District Plan) key themes of a productive, liveable and sustainable city.

Equally it is a rare opportunity to deliver genuine housing diversity in a Local Centre context, as anticipated by Parramatta City Council's Local Strategic Planning Statement (City Plan 2036/LSPS).

The proposal is considered compatible with the local character and will deliver critical local infrastructure including an oval, extensive parkland, a civic square in addition to a multi-purpose community space. Importantly, the proposal will deliver more compact, diverse and affordable housing typologies including seniors housing in an accessible location, thereby catering for different stages of life including for young couples, families, downsizers and retirees.

Site Specific and Strategic Merit

The rezoning or planning proposal, at a reduced density, has been the subject of wide-ranging consultation with both Government and key community stakeholders. It received support from the Sydney Central City Planning Panel Strategic Planning Panel following its meeting held 20th September 2023. The Panel determined the proposal should be submitted for a Gateway determination because the proposal had demonstrated strategic and site-specific merit. The Panel's record of decision dated 3rd November included detailed reasons as to why the proposal was deemed to have strategic and site-specific merit, as follows:

"The Panel agreed that the planning proposal had Strategic Merit that:

- *The planning proposal is consistent with applicable strategic planning documents, particularly as they relate to the general objectives for housing. These include the Greater Sydney Region Plan, 2018; Sydney Central District Plan, 2018; and the development is consistent with the outcomes sought under schedule 7 of the Parramatta Local Strategic Planning Statement, 2020 (LSPS).*
- *Delivering housing supply is a priority for Sydney at all levels of Government.*



- *The planning proposal is consistent with strategic objectives, regionally and locally, to locate new housing in areas close to local services and public transport.*
- *Additionally, the Federal and State Government Housing Accord seeks an additional 1 million well located homes over the next five years. This proposal responds to changing circumstances by delivering additional well-located housing and housing diversity...*

The Panel agreed that the proposal had Site Specific Merit, in that:

- *The site has no significant natural environmental constraints to preclude development.*
- *The site has the potential to provide housing diversity including affordable housing, seniors housing as well as community facilities and landscape amenity.*
- *The site is a large, consolidated area that is well located close to a local centre providing direct access to goods and services.*
- *Infrastructure is available to support the development.*
- *The is within 20-30 minutes of Parramatta CBD by public transport and other employment centres can be accessed via public transport along the M2 motorway.*
- *The site is of sufficient area and self-containment to accommodate development that could have an increased scale, density and compatibility with the locality."*

The Proposal

The conceptual reference design or masterplan submitted in support of the rezoning is referred to as North Rocks Village. It has sought to deliver genuine housing diversity within a Local Centre context consistent with local and State planning policy. The proposal is not only informed by extensive studies but has been supported through extensive consultation with both local and State government agencies as well as key community stakeholders.

A summary of the key elements that form the master plan are provided below:

TABLE 1 – PLANNING PROPOSAL SUMMARY

COMPONENT	DESCRIPTION
Land Use Summary	
Apartments	560
Townhouse style product and detached dwellings	235 (includes 185 underbuilding townhouses, 40 townhouses and 10 detached dwellings)
Seniors living	130 Independent Living Units and aged care centre
Community facilities	Approx. 4,400m ² – Includes multi-purpose community space and other resident communal buildings (see note 1).
Commercial	Approx. 2,800m ² – Café, restaurant, medical and ancillary office/admin
Access to major road	North Rocks Road (4 lane arterial).
Sustainability initiatives	Sustainable building design and operations, energy management and load distribution, EV charging, optimise water collection, water management and usage regimes, in addition to water sensitive urban design and increased urban tree canopy (from 23 to 40%).



Note 1: The community floor space delivered will be dependent on take-up by a range of community user groups and the terms of the Planning Agreement with the City of Parramatta Council.

A planning summary of the proposed provisions are provided below:

TABLE 2 – SUMMARY OF PROVISIONS

PROVISION	PROVISION SOUGHT
Zoning	
2.1 Land Use Zone	R3 Medium Density, R4 High Density, RE1 Public Recreation and RE2 Private Recreation.
Minimum Subdivision Lot Size	
4.1 Minimum Subdivision Lot Size	It is proposed to remove the minimum subdivision lot size control.
Height	
4.3 Height of Buildings	9m, 12m, 14m, 23m.
Floor Space Ratio	
4.4 Floor Space Ratio	1.1:1 Note: the proposed 1.1:1 FSR control will equate to a maximum permissible GFA of 139,436m ² (1.1 x 126,760m ² site area).
Division 6 Additional Local Provision – Development on certain land at North Rocks	
Additional Local Provision – Development on certain land at North Rocks	Site specific provisions are proposed for the site as outlined below.
Additional Local Provision – Calculation of Floor Space Ratio	To provide clarity around how GFA is calculated, it is proposed that a new Additional Local Provision be inserted into <i>Parramatta Local Environmental Plan 2023</i> . This provision is intended to enable a concept DA to utilise the entire site area (including future public open space) when allocating GFA to development lots, providing certainty to both Council and proponents around future built form outcomes.
Additional Local Provision – Development requiring the preparation of a development control plan	A local provision is proposed which requires the preparation of a site-specific development control plan.
Additional Local Provision – Design Excellence	A design excellence clause is proposed to ensure that future development exhibits design excellence that contributes to the natural, cultural, visual and built character values of North Rocks.
Additional Permitted Uses	
Schedule 1 – Additional Permitted Uses	An additional permitted use clause is proposed to facilitate a restaurant, café and medical centre (with a maximum total GFA of 2,800m ²) in the R4 High Density Residential zone within and near the village square.

Next Steps

The planning proposal will facilitate a development that will become a catalyst for positive change in North Rocks. It will result in the delivery of much needed community infrastructure to allow North Rocks to evolve into a true Local Centre.

The proponent has continued discussions with the City of Parramatta (Council) in relation to a Voluntary Planning Agreement (VPA) in support of the planning proposal. An Interim Letter of Offer was submitted by the



proponent for initial consideration prior to drafting of the formal VPA documentation. The VPA will formalise the proponent's commitment to and delivery of open space and its embellishment, community facilities, transport infrastructure and affordable housing.



1 Introduction

1.1 Overview

This planning proposal has been prepared by Mecone Planning (Mecone) on behalf of EG Funds Management Pty Ltd (the proponent/EG) to establish a new planning control framework for the former Next Sense campus (formerly known as the Royal Institute for Deaf and Blind Children – RIDBC) at No's 361-365 North Rocks Road, North Rocks (herein referred to as 'the site').

The site is legally described as Lot 3001 in Deposited Plan 1115866 and occupies a total area of 12.67ha. The site has historically been used as a school campus and the head office of the Royal Institute for Deaf and Blind Children (RIDBC), now Next Sense and contains a series of roads, buildings and structures of various ages. The site is now surplus to the needs of Next Sense, who have relocated to a modern bespoke facility or Centre of Excellence at Macquarie University.

The planning proposal seeks to create a Housing Diversity Precinct (HDP) consistent with Parramatta City Council's *Local Strategic Planning Statement* (City Plan/LSPS) and serves as a statement of intent for the future quality and character of North Rocks. The proposal has the potential to deliver approximately 795 dwellings across the site in a mix of detached housing, townhouses and low to mid-rise apartments. The proposal will also deliver significant public benefits including new community facilities, a civic square as well as active and passive open space including a full-sized oval.

The proposal also includes seniors living opportunities, including approximately 130 independent living units (ILUs) and an aged care facility (up to approximately 100 beds). A component of affordable housing is also proposed including approximately 16 units to be dedicated in perpetuity.

The proposal will improve housing choice and diversity within the area including the ability to age in place. It seeks to complement the adjacent shopping centre and establish a sustainable urban village that will facilitate place-making and a genuine sense of community.

In order to achieve this intent, the planning proposal seeks to:

- Rezone the site from R2 Low Density Residential to part R4 High Density Residential, part R3 Medium Density Residential, part RE1 Public Recreation and part RE2 Private Recreation;
- Provide for a maximum floor space ratio of 1.1:1, which equates to a maximum permissible GFA of **139,436m²** (1.1 x 126,760m² site area);
- Provide maximum height of building control ranging from 9m at interfaces along the eastern and western boundaries, 12m for townhouse products, 14m at North Rocks Road to and 23m within the centre of the site;
- Remove the minimum lot size control;
- Introduce additional local provisions for design excellence;
- Introduce an additional permitted use clause under Schedule 1 to facilitate a restaurant or café and medical centre in the R4 High Density Residential zone; and
- Introduce a clause requiring the preparation of a site-specific Development Control Plan and identify specific planning, urban design, landscaping and sustainability considerations the DCP must address.



1.2 Planning Proposal Authority

Clause 3.32 of the *Environmental Planning and Assessment Act 1979* identifies the planning proposal authority to be either the council for the local government area to which the proposed instrument is to apply, or where directed, the Planning Secretary, a Sydney district or regional planning panel or any other person or body prescribed by the regulations.

In this instance, the project has been subject to a rezoning review (See Section 1.5 Project Background). As such, the Sydney Central City District Planning Panel is the planning proposal authority (PPA).

1.3 Proponent and Project Team

This planning proposal has been prepared by Mecone on behalf of the applicant, EG Funds Management Pty Ltd. Supporting studies and details of the project team are provided in the table below.

TABLE 3 – PROJECT TEAM

APPENDIX	ITEM	AUTHOR
1	Proposed LEP Mapping	Mecone
2	Architecture, Urban Design and Landscape Architecture	Hassall Studio
3	Integrated Traffic and Transport Assessment Traffic and Transport Updated Addendum Advice Letter	Stantec (formerly GTA)
4	Community Needs and Social Impact Assessment Community Needs and Social Impact Addendum Advice Letter	Urbis
5	Social Infrastructure Options Analysis Social Infrastructure Addendum Advice Letter	Will Roden Consulting (formerly Elton)
6	Community Consultation	Strategic Housing Solutions
7	Economic Impact Assessment Economic Impact Assessment Addendum Advice Letter	Urbis
8	Diverse and Affordable Housing Assessment	Atlas Urban Economics
9	Sustainability Strategy Sustainability Addendum Advice Letter	Flux Sustainability Consultants
10	Geotechnical Geotechnical Addendum Advice Letter	JK Geotechnics
11	Bushfire Assessment Bushfire Addendum Advice Letter	Travers Bushfire & Ecology
12	Ecological Assessment Report Ecological Addendum Advice	Travers Bushfire & Ecology
13	Due Diligence Aboriginal Archaeology Assessment	AMAC Group
14	Electrical Services Report Hydraulic Services Report Infrastructure Services Addendum Advice Letter	Northrop Consulting Engineering
15	Flood Assessment Report	Royal Haskoning DHV



APPENDIX	ITEM	AUTHOR
	Flood Addendum Advice Letter	
16	Acoustic Impact Assessment Acoustic Addendum Advice Letter	Marshall Day Acoustic Consultants
17	Contamination Statement	Trace Environmental
18	Visual Impact Assessment	Urbis

1.4 Purpose and Structure

The planning proposal has been prepared in accordance with:

- Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act), and
- *Local Environmental Plan Making Guideline* (DPE, 2023).

Specifically, the planning proposal includes the following information:

Sections 1–3 – Project Background and Description

Sections 1 to 3 of this report seek to introduce the planning proposal, provide a detailed description of the site and surrounding context, and provide an outline of the proposed village masterplan and reference scheme.

Planning Proposal Report

In accordance with the Local Environment Plan Making Guideline, the Planning Proposal has been structured as follows:

- **Part 1 – Objectives and Intended Outcomes**
A statement of the objectives and intended outcomes of the proposed changes.
- **Part 2 – Explanation of Proposed Provisions**
Explanation of proposed provisions to be included within the Parramatta Local Environmental Plan 2023.
- **Part 3 – Justification of Strategic and Site-Specific Merit**
Justification of strategic and potential site-specific merit outcomes and the process for implementation.
- **Part 4 – Maps**
Proposed LEP mapping.
- **Part 5 – Community Consultation**
Details of consultation undertaken with Government agencies, council or other authorities, and community consultation that is to be undertaken on the planning proposal post-Gateway and during exhibition.
- **Part 6 – Project Timeline**
Project timeline to detail the anticipated timeframe for the LEP-making process.



1.5 Project Background

Lodgement and Assessment

The original planning proposal was submitted to the City of Parramatta Council in May and formally receipted on 2nd June 2021.

Its lodgement followed extensive early engagement with State Government agencies including:

- NSW Department of Planning,
- Roads and Maritime Services,
- Transport for NSW,
- the Greater Sydney Commission, and
- Central City District Commissioner.

Numerous meetings were also held between Council, and the proponent including pre-lodgement meeting/s with advice. The original masterplan as lodged included proposed building heights in the range of 2-7 storeys and an overall Floor Space Ratio (FSR) of 1.35:1.

10 months after lodgement of the planning proposal, Council issued an extensive RFI on 2nd March 2022 in response to which the proponent began refining the masterplan. On 28th July, Council issued an alternative preferred masterplan which suggested an overall FSR of 0.36:1, with 35% or 4.43 hectares required as public open space. These preferred changes to the masterplan represented substantial departures from the intended renewal outcome, were contrary to prior Council advice (with regards residential typologies, density and height), and could not be feasibly delivered.

Peer Review Process

In responding to Council's issues, the refinements to the conceptual Masterplan (undertaken post receipt of Council's RFI on 2nd March 2022) were guided by an Expert Advisory Panel engaged by the proponent, which comprised of a number of eminent design and planning practitioners comprising:

- Nicole Gurran,
- Ken Maher AO, and
- Tim Williams.

The role of the Panel was to critically review the existing Masterplan, provide guidance to the consultant team and establish a foundation for an exemplar demonstration project and urban renewal outcome for a significant strategic site within the nucleus of a designated Local Centre.

In addition, the proponent and the panel drew on the expertise of Gabrielle Morrish RIBA, FRAIA, who has played a significant role in the NSW planning system for over 30-years, in designing planning codes, and in her experience both at executive levels in State and Local Government and within private practice as principal and managing director of GM Urban Design and Architecture. She specialises in urban design both on a city and precinct level and has served as a member of the NSW government's Urban Design Advisory Committee.

The review and refinements to the Masterplan were also led by Gabrielle Morrish in close collaboration with Hassell.



The Panel provided input during various iterations of the refined Masterplan between April and September 2022 and applied their planning, urban design, architectural, housing diversity and place-making expertise in the development of the refined Masterplan.

The design team worked extensively to carefully consider the matters raised by Council in their formal RFI and also refined the Masterplan to address key issues and optimise the overall structure, permeability, open space and built form outcomes. The Expert Advisory Panel has also provided regular oversight and feedback to ensure refinements to the Masterplan aligned with their vision for exemplar urban renewal.

Rezoning Review

A Request for Rezoning Review was submitted by the proponent to the Sydney Central City Planning Panel (SCCPP) on 23 November 2022.

The masterplan at this stage included a reduced FSR and building heights in the range of 2–7 storeys. Shortly after this, Council at its meeting held 28 November 2022 formally resolved to not support the lodged rezoning or planning proposal.

The proponent then presented to the SCCPP at three separate rezoning review briefings, as follows:

- Briefing 1 – 1 May 2023,
- Briefing 2 – 20 September 2023, and
- Briefing 3 – 13 March 2024.

Following the first panel briefing, a decision was made on 11 May 2023, recommending that the Planning Proposal not proceed for a Gateway determination because it has not demonstrated strategic merit. While there was a unanimous agreement among the SCCPP members on the site's potential for greater density, there was a lack of consensus on how to determine the appropriate rezoning pathway for the site's development. It is noted that Parramatta Council's two panel representatives were in support of the proponents rezoning and masterplan, with only minor recommended modifications.

However, in submitting legal advice, the proponent argued the panel decision was reached on the basis of an incorrect application of the strategic merit test set out in the Local Environmental Plan Making Guideline and an incorrect interpretation of related Planning Circular PS-22-003.

On 9 August 2023, a letter was received from the Department of Planning and Environment (DPE). The letter cited a *change in strategic circumstances*, being that the delivery of housing is a strategic priority in NSW. The letter suggested that the panel be reconvened, and following this a further meeting was held on 20 September 2023.

Following the second panel briefing on 20 September, an additional panel meeting was held (excluding the applicant) on 31 October 2023, and a decision was issued on 3 November which found the planning proposal had demonstrated both strategic and site-specific merit and supported the planning proposal progressing to gateway determination, subject to recommendations. The recommendations included several design changes to reduce building heights, the preparation of an Affordable Housing Viability Assessment and required the panel to reconvene following the receipt of updated material. Amendments were undertaken during this period and a third panel briefing was held with on 13 March 2024.

Following the third panel meeting, a Record of Decision to Submit Planning Proposal to Gateway Determination was issued on 21 March 2024. The panel decision supported the progression of proposed design option one, which included a proposed 1.1:1 FSR and building heights ranging from 2-6 storeys across the site. The panel specifically recommended building heights be limited to a maximum of 3 storeys to North Rocks Road, along with several other recommendations. The Planning Proposal has now been updated to align to the panel recommendations as per the 21 March decision. A covering letter has been provided with



this planning proposal which outlines the panel recommendations and how this planning proposal has been updated to respond.

The table below provides a summary of the changes to the planning proposal since lodgement in June 2021.

TABLE 4 – PLANNING PROPOSAL UPDATES SUMMARY

	LODGED PLANNING PROPOSAL (JUNE 2021)	REVISED PLANNING PROPOSAL (May 2024)
Proposed Zone	R3, R4 and RE1	R3, R4, RE1 and RE2
Height (Storeys)	2-7 storeys	2-6 storeys Limited to 3 storeys along the North Rocks Road frontage.
Height (LEP Control)	9m – 25m	9m – 23m
Open Space	30% (approx.)	34%
FSR	1.35:1	1.1:1
Dwelling Yield	1080 dwellings + aged care facility, comprising: 690 low rise apartments 245 dwellings/townhouses 145 independent living units	925 dwellings + aged care facility, comprising: 560 low rise apartments 185 underbuilding townhouses 40 townhouses 10 detached dwellings 130 independent living units
Other Uses	Commercial: 700m ² Community: 4,000m ²	Commercial: 2,800m ² Community: 4,400m ² (see note 1)
Dwelling Density	85 dwellings/HA	73 dwellings/HA
Jobs	Approx 180	Construction phase: 279 Operational phase: 211

- Note 1: The community floor space delivered will be dependent on take-up by a range of community user groups and the terms of the Planning Agreement with the City of Parramatta Council.

The table below provides a timeline of key consultation points with Council and the Sydney Central Planning Panel to date.

TABLE 5 – ENAGEMENT TIMELINE

MILESTONE	DATE
Pre-lodgement meeting with Council	8 March 2019
Planning Proposal Submitted	2 June 2021
Council RFI Requesting Significant Changes	2 March 2022



MILESTONE	DATE
Parramatta Local Planning Panel recommends return to Council	18 October 2022
Rezoning Review Submitted to Sydney Central City Planning Panel (SCCPP)	23 November 2022
Parramatta Council Resolved to not support the rezoning at an FSR of 1.1:1 as submitted	28 November 2022
Rezoning Review SCCPP Briefing 1	1 May 2023
SCCPP Decision 1 issued. PP <u>was not recommended</u> for gateway determination; with Council's panel representatives in dissent.	11 May 2023
Proponent response to panel decision, pointing to errors, including in law, by SCCPP	15 May 2023
Rezoning Review SCCPP Briefing 2	31 October 2023
SCCPP Decision 2 issued. PP <u>recommended</u> for gateway determination, with recommendations.	3 November 2023
Applicant Proposal Responding to Panel Decision	12 December 2023
Rezoning Review SCCPP Briefing 3.	13 March 2024
SCCPP Decision 3 issued. PP <u>recommended</u> for gateway determination, with recommendations.	21 March 2024
Planning Proposal updated in accordance with Panel recommendations and re-submitted to DPHI.	16 May 2024



2 Site Information

2.1 Site Details

The site is located at No's 361–365 North Rocks Road, North Rocks, in the Parramatta Local Government Area (LGA).

An aerial image depicting the site and its immediate context is provided in the below.



FIGURE 1 – SITE LOCATION

Source: Nearmap modified by Mecone

The table below provides a description of the site and its immediate surrounding context.

TABLE 6 – SITE SUMMARY

ITEM	DESCRIPTION
Legal Description	Lot 3001 DP 1115866
Site Area	Approx. 12.67ha



ITEM	DESCRIPTION
Frontage	North Rocks Road (southern boundary) – 464m Duncan Place (western boundary) – 80m
Current zoning and FSR	R2 Low Density Residential FSR: 0.5:1
Topography	The site has a fall of approximately 17m from the southern boundary to the northern boundary (M2 Motorway corridor).
Existing Buildings/ Structures	Since the 1960's, the site was utilised by the Royal Institute for Deaf and Blind Children (now known as Next Sense) as a school campus for children with hearing and sight impairment, in addition to research and administration. The site contains a series of roads, buildings, and structures of various ages.
Immediate Surrounding Development	Land to the north comprises Crown Land (bushland reserve) which abuts the M2 Motorway. Land to the south, opposite North Rocks Road, comprises the North Rocks District Shopping Centre precinct. It contains a diversity of retail services including two discount department stores, two large supermarkets, NSW Service Centre, gymnasiums, indoor swim centre, medical services, post office, service station, liquor stores, automotive services and a range of other specialty stores including cafes and restaurants. At grade and basement parking also forms part of the retail complex. The centre has recently been the subject of a multi-million expansion and renovation including a refurbished supermarket, retail outlets and additional parking. Land to the east of the site comprises mostly low density detached dwellings. Land to the west comprises low density detached dwellings and Barclay Road Park, a passive park containing the 1st North Rocks Scout and a Girl Guides hall.
Public Transport	Several bus stops are located directly adjacent the site on North Rocks Road. These stops accommodate the 546, 549, 553, 625 and 630 bus services. These connect the site to Parramatta Central Business District, Westmead, Beecroft, Blacktown, Carlingford, Epping, Pennant Hills and Seven Hills. The site is also located within an approximate 1km level walk of the Barclay Road M2 Express Bus Interchange, providing rapid bus services to other major employment hubs including Norwest, Macquarie Park, North Sydney and also the Sydney CBD. The site benefits from proximity to frequent and reliable direct bus services to major employment centres including Parramatta and Epping. The site's accessibility also indirectly benefits from the delivery of major state transport infrastructure including North Connex, Pennant Hills Road upgrades and Parramatta Light Rail (Stage 1). The parking area and pedestrian amenity improvements have also been significantly expanded and upgraded at the Barclay Road M2 Express Bus stop.
Access	Vehicular and pedestrian access is provided from two existing access points on North Rocks Road, with one accessway provided off Duncan Place. An internal driveway provides access to the internal buildings, carparks and other uses contained within the site.
Heritage	No heritage items are located on the site, nor is the site located within a heritage conservation area.

The following figures depict the site, its interface and the surrounding locality.





FIGURE 2 – VIEW LOOKING EAST ALONG NORTH ROCKS ROAD
Source: Google



FIGURE 3 – VIEW OF MAIN SITE ENTRANCE FROM NORTH ROCKS ROAD
Source: Mecone





FIGURE 4 – VIEW OF SHOPPING CENTRE (OPPOSITE THE SITE) LOOKING WEST ALONG NORTH ROCKS ROAD

Source: Mecone



FIGURE 5 – EXISTING ROAD ON EASTERN BOUNDARY, TYPICAL OF ROADS THROUGHOUT SITE

Source: Mecone





FIGURE 6 – VIEW OF EXISTING EASEMENT LOCATED WITHIN THE NORTH EASTERN PORTION OF THE SITE

Source: Mecone



FIGURE 7 – VIEW OF EXISTING VEGETATION LOCATED TO NORTH (REAR) OF SITE

Source: Mecone





FIGURE 8 – EXAMPLE OF EXISTING STRUCTURES DEVELOPED ACROSS THE SITE

Source: Mecone



FIGURE 9 – VIEW OF THE NORTHERN CARPARK LOOKING SOUTH, ONE OF SEVERAL CAR PARKING AREAS LOCATED ACROSS THE SITE

Source: Mecone





FIGURE 10 – EXISTING SCHOOL OPEN SPACE LOCATED IN THE NORTH-WEST OF THE SITE
Source: Mecone



FIGURE 11 – WESTERN ENTRANCE TO THE SITE FROM DUNCAN PLACE
Source: Mecone



FIGURE 12 – EXISTING WESTERN BOUNDARY, LOOKING NORTH TOWARD NORTH ROCKS ROAD AND DEPICTING RE1 LAND AND SCOUT / GIRLS GUIDE HALL

Source: Mecone



FIGURE 13 – VIEW LOOKING WEST FROM INTERSECTION OF DUNCAN AND BADEN POWELL PLACE TOWARD BARCLAY ROAD

Source: Mecone



FIGURE 14 – VIEW OF FORMER RIDBC FIELD

Source: Mecone

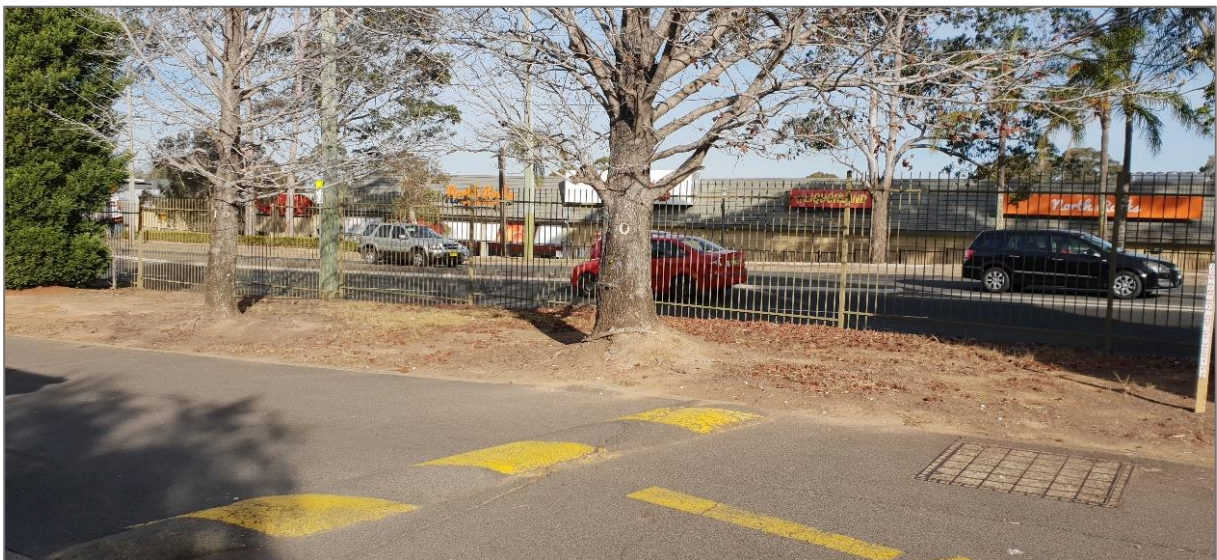


FIGURE 15 –VIEW OF NORTH ROCKS SHOPPING CENTRE, LOOKING ACROSS NORTH ROCKS ROAD FROM SOUTHERN BOUNDARY OF THE SITE

Source: Mecone





FIGURE 16 – VIEW OF THE FORMER MAIN ADMINISTRATION BUILDING 'ROSS FIELD HOUSE', LOCATED TOWARDS THE SOUTHERN BOUNDARY AND PRIMARY ENTRANCE

Source: Mecone

2.2 Surrounding Context

The site is in close proximity to a range of public transport connections, services, open space and amenity.

It is directly adjacent the North Rocks Shopping Centre precinct to the south, the M2 Motorway corridor to the north and four schools are located within 1.5km of the site. In particular, North Rocks Primary School is located directly opposite the site at its south-western corner, whilst Muirfield High School is located 380 metres (approx.) to the west of the site.

Furthermore, the site is located approximately 1 km east of the Barclay Road Rapid Bus Station and 1.4km west of Oakes Road Rapid Bus Station.

The site is located 5km north-east of Parramatta CBD and 7.5km west of Macquarie Park. The figure below identifies the location of the site in proximity to existing public transport nodes, North Rocks District Shopping Centre, schools and public open space.



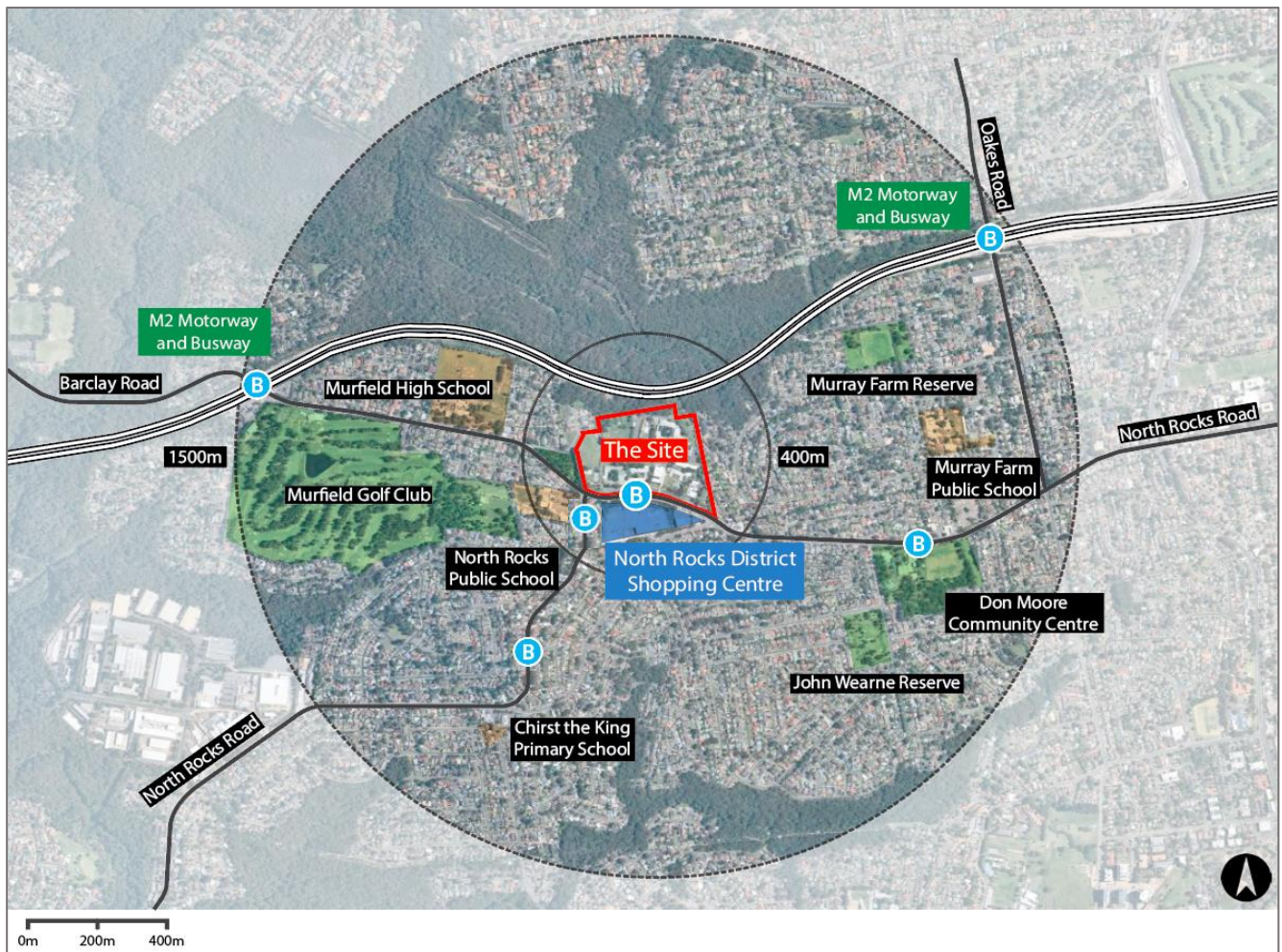


FIGURE 17 – LOCAL CONTEXT MAP

Source: Nearmap modified by Mecone

2.3 Planning Context

2.3.1 North Rocks Local Centre

North Rocks is one of the largest Local Centres in the Parramatta LGA by commercial floorspace and is located within a 30-minute commuting distance (by bus) of three key strategic centres being the Parramatta Central Business District, Norwest Business Park and Macquarie Park which have a combined 283,000 jobs.

The North Rocks employment (industrial) precinct is also within a 5-minute commuting distance of the site.

The site is located along and has direct frontage to a sub-arterial road network being North Rocks Road and Barclay Road, with direct connections to major arterial roads being Windsor Road and Pennant Hills Road.

North Rocks is located approximately 5km to the north of the Parramatta CBD and also the Westmead Hospital and Health Precinct.

The site is one of the largest sites in single ownership within the Parramatta Region and is therefore of strategic significance. It forms part of the 'nucleus' of the North Rocks Local Centre.



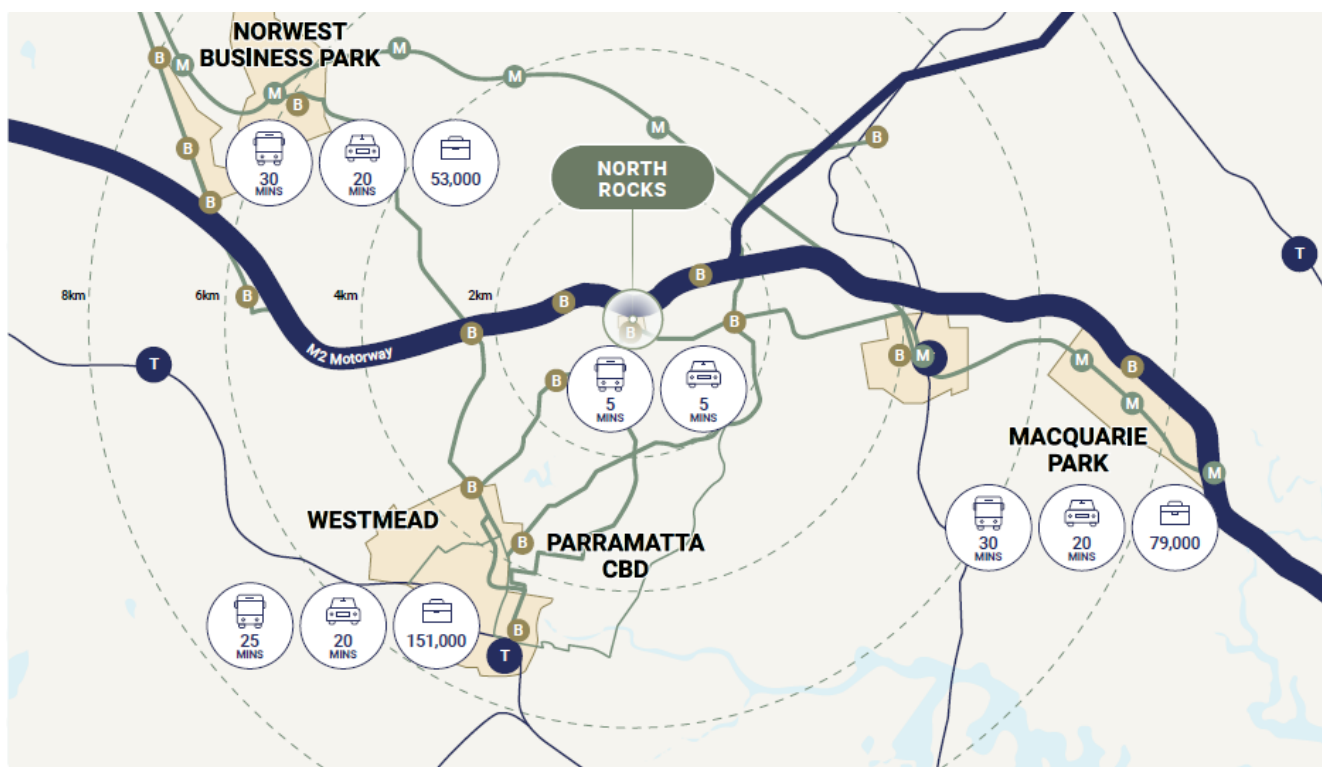


FIGURE 18 – NORTH ROCKS LOCAL CENTRE

Source: EG

2.3.2 Greater Sydney Region Plan

The *Greater Sydney Region Plan* (Region Plan) is the metropolitan blueprint for Greater Sydney. Under the Plan, North Rocks is situated within the Central River City, which is envisaged to grow substantially, capitalising on unprecedented public transport investment and city shaping infrastructure.

The Region Plan requires Councils to prepare housing strategies to supply housing for the next 5 years (minimum targets). In addition, the Central City District Plan (District Plan) provides over-arching objectives to provide local infrastructure to support transport and develop a fine grain urban form and land use mix that is essential for improving the regions liveability.

The Region Plan identifies housing targets for the Central City District as follows:

- A 0-5 year (2016-21) housing supply target of 53,500 dwellings; and
- A 20 year strategic housing target (2016-36) of 207,500 dwellings.

Planning for housing supply beyond 2026 is more strategic to allow for a range of changing circumstances and industry responses to market changes.

Critical to the Region Plan is the need to deliver housing in line with infrastructure and identify opportunities for urban renewal. The Region Plan states:

Councils are to investigate opportunities for supply and a diversity of housing particularly around centres to create more walkable neighbourhoods.



2.3.3 Central City District Plan

Under the District Plan, North Rocks is strategically positioned near major centres of Parramatta, Norwest, Epping, and Castle Hill. The overarching vision is for residents of the Central City to have 'quicker and easier access to a wider range of jobs, housing types and activities as part of the transformation of their District as well as improving the District's lifestyle and environmental assets.'

It is predicted to grow substantially, capitalising on its location close to the geographic centre of Greater Sydney.

In terms of liveability, it states:

Central City District will be the fastest growing District over the next 20 years with demand for an additional 207,500 dwellings. This will be provided through urban renewal, land release and infill development. The focus of growth will be on well-connected walkable places that build on local strengths and deliver quality public places.

The figure below identifies North Rocks as a Local Centre under the District Plan.



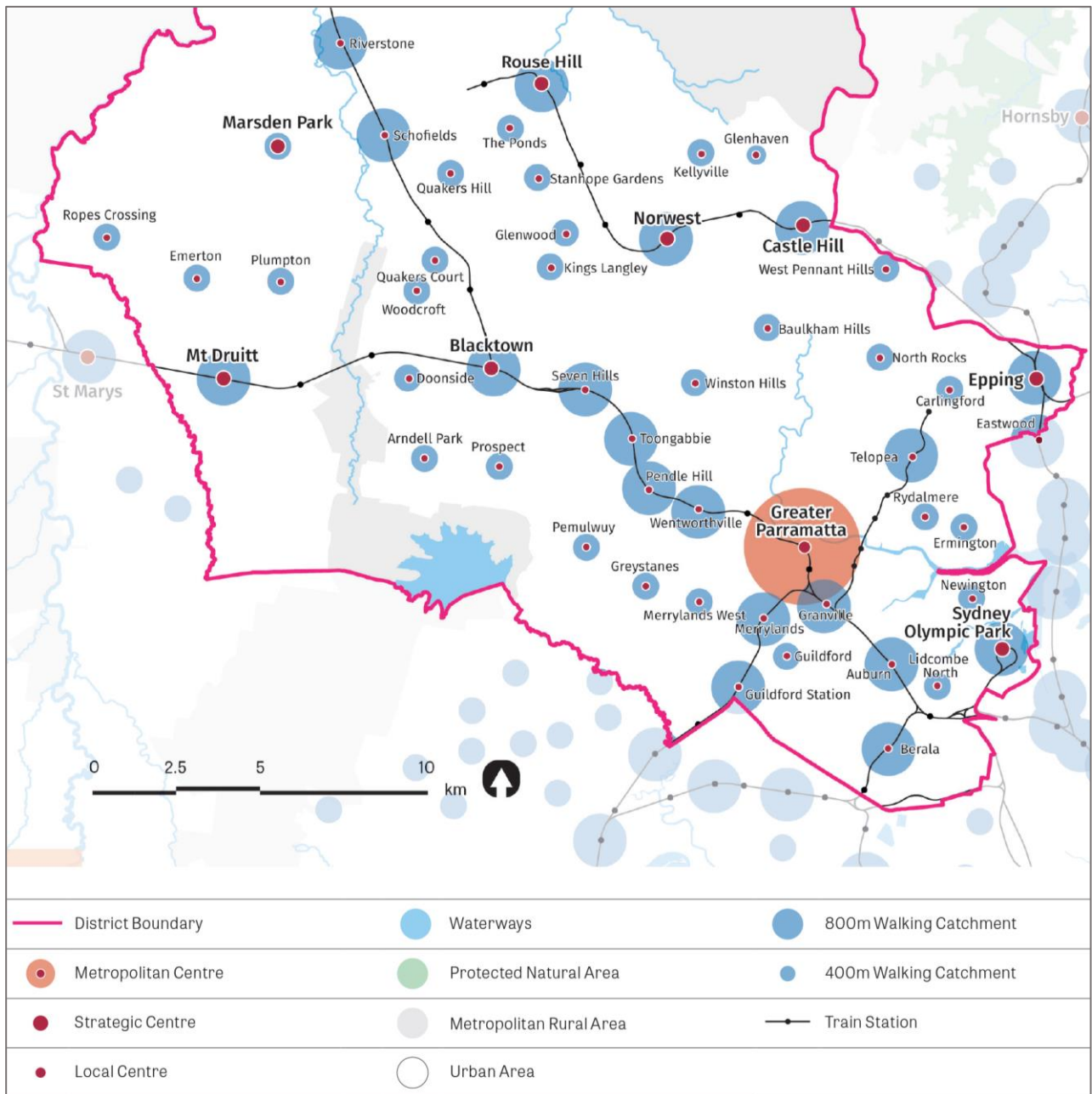


FIGURE 19 – EXTRACT FROM CENTRAL CITY DISTRICT PLAN

Source: Greater Sydney Commission

The District Plan, as illustrated in the figure above, places emphasis on the ability to create future housing capacity around Local Centres, serving as important local infill development.

The Plan identifies North Rocks and the area within a 400m walking catchment as part of the Local Centre. Assuming the North Rocks shopping precinct represents the centre of the 400m catchment, then the entirety of the site is within 400m from the shopping centre. The site's highly central location, within the nucleus of the North Rocks Local Centre therefore provides an excellent opportunity to develop suitable infill housing typologies in close proximity to retail amenity, frequent (bus) transport services, walking and cycling trails.



Local Centre Comparison

There exist a number of Local Centres within the Central City district many of which are reliant on bus access. These centres provide a range of housing opportunities including residential apartment and medium density forms. These are summarised below:

TABLE 7 – LOCAL CENTRE COMPARISON

	BAULKHAM HILLS	WINSTON HILLS	TOP RYDE	WOODVILLE RD, GUILFORD (Neighbourhood Centre)
Zone	B2, R1 R3 and R4	E1 and R2	B4 and R4	B4
FSR (maximum)	3:1	2:1	5:1 (Top Ryde Shopping Centre)	2.2:1
Height	30-50m	12m	21.5m and nominated RLs	31m
Proximity to train station	Approx. 3.1km (Castle Hill Metro)	Approx. 3.2km (Seven Hills Station)	Approx. 1.43km (Meadowbank Station)	Approx. 1.25 (Merrylands Station)
Access to major road	Windsor Road and Old Northern Road	Old Windsor Road	Lane Cove Road and Blaxland Road	Woodville Road
Anchor retail	Stockland Baulkham Hills	Winston Hills Shopping Centre	Top Ryde Shopping Centre	N/A



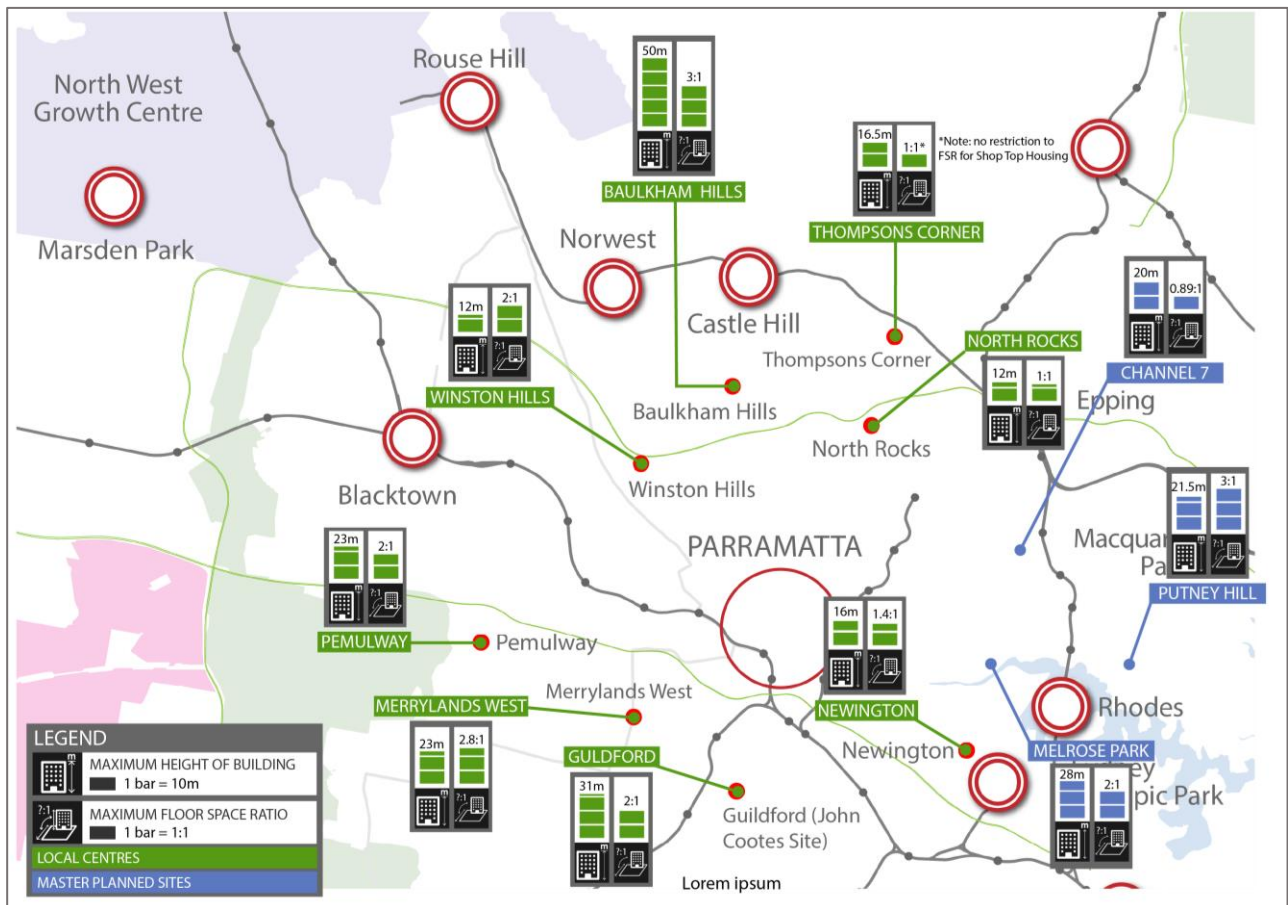


FIGURE 20 – LOCAL CENTRES DIAGRAM

Source: Greater Sydney Commission

As shown in the table and above figure, a number of comparative Local Centres and master planned sites across Sydney provide varied zone, height, and floor space ratio controls to facilitate a mix of housing options and sensible levels of density near local amenity.

The existing control framework in North Rocks does not provide the necessary density or land use outcomes consistent with role and function of many surrounding and successful Local Centres. This includes limited capability to provide much needed housing choice in the northern part of the LGA with associated recreation and community infrastructure.

Furthermore, we note the current zoning and density framework in North Rocks Local Centre has not materially changed for a number of decades.

It has not been the subject of any strategic planning or urban design review for over two decades by either The Hills Shire Council (applicable Council prior to the recent amalgamation) nor the City of Parramatta, notwithstanding the Local Centre is one of the largest by commercial GFA within the Parramatta LGA with high levels of transport (bus) accessibility.

2.4 Local Context

2.4.1 Local Strategic Planning Statement

Council's LSPS provides overarching strategic direction for the LGA over the next 20 years. Proposals seeking to amend planning controls are assessed against the LSPS.

The LSPS is supported by a Structure Plan, which underpins the main strategies and key moves aimed at ensuring the actions and objectives of the LSPS are met by 2036.

A critical component of the LSPS is the introduction Housing Diversity Precincts (HDP's), which seek to provide diversity of housing and new urban infill opportunities outside identified Growth Precincts. HDP's may comprise a diversity of housing types from townhouses, affordable and seniors housing to apartment buildings.

Section 6.2 of this report outlines the planning proposals consistency with the relevant actions and priorities outlined in the LSPS.

The figure below outlines the overall Structure Plan for Parramatta LGA, including Growth Precincts and the GPOP boundary.



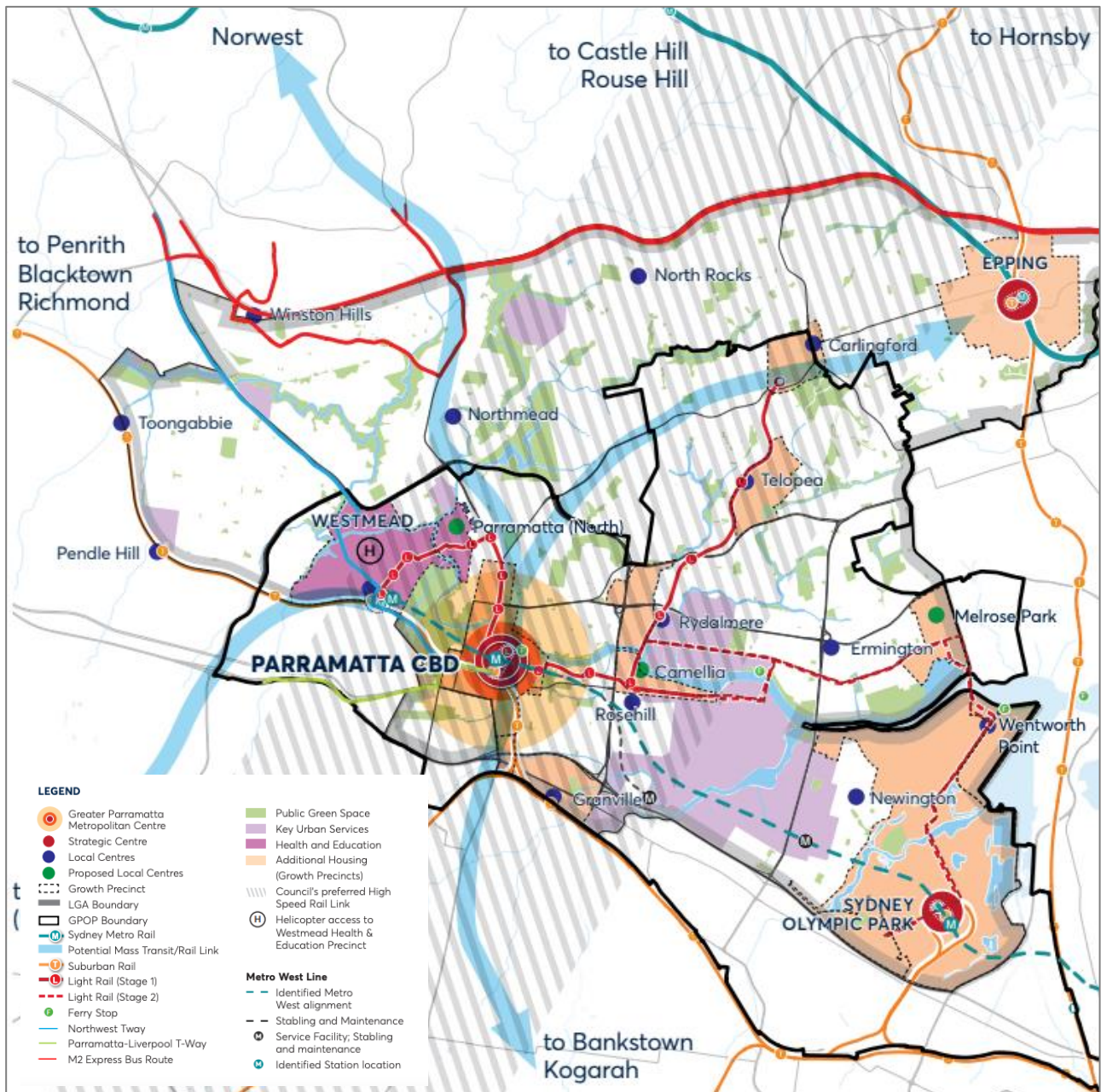


FIGURE 21 – PARRAMATTA LSPS PLAN
 Source: Parramatta LSPS

The LSPS states that beyond 2021, Council will achieve its share of the overall District housing target, and potentially exceed it by over 3,900 dwellings to 2036. 83% of this is expected to come from Greater Parramatta to Olympic Peninsula (GOP) and growth precincts, while the remaining 17% will be delivered through low density and associated infill growth.

The majority of housing in Paramatta LGA will be in the GOP corridor, the majority of this will be in the form of investor lead high rise apartments (refer to figure below). There is a significant under supply of medium density and low to mid-rise apartment development, particularly in the owner occupier market.

The figure below identifies the location of the site in context of the housing targets of GOP precincts.



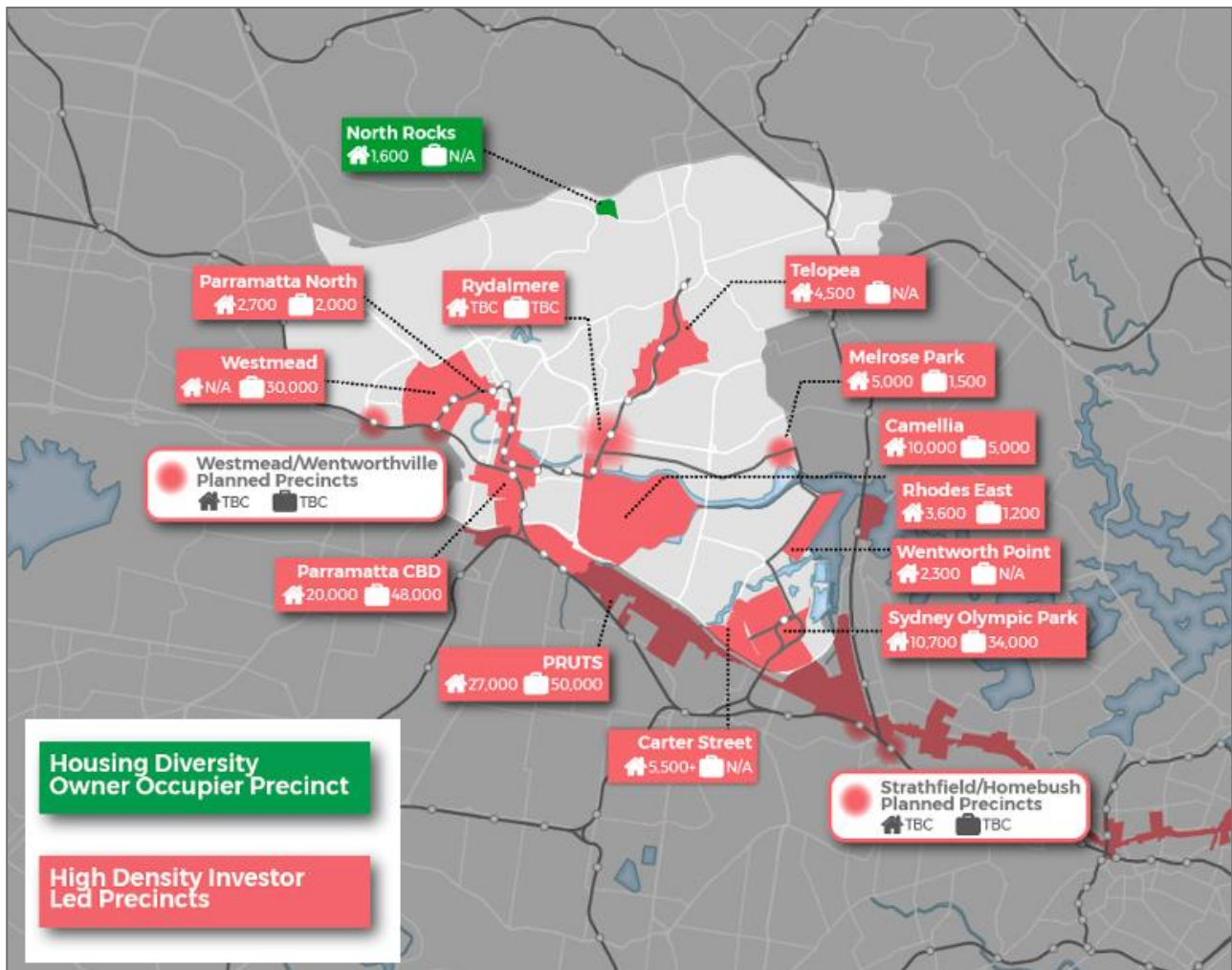


FIGURE 22 – GPOP PRECINCTS

Source: Parramatta LSPS

To address this imbalance, there is a need to ensure that new proposals deliver a diverse range of housing types consistent with Council's HDP Criteria and facilitate new market opportunities for different housing typologies including the 'missing middle', large private garden townhouses (3 and 4 bedrooms) and low-rise apartments.

There is currently no housing diversity in North Rocks Local Centre, with less than 20% of housing stock comprising medium and high-density typologies. It is predominantly comprised of detached housing forms with virtually no apartment forms, medium density (i.e., townhouses) nor seniors housing such as vertical villages within a 2-kilometre radius of the North Rocks Shopping Centre precinct.

North Rocks Village has the potential to be an exemplar project that provides much needed housing choice, close to transport and retail amenity.

The planning proposal successfully meets all components of the HDP Criteria and is supported by a detailed capability test, which is discussed in Section 6.3.2 of this report. It will serve a unique and important role in providing executive level/family grade as well as seniors housing in contrast to the typologies envisaged in the majority of the GPOP area.

2.5 Current Statutory Planning Framework

2.5.1 Parramatta Local Environmental Plan 2023

Parramatta City merged with portions of The Hills Shire, Auburn City, Holroyd City and Hornsby Shire on 12 May 2016. As a consequence, the site was transferred from The Hills Shire Council to the City of Parramatta.

At the time of the transfer, the site was subject to the provisions of The Hills Local Environmental Plan 2012 (THLEP 2012). The LEP was renamed Parramatta (former The Hills) Local Environmental Plan 2012 (LEP 2012), however has since been replaced by Parramatta Local Environmental Plan 2023 (LEP 2023).

The table below provides an overview of the key local planning controls contained in LEP 2023 in relation to the site.

TABLE 8 – EXISTING PLANNING CONTROLS SUMMARY

CLAUSE	PROVISIONS
Zoning	R2
Minimum Lot Size	700m ²
Height of Building	9 metres
Floor Space Ratio	0.5:1
Heritage Conservation	The site is not a heritage item, does not adjoin a heritage item and is not located within a Heritage Conservation Area (HCA). There are no heritage items located within the vicinity.
Bushfire hazard reduction	The site is identified with a small component of Category 1 Vegetation, located along the northern boundary. An additional area is identified as Vegetation Buffer, located within the rear third of the site.
Biodiversity	A small portion of the site in the north east corner is identified a terrestrial biodiversity on the Natural Resources Map. Clause 6.3 therefor applies, which aims to protect native flora and fauna and protect valuable ecological areas. The planning proposal has had regard to the ecological values of the remnant vegetation in this location, and most of this area is to be retained in-situ, and this will become a passive 'bushland' park forming an appropriate transition and interface to the bushland reserve to the north.



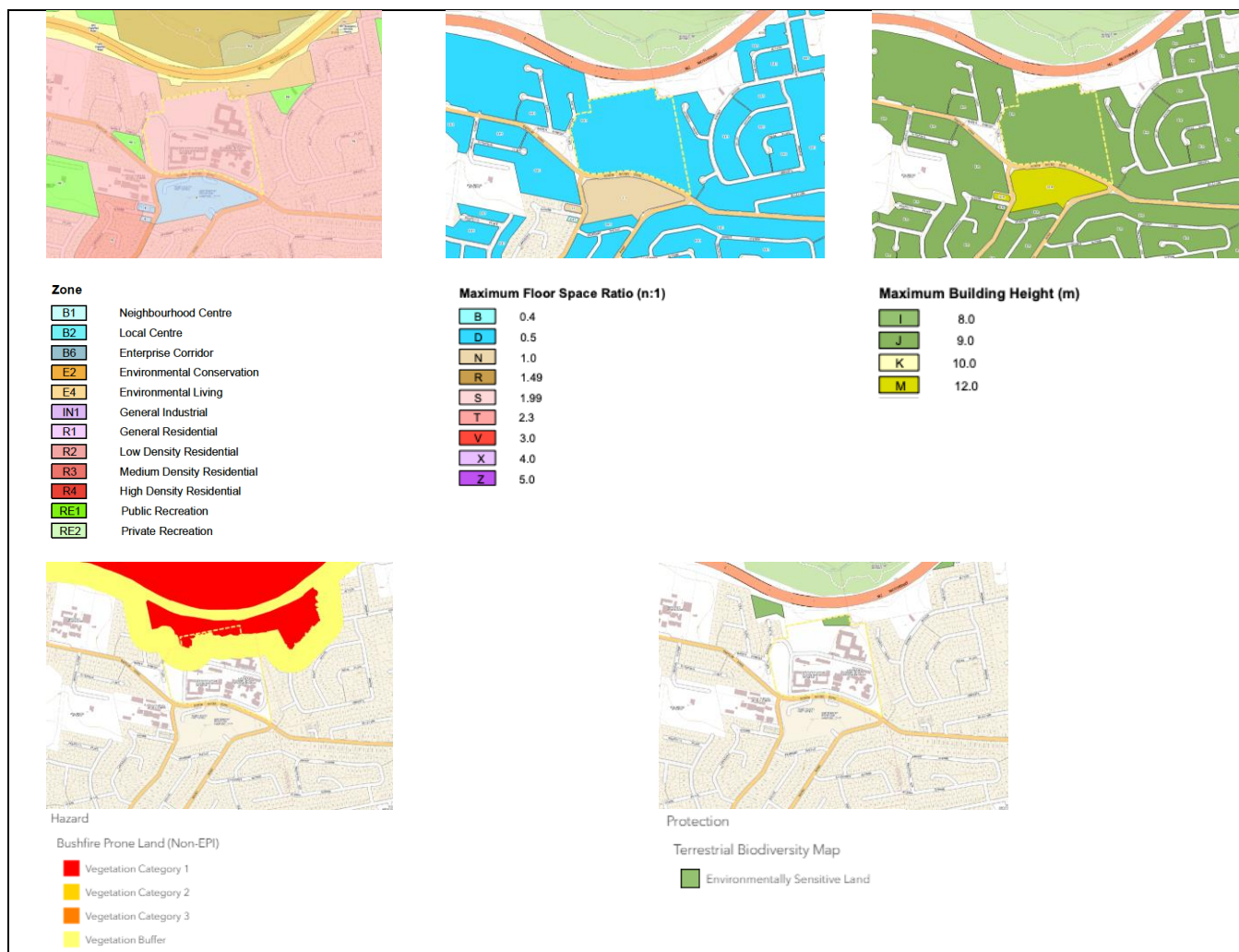


FIGURE 23 – PARRAMATTA LEP MAPPING

Source: NSW EPlanning Portal

3 North Rocks Village

3.1 Vision

The vision for North Rocks Village, as developed by the proponent, project team and through discussions with local and State stakeholders is to:

Create a sustainable residential village that provides genuine housing diversity (including low to mid-rise apartment forms, townhouses, detached dwellings and seniors housing) all within a heavily landscaped garden setting, respectful of local character and its context.

North Rocks Village will provide a diverse mix of active and passive public open space (including a full-size oval, civic square / village green, new parkland and a bushland reserve) in addition to a multi-purpose community space to foster social interaction.

It represents a unique place-making opportunity to create a genuine sense of community for all North Rocks residents through inspired public spaces and local amenity.

The figure below depicts an artist's impression of the proposed Village Square and Community Hub, which will be a focal point for the community.



FIGURE 24 – ARTIST'S IMPRESSION OF PROPOSED VILLAGE SQUARE

Source: Hassell

3.2 Proposal Summary

The North Rocks Village Master plan seeks to create a model urban village that is complementary to the surrounding neighbourhood and enhances North Rocks Local Centre.

The Master plan has been refined over several years and shaped through an iterative process involving engagement with Council, State agencies, an expert advisory panel, a rezoning review panel and key local stakeholders. It has also been informed by its Local Centre context including the adjacent retail offering, bus node, building typologies, land-use, topography, significant trees and existing streetscapes to create a 'green' urban village with a range of public spaces, walkable streets and a diversity of housing types that are respectful of the surrounding built form.

A summary of the key elements that form the Master plan are provided below:

- Redevelopment of the current underutilised 12.67-hectare site
- Approximately 900-950 dwellings comprising low to mid-rise apartments, townhouses, detached and seniors housing including ILUs and aged care
- 1.7-hectare oval precinct with sports field, pavilion & multi-purpose court.
- 6 new local parks
- New 'Village Square' (1,600m²)
- New multi-purpose community space (1,500m²)
- Supporting Commercial and Medical Floorspace (2,800m²)
- Improved transport infrastructure, access to M2 and local access upgrades (cycleways, pedestrian links). This includes a potential shuttle bus service for 10-15 years.
- A proposed FSR of 1.1:1, which equates to a maximum permissible GFA of **139,436m²** (1.1 x 126,760m² site area)
- Building heights ranging from 2-6 storeys
- A minimum 34% of the site as open space
- 40% tree canopy (up from 23%)
- Staging to be delivered over approximately 10 years

In terms of dwelling yield, the master plan has the potential to deliver the following diverse housing typologies:

- 560 Apartments (Studio, 1, 2, 3 and 4 bedroom)
- 185 Underbuilding Townhouses
- 40 Townhouses
- 10 Detached dwellings
- 130 Independent living units
- Total: 925 dwellings



In addition, the masterplan contemplates a Residential Aged Care Facility which could accommodate up to 100 beds. It also includes a commitment to deliver a minimum of 2% of the new residential floor space as affordable housing, which is equivalent to 16 apartments.

The proposal represents a rare opportunity to create an exemplar urban village with best practice outcomes for urban greenery, housing diversity and social sustainability. The figure below depicts the envisaged master plan for the site and encapsulates the key elements identified above.



FIGURE 25 – MASTER PLAN

Source: Hassell



3.3 Design Framework

A summary of the Design Framework that underpins the master plan is provided below.

3.3.1 Structure Plan

The design analysis and principles outlined in the accompanying urban design report by Hassell in **Appendix 2** has informed the preparation of a structure plan, that has been used to guide the development of the master plan.

The structure plan consolidates the key principles to establish the capability of the site in terms of land use, built form (height), landscape and the movement network. Refer to Figure 24 below.

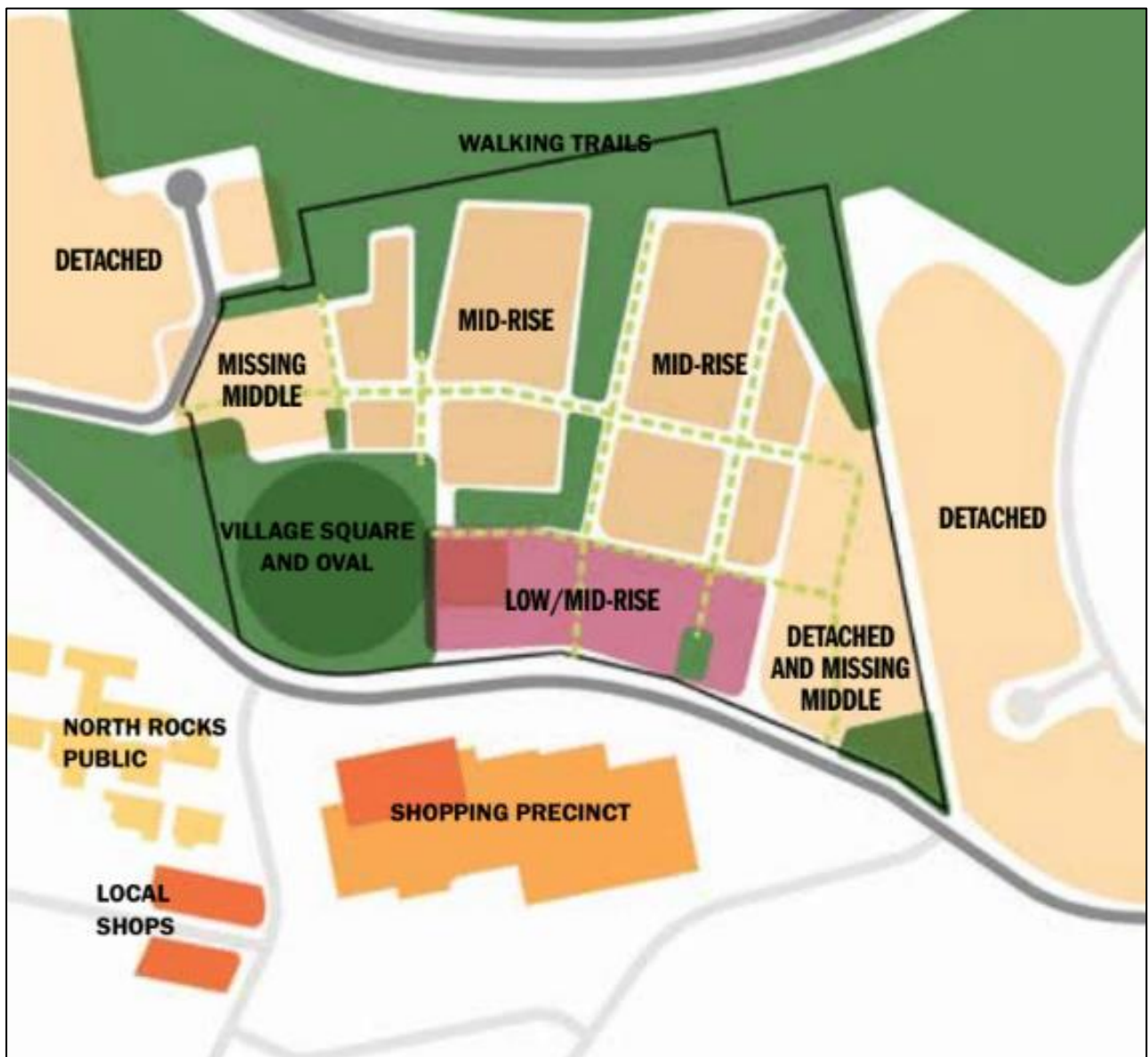


FIGURE 26 – STRUCTURE PLAN

Source: Hassell



3.3.2 Land Use and Activation

While the development is predominantly residential in use, a relatively minor component of floorspace will be used for commercial purposes, such as a café and/or restaurant, medical centre and specialised services, childcare as well as community uses including a multi-purpose community space. The commercial uses noted above would be confined to the village square and adjacent buildings.



FIGURE 27 – LAND USE AND ACTIVATION PLAN

Source: Hassell



3.3.3 Landscape and Open Space

The master plan retains five existing significant mature tree groves and woodland areas. These have informed the siting and design of new open space, whereby the trees will be incorporated into new parkland settings. These groupings will be complemented by new large canopy tree plantings throughout the site, including within street reserves, common areas as well as new parks. The project targets a proposed 40% tree canopy cover (up from 23%).

The planning masterplan provides for a proposed 1.7-hectare oval precinct with full size sports field, pavilion & multi-purpose court, northern bushland area, well as 6-8 local parks. The total open space provision represents 34% of the total site area.

It is intended that key open space such as the oval will be dedicated to the City of Parramatta for public use (i.e., youth cricket and soccer), whilst other open space and the smaller parks will remain in common or private ownership but remain publicly accessible via an appropriate mechanism such as an easement ensuring on-going public access. At this stage, it is anticipated that the entire oval precinct (including the multi-purpose court and civic square) could be dedicated to Council, subject to agreement of a VPA and appropriate land use zones being agreed.

Existing 'green' spaces adjoining the site including the bushland reserve to the north and a Council reserve to the west, have the potential to be extended into the site and become more useable recreation areas. Pathway networks (on and off road) will connect all internalised open spaces.





FIGURE 28 – OPEN SPACE ARRANGEMENT
 Source: Hassell



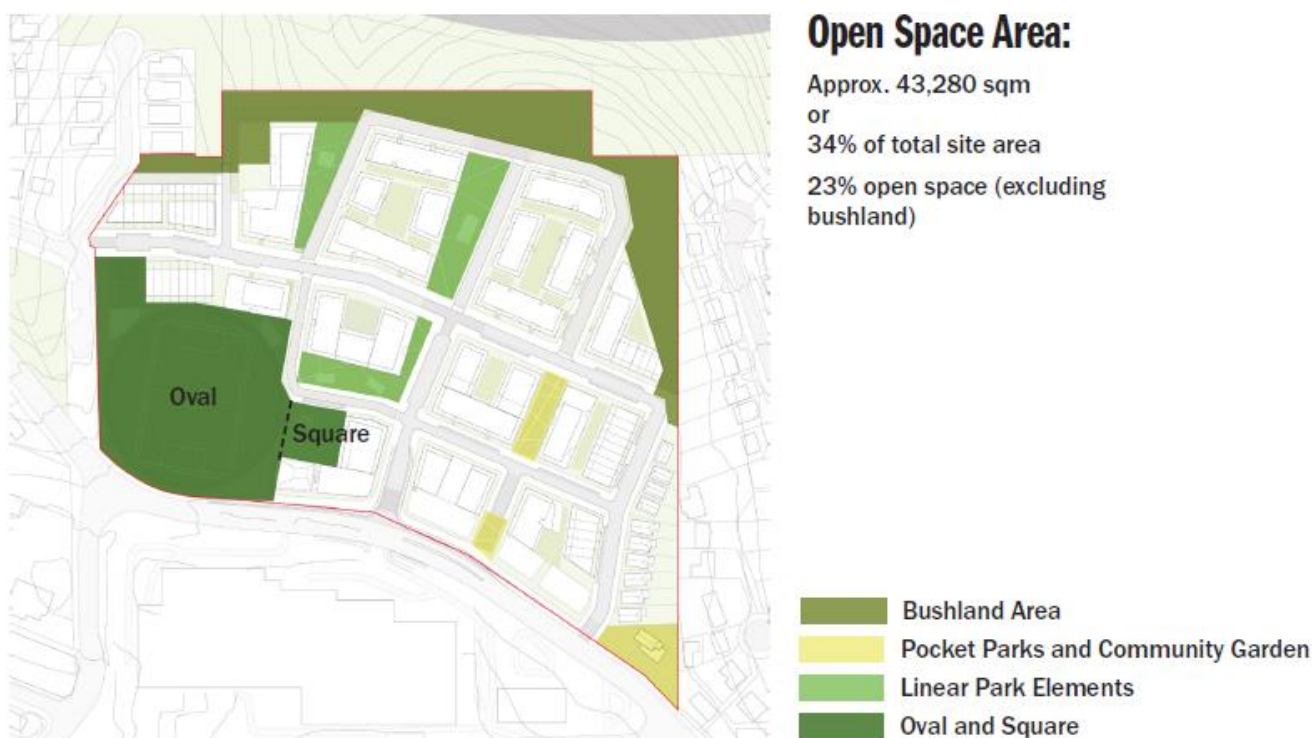


FIGURE 29 – OPEN SPACE AREA PLAN

Source: Hassell

The table below provides an indication of how open space may be allocated across the site, based on the test scheme within the Urban Design Report (Appendix 2). These figures are indicative and may be refined at detailed design stages. Notwithstanding, the Planning Proposal commits to 34% of the site area to be provided as open space.

Open Space Type	Area (Sqm)	Proportion of Site (%)
Sports Oval and Multifunctional Court	18,317	14.5%
Northern Bushland Interface	14,432	11.4%
Linear Open Space	5,907	4.7%
Village Square	1,600	1.3%
Resident Pocket Parks	1,097	0.9%
Community Garden/Park	1,929	1.5%
Total	43,282	34%

FIGURE 30 – INDICATIVE ALLOCATION OF OPEN SPACE AREA

Source: Hassell

3.3.4 Movement and Access

The master plan proposes a series of distinct streets that are centred around walkability, legibility, comfort and safety.

The existing tree-lined east-west street is retained and integrated into a broader movement network including a new entry avenue, which is strategically positioned opposite North Rocks District Shopping Centre supported

by a series of local streets, pedestrian links and shared paths. The street widths have been designed to ensure consistency Council's Public Domain Guidelines (2017).

The master plan will deliver the missing link in the cycle network, with a shared path proposed along North Rocks Road. The figure below depicts the proposed street network and movement framework.

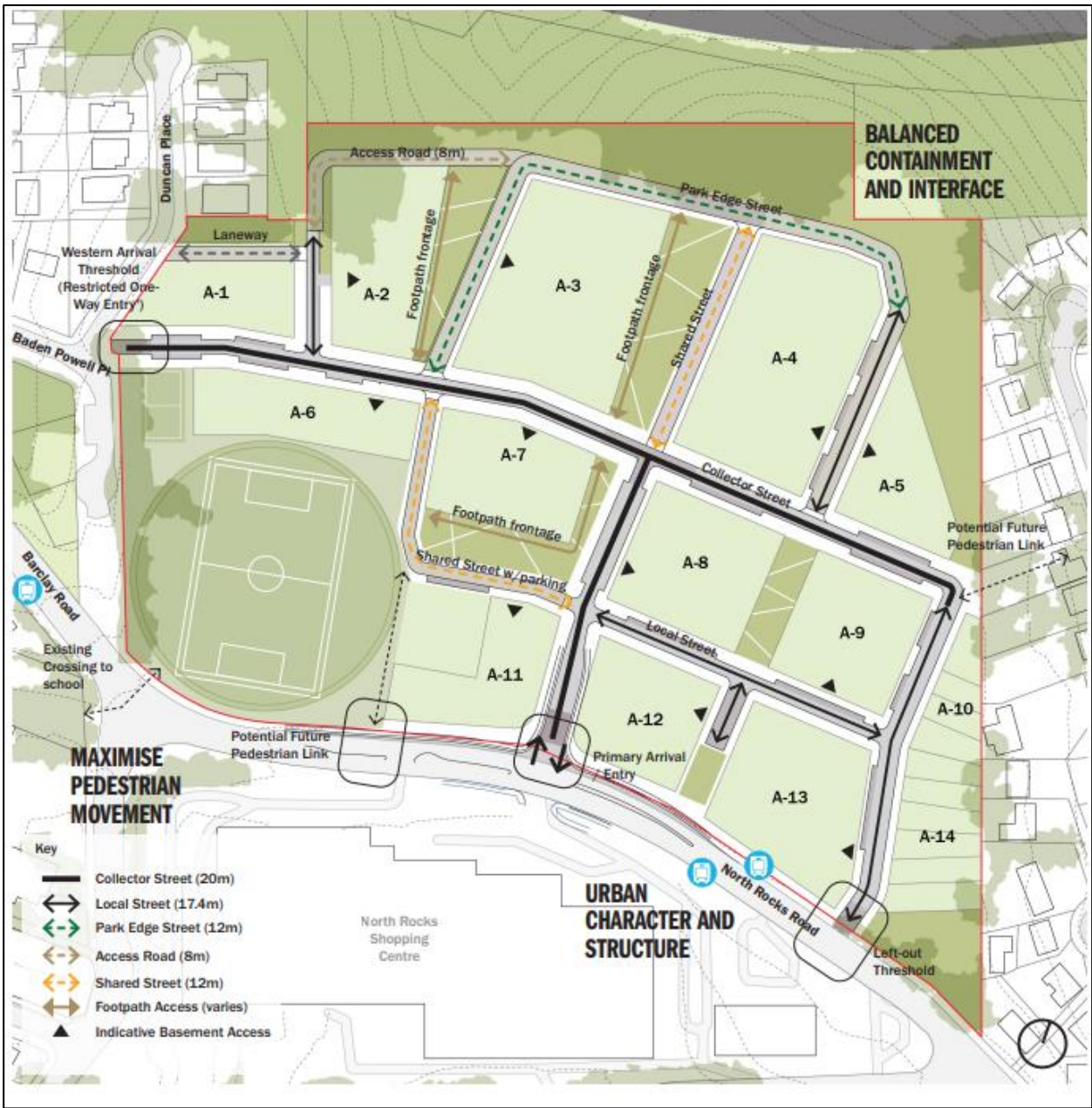


FIGURE 31 – STREET NETWORK
Source: Hassell





FIGURE 32 – JOURNEYS AND MOVEMENT PLAN

Source: Hassell

3.3.5 Building Heights

The master plan proposes buildings with heights ranging from 2 – 6 storeys.

The project team has carefully considered the impact of various heights across site to ensure the proposal demonstrates contextual fit and neighbourhood compatibility. This includes a detailed assessment of visual impacts, overshadowing, and key Apartment Design Guide (ADG) compliance.



Detached housing and townhouses (2 – 3 storeys in height) have been located within the eastern and western parts of the site to ensure a compatible interface with adjacent low-density housing.

Taller buildings (ranging from 4 – 6 storeys) are confined to the central and rear parts of the site, where the site slopes steeply toward the M2 corridor reservation. Along the North Rocks Road frontage building heights are restricted to 3 storeys.

The site has a fall of approximately 17m from the North Rocks Road frontage to the rear of the site, which assists in further mitigating the visual impact of the building forms when viewed from North Rocks Road and adjacent areas.

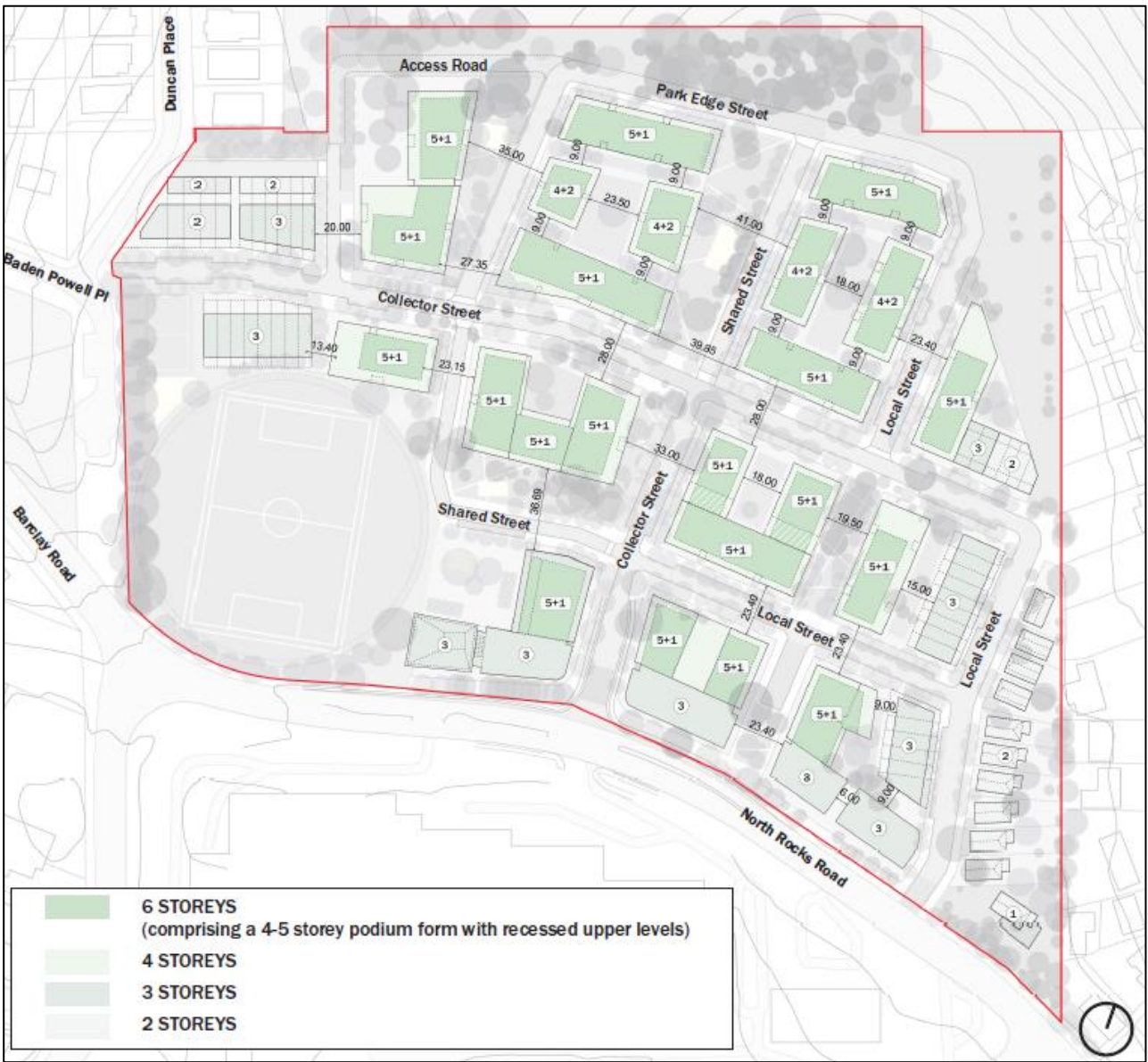


FIGURE 33 – BUILDING HEIGHTS AND SEPARATIONS

Source: Hassell



A visual impact assessment has also been undertaken, which demonstrates taller building elements are mostly obscured or concealed from view (particularly from surrounding vantage points to the east and west of the site) by a combination of landform, established tree canopy and existing residential buildings.

This is discussed further in Section 6.3 of this report.

3.3.6 Staging and Tenure

An indicative staging plan is provided below, which identifies delivery over four key stages and over an approximate 9+ year period. It should be noted that within each precinct, development could be progressively staged.

The future staging has been considered having regard to the following key objectives:

- Careful minimisation of any construction impacts upon adjoining residents and adjacent North Rocks shopping centre precinct,
- Early delivery of key community infrastructure including the oval precinct, open space, Village Square and Community Hub,
- A diverse mix of housing typologies including townhouse and low-rise apartments (of different bedroom types) are supplied early in the site's renewal, and
- Management of residential traffic flow and clear separation of construction activities from residents.

At this stage, the intention is for the vast majority of all roads under the Master Plan to become public roads, dedicated to Council and to remain under their care and control. Certain key open space, such as the oval precinct and village square would also likely ultimately be dedicated to Council for public use by the wider North Rocks community. This would be the subject of future negotiation with Council.

A number of the townhouse and detached housing allotments have the potential to be subdivided under a Torrens title arrangement.

Other typologies including townhouse, apartment buildings and any commercial component would likely become strata titled allotments but bound by an 'umbrella' agreement that would ensure the on-going management and maintenance of a number of common open spaces, communal buildings and deliver a range of community initiatives. In this way, land not dedicated to Council can be made publicly accessible via a series of easements benefitting council and paid for by levies collected from the owners. The owners would have an obligation to maintain, insure and replace, if necessary, any common property under the umbrella deed in perpetuity.



0-2 yrs ESTABLISH



2-5 yrs EMBED



5-9 yrs GROW



9+ yrs MATURE



FIGURE 34 – PLACE-BASED STAGING PLAN

Source: Hassell



4 Part 1: Objectives and Intended Outcomes

The planning proposal seeks to facilitate an exemplar residential development within a Local Centre context that aligns with, supports, and promotes key strategic planning priorities of State and local government.

It will facilitate a diversity of housing typologies, community and recreation infrastructure in addition to a limited commercial offering.

It proposes a site density befitting its local centre status, strategic context and accessibility, whilst being respectful of the neighbouring local character particularly to the east and west of the site.

The proposed inclusion of community benefits such as a full-sized oval, Community Hub and Village Square will engender social interaction and a genuine sense of place for North Rocks residents.

The proposal also seeks to ensure design excellence is realised at the design and development stage, particularly in terms of environmental sustainability, built form outcomes and the landscape design response.

The objectives and intended outcomes of the planning proposal are categorised as follows:

Housing Diversity

- To provide a diverse range of housing types to meet the needs of current and future residents of North Rocks including larger sized apartments, townhouses and detached housing;
- To enable residents to age in place via a number of seniors housing options including independent living and assisted care;
- To offer medium and higher density forms of living not currently available in North Rocks; and
- To provide affordable housing opportunities for key workers.

Open Space and Community Infrastructure

- To facilitate an environmentally sustainable and resilient housing precinct that includes approximately 4.3 HA (or 34% of the site) as publicly accessible open space. This is made up primarily of public open space (including a full-size playing field, bushland park, dog park and community garden), however will include some smaller privately owned publicly accessible local parks.
- The proposal has the capacity to deliver critical community infrastructure including a multi-purpose community space,
- To provide new landscaped open space areas which will expand Sydney's strategic network of open spaces in accordance with the objectives of the Sydney Green Grid; and
- To enhance the public domain along the North Rocks Road frontage and embellish the adjacent Council reserve.

Local Character

- To ensure the scale of housing at the interface with established residential areas to the east and west of the site is of a low-rise nature, and therefore compatible with existing neighbourhood character;
- To ensure future development exhibits design excellence, ensuring high quality public domain and built form outcomes integrate with the surrounding context;



- To facilitate a heavily treed environment consistent with the local landscape character, whereby existing significant mature tree groupings are to be retained within open space and supplemented by extensive new tree plantings; and
- To provide spaces and areas for regular community events and functions within and near the Village Square, celebrating local culture, place and identity.

Sustainability

- To create a highly permeable 'walkable' environment throughout the village in addition to improved connections to nearby activity nodes and to encourage modal shift from private care to active and public transport;
- To increase the tree canopy from 23% to a targeted 40% across the site;
- To implement an integrated strategy of water demand reduction, reuse and recycling, and passive water treatments; and
- To ensure high standard of sustainable building and design operations, energy management and to make provision for EV charging and sustainable infrastructure systems.

Transport and Accessibility

- To provide a wholistic transport plan including improved public transport options for current and future residents whilst maintaining adequate intersection performance for private vehicles;
- Prioritise active and public transport as well as demand management measures to support more sustainable travel behaviour;
- To improve public transport and traffic infrastructure along North Rocks and Barclay Roads, including enhanced pedestrian safety between the site adjacent shopping centre; and
- To facilitate a highly permeable and legible internal street network for pedestrians and cyclists that directly connects with the surrounding area, whilst also improving the surrounding pathway network.

Design Capability

- To provide high quality sustainable residential accommodation, incorporating a range of housing typologies consistent with the requirements of a HDP;
- To facilitate high quality architectural design that is responsive to the topography as well as adjacent land-use, built form, and the bushland interface;
- To ensure low-rise detached housing and townhouse typologies interface with the adjoining established low density residential areas to the east and west; and
- To ensure residential apartment buildings are of a high standard of architectural design in terms of siting, orientation, layout, liveability, articulation and materiality.

Local Centre Renewal

- To facilitate the renewal and densification of an expansive strategic holding within the 'nucleus' of North Rocks Local Centre achieving genuine housing diversity and thereby satisfying related Government policy;
- To complement the existing North Rocks District Shopping Centre by introducing civic and outdoor spaces, which will enhance the centre's local character and general appeal;



- To facilitate the redevelopment of the site as a high-quality master planned development that is comparable in scale and use to other Local Centres in the Central District; and
- To increase density and housing choice adjacent to an existing shopping centre and bus nodes, contributing to the long-term vitality of the wider centre.

Socio-Economic

- To assist in achieving future State and Local Governments housing targets and address the lack of housing diversity within the locality by providing additional residential accommodation for key workers;
- To provide much needed housing supply to submarkets including owner occupiers, seniors, young families and key workers that have not been catered for in this locality in the past;
- To deliver approximately 130 independent living units (seniors housing) and approximately 100 bed residential aged care facility.
- To deliver affordable housing that is 2% of new residential floor space (equivalent to 16 apartments) that could accommodate key workers such as nurses, teachers, emergency service personnel.
- To make provision for a very limited retail and commercial offering to assist in activating the Village Square and that does not compete with the existing North Rocks District Shopping Centre.



5 Part 2: Explanation of Provisions

The planning proposal seeks to achieve the intended outcomes outlined in Part 1 of this report through the following amendments to *Parramatta Local Environmental Plan 2023*:

- Rezone the site from R2 Low Density Residential to part R4 High Density Residential, part R3 Medium Density Residential, part RE1 Public Recreation and part RE2 Private Recreation
- Provide for a maximum floor space ratio of 1.1:1;
- Provide maximum height of building controls ranging from 9m and 12m at interfaces along the eastern and western boundaries, 14m at North Rocks Road to and 23m within the centre of the site;
- Remove the minimum lot size control;
- Introduce additional local provisions for design excellence;
- Introduce an additional permitted use clause under Schedule 1 to facilitate a restaurant or café and medical uses in the R4 High Density Residential zone;
- Partially identify the site on the Land Reservation Acquisition Map reflecting the proposed RE1 zone; and
- Introduce an additional local provision that requires the preparation of a site-specific Development Control Plan.

Table 9 below provides the details of the proposed LEP provisions. The relevant mapping changes are shown below and at Part 4 of this report.

TABLE 9 – PROPOSED LEP PROVISIONS

PROVISION	PROVISION SOUGHT
Zoning	
2.1 Land Use Zone	R3 Medium Density, R4 High Density, RE1 Public Recreation and RE2 Private Recreation.
Minimum Subdivision Lot Size	
4.1 Minimum Subdivision Lot Size	It is proposed to remove the minimum subdivision lot size control.
Height	
4.3 Height of Buildings	9m, 12m, 14m, 23m.
Floor Space Ratio	
4.4 Floor Space Ratio	1.1:1 Note: the proposed 1.1:1 FSR control will equate to a maximum permissible GFA of 139,436m ² (1.1 x 126,760m ² site area).
Division 6 Additional Local Provision – Development on certain land at North Rocks	
Additional local provisions are proposed for the land. To identify the land to which these clauses apply, it is proposed to map the site on the Key Sites map as shown in Figure 40.	



PROVISION	PROVISION SOUGHT
Additional Local Provision – Calculation of Floor Space Ratio	<p>A local provision is proposed to provide clarity how GFA is calculated.</p> <p>Land dedicated to Council or a public authority for a public purpose is excluded from the calculation of site area under Clause 4.5 of <i>Parramatta Local Environmental Plan 2023</i>. The intent of the additional provision is to define the site area for the purposes of calculating the floor space ratio for proposed development on the site as including land dedicated to the Council or a public authority for a public purpose. The proposed local provision will enable a concept DA to utilise the entire site area (including future public open space) when allocating GFA to development lots, so providing certainty to both Council and proponents around future built form outcomes.</p> <p>We note that this is common practice in precinct development scenarios and a similar clause is observed within the <i>Hills Local Environmental Plan 2019</i>.</p>
Additional Local Provision – Development requiring the preparation of a development control plan	<p>A local provision is proposed which requires the preparation of a site-specific development control plan for the site. The provision is intended to ensure that development consent is not granted for development on land within the site unless a development controls plan been prepared for the land to ensure that future development is consistent with the long-term intent for as set out in the development control plan.</p> <p>The local provision should specify the matters to be addressed in the development control plan. It is proposed that this includes:</p> <ul style="list-style-type: none"> • the spatial arrangement of open space, roads and building typologies across the site, • site access and permeability, • building envelopes, setbacks, articulation and other built form controls, • pedestrian and cycle connections (active transport), • environmental sustainability measures, • tree retention, tree canopy and planting requirements, • impact on, and proposed improvements to, the public domain including areas with a civic focus such as a village square, community centre or library, • public domain connections on site and to surrounding land, • vehicular access to, and design of, basement car parking, and • extensive landscaping of the public and private domain, including within setbacks to adjacent property and along the North Rocks Road frontage. <p>It is noted that a concept development application is a suitable alternative to a development control plan pursuant to Clause 4.23 (2) of the EP&A Act.</p>
Additional Local Provision – Design Excellence	<p>A design excellence clause is proposed to ensure that future development exhibits design excellence that contributes to the natural, cultural, visual and built character values of North Rocks.</p> <p>It is proposed that shop top housing, residential flat buildings, multi-dwelling housing, seniors housing and community facilities on the site would be required to exhibit design excellence before development consent can be granted.</p> <p>Factors that could be considered in determining design excellence could include the standard of architectural design, materials and detailing, bulk, massing and modulation of the buildings, impact on the quality and amenity of the public domain, landscape design, landuses and use mix, interface with surrounding sites, contribution to the North Rocks Road streetscape, response to the Development Control Plan requirements, relationship with other development on the site or neighbouring sites and with any proposed community infrastructure, the achievement of ecologically sustainable development principles and resolution of pedestrian, cycle, vehicular and service access, circulation and requirements.</p> <p>Future development must be considered by a Design Review Panel and the consent authority must consider the advice of the Design Review Panel in determining if the proposal exhibits design excellence.</p>



PROVISION	PROVISION SOUGHT
Additional Permitted Uses	
Schedule 1 – Additional Permitted Uses	An additional permitted use clause is proposed to facilitate a restaurant, café and medical centre and related uses in the R4 High Density Residential zone within the village square. It is proposed to limit the combined gross floor area of any restaurant, café and medical centre to a maximum of 2,800m ² .

Land Use Zone

The proposed zoning map accords with the careful distribution of housing typologies expressed in the master plan. It confines low-rise apartment typologies to the central spine of the site, while medium and low-density housing is confined to the transition areas along the eastern and western boundaries.

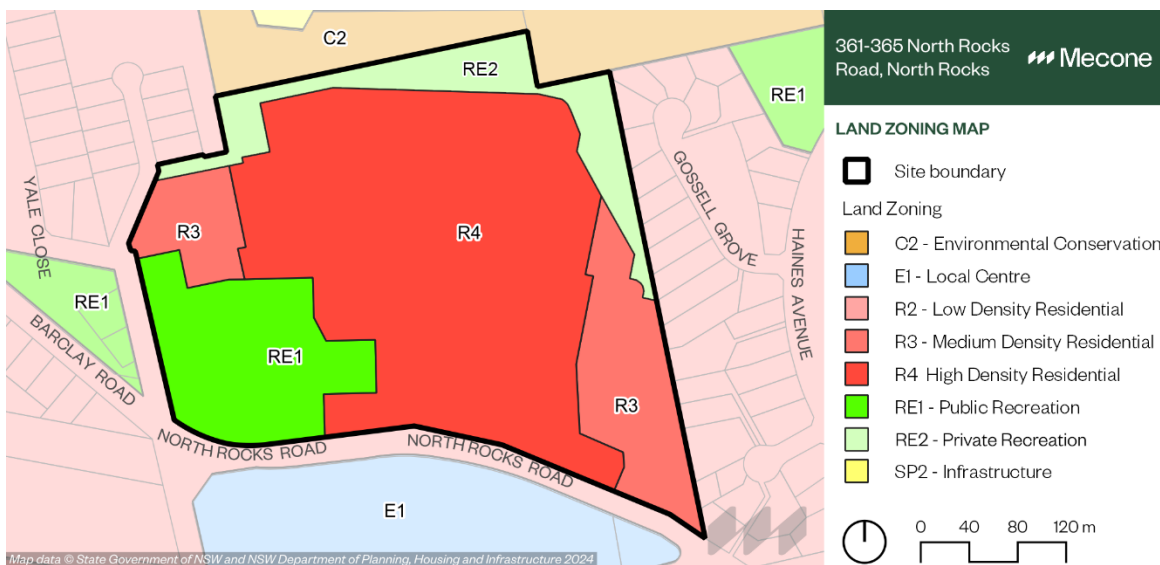


FIGURE 35 – PROPOSED ZONING MAP

Source: Mecone



Lot Size Map

In order to facilitate the proposed land uses and future potential subdivision pattern, the planning proposal seeks to remove the existing minimum lot size control.

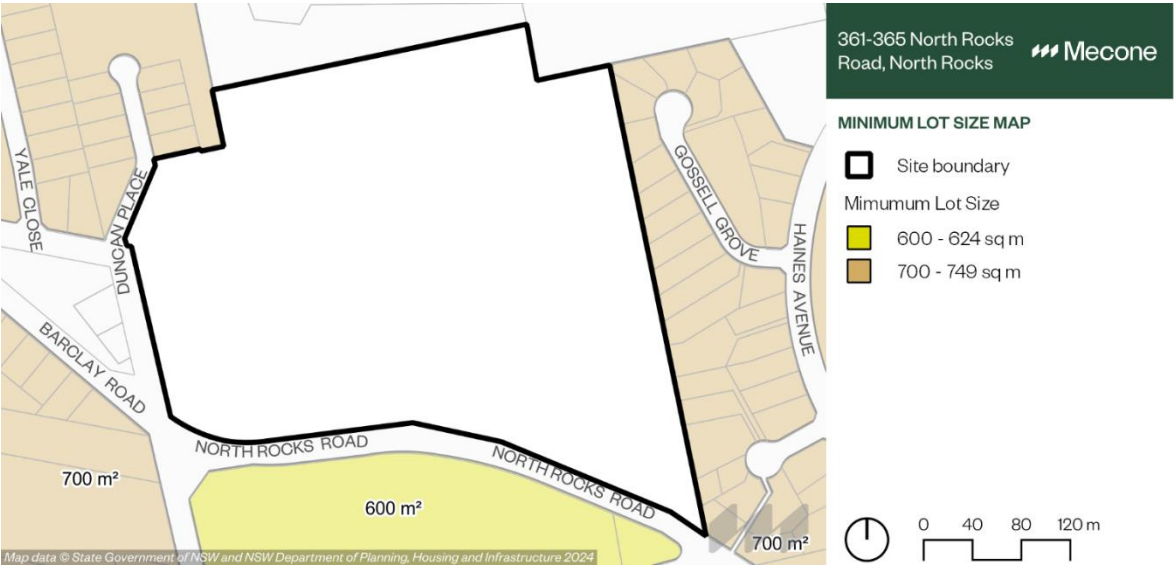


FIGURE 36 – PROPOSED LOT SIZE MAP
Source: Mecone

Height of Buildings

The proposed height of buildings map accords with the envisaged built form outcomes expressed in the master plan. It reinforces low scale building heights along the eastern and western boundaries, while the central spine and the rear of the site are capable of providing taller building forms in response to the slope of the land.

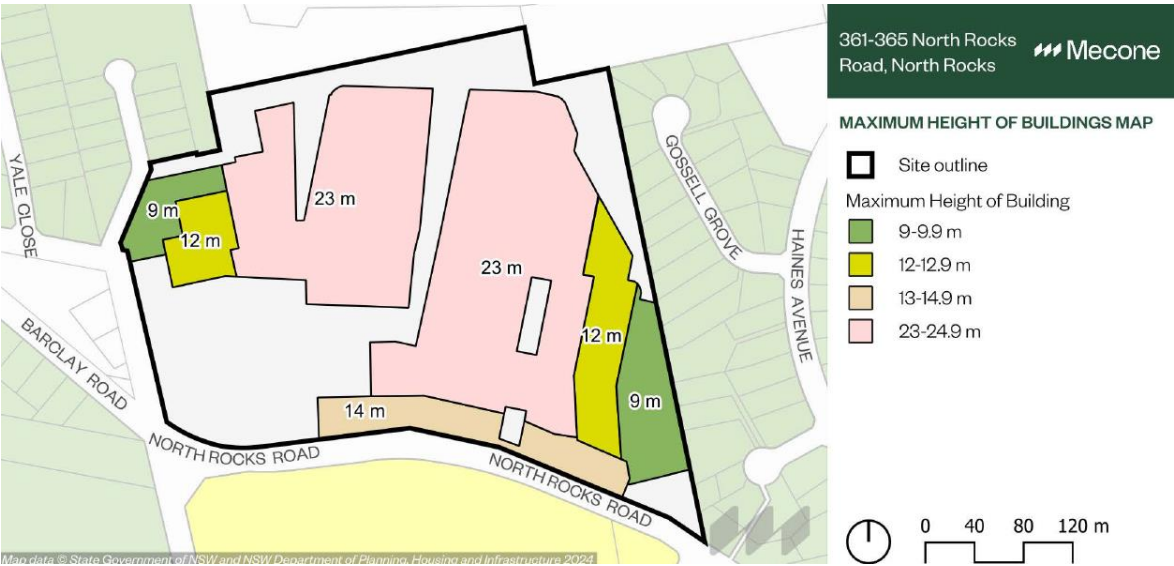


FIGURE 37 – PROPOSED HEIGHT OF BUILDINGS MAP
Source: Mecone



Floor Space Ratio

The proposed FSR map accords with the envisaged built form outcomes expressed in the master plan. The single FSR will allow for a broad degree of design flexibility, which will benefit innovative design outcomes at the DA stage. The height and zone bands will provide certainty with the overall built form approach.

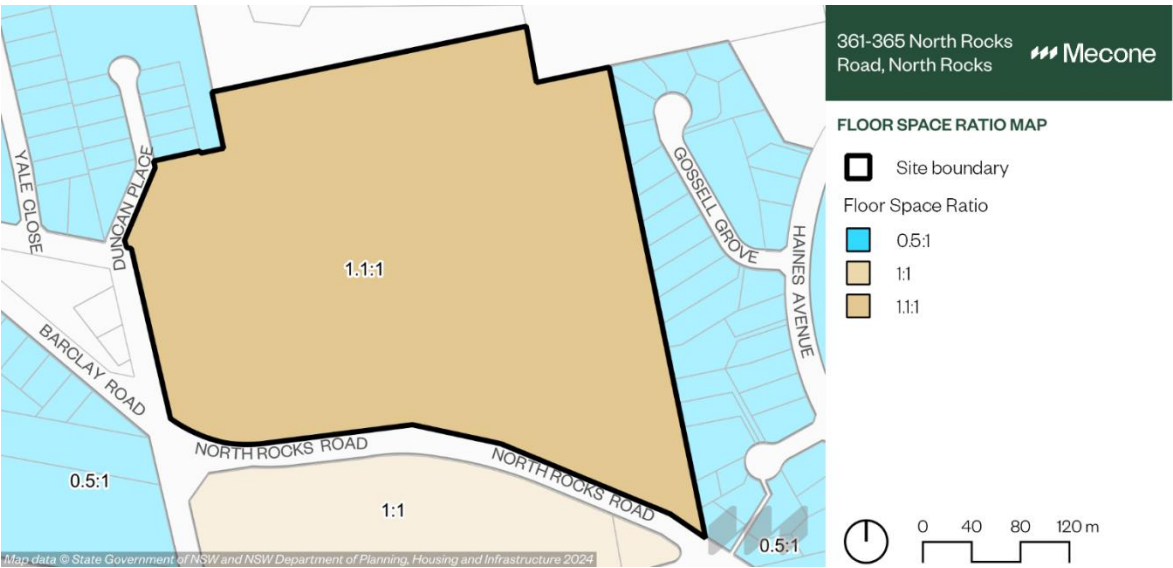


FIGURE 38 – PROPOSED FLOOR SPACE RATIO MAP
Source: Mecone

Key Sites Map

The proposal seeks to define the site as the *North Rocks Village Precinct* for the purposed of applying additional local provisions as outlined in the table above.

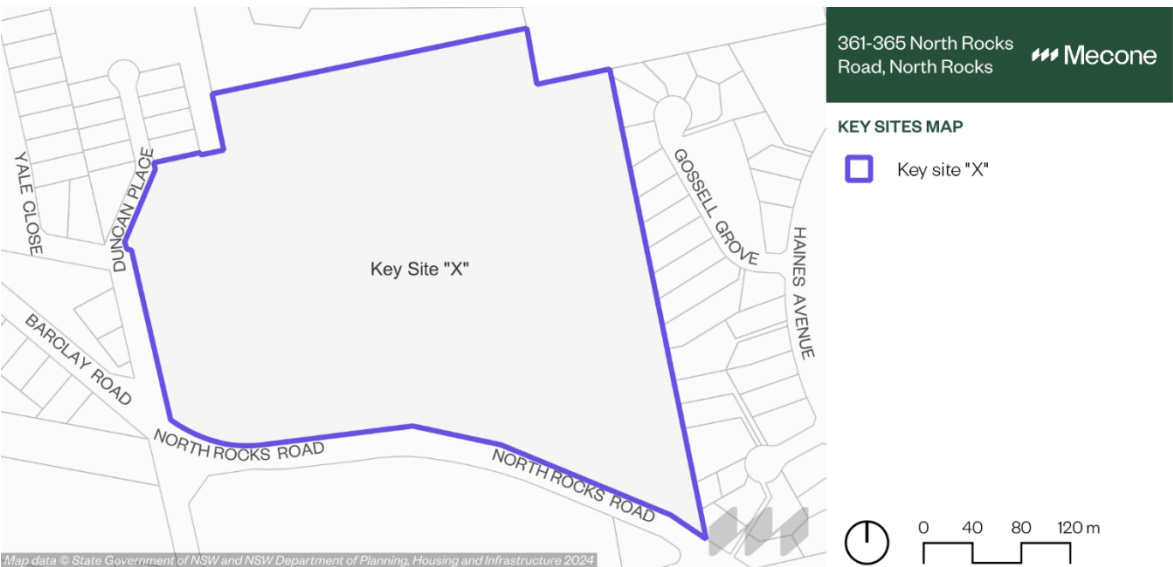


FIGURE 39 – PROPOSED KEY SITES MAP
Source: Mecone



Land Reservation Acquisition Map

In accordance with Clause 5.1 of Parramatta LEP 2023 the area of land zoned RE1 Public Recreation is subject to acquisition by Council, which will be subject of dedication as part of the VPA.



FIGURE 40 – PROPOSED LAND RESERVATION ACQUISITION MAP

Source: Mecone

Site-Specific Development Control Plan or Concept Development Application

As outlined in the LEP provisions, it is intended that a site-specific DCP (or equivalent) will be prepared following finalisation of the planning proposal.

The DCP (or equivalent) will give effect to the North Rocks Village master plan as described in the accompanying Urban Design report in **Appendix 2**. It will provide site-specific objectives and controls that will guide any future site re-development and would address (but not be limited to) the following:

- spatial arrangement of open space, roads and building typologies,
- site access and permeability,
- building envelopes, setbacks, articulation and other built form controls,
- pedestrian and cycle connections (active transport),
- environmental sustainability measures,
- tree retention, tree canopy and planting requirements,
- impact on, and proposed improvements to, the public domain including areas with a civic focus such as a village square, community centre or library (if proposed),
- public domain connections on site and to surrounding land,
- vehicular access to, and design of, basement car parking, and
- extensive landscaping of the public and private domain, including within setbacks to adjacent property and along the North Rocks Road frontage.



It is noted that a Concept Development Application (Concept DA) may also satisfy the proposed LEP clause requiring the preparation of a DCP. A concept DA would capture the more detailed elements of the masterplan which cannot be appropriately captured in an LEP. Future development applications will then need to demonstrate consistency with the concept DA, creating greater certainty of the built form outcome.

Section 7.11 of the Urban Design Report at Appendix 2 includes a series of structure plans which are intended to inform a future DCP/Concept DA. These include:

- Land use structure plan
- Street network and movement structure plan
- Open space framework structure plan
- Landscaping structure plan

Refer to Section 6.3 of this report for further information regarding the proposed urban design response.

Future Dedication and Management of Open Space

Key open space such as the oval, multi-purpose court and village square will be zoned RE1 Public Recreation and likely dedicated to the City of Parramatta. This will be confirmed via a Voluntary Planning Agreement to be agreed and executed with Council.

Any remaining open space land (not dedicated) will be owned by the proponent or relevant community association and terms will be included in the community management statement for that community association requiring on-going maintenance of that land.

Suitable encumbrances can also be registered on title to ensure the open space is made publicly accessible in perpetuity. For example, an easement will be registered on the title to the land requiring it to be made available for public access at all times, a restrictive covenant would prevent the open space being lawfully used for anything other than its intended purpose and a positive covenant would require the owner of the land (i.e. the community association) to maintain and keep the open space in good condition and working order.



6 Part 3: Justification of Strategic and Site-Specific Merit

6.1 Section A – Need for the Proposal

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

The planning proposal has been prepared as a result of the following:

- A change in circumstance whereby Next Sense is vacating the site and relocating to a new campus, and also the critical Sydney-wide need to deliver additional housing opportunities but in a considered manner,
- Council's LSPS, which specifically enables proposals for Housing Diversity Precincts in accessible locations that deliver genuine housing diversity and that satisfy the associated criteria,
- Related policy directives of the State Government and Greater Sydney Commission, and
- Proponent led planning and design investigations.

A change in circumstance

Next Sense is now in the process of relocating its operations including its school, research and administrative functions to a modern bespoke facility at Macquarie Park. This change in circumstance will render the 12.67 ha campus at North Rocks surplus to the needs of Next Sense, whilst also supporting the future of the organisation.

The vacated site and the renewal opportunity it offers is therefore of strategic significance within a district and metropolitan context, being one of the largest holdings in single ownership within the Central City District, and immediately adjacent a large retail shopping precinct and bus transport nodes.

The expansive site is well positioned to deliver an outcome that significantly improves the liveability of the centre, in particular via greater housing choice and civic amenity.

The strategic merit test was also recently reviewed in August 2023 whereby the justification for a Planning Proposal can and should now reference any change in circumstance not recognised by the existing planning framework.

This may include State Government priorities, policy or related needs such as housing. At a macro level, the dire housing crisis has resulted in the Government initiating a number of policies, directives and planning reforms to deliver more housing to address an existing and predicted critical shortfall. Within the City of Parramatta a housing shortfall is also predicted.

The Planning Proposal seeks to renew a now redundant former school campus for greater density (from an FSR of 0.5 to 1.1:1), a diversity of housing typologies in addition to recreation and community infrastructure.

Housing Diversity Precincts

Council's LSPS acknowledges the need to provide new housing typologies outside GPOP and nominated growth areas in new HDPs.

Specifically Planning Priority 7 of the LSPS seeks to 'provide for a diversity of housing types and sizes to meeting community needs into the future'. It states:



Council Policy Directions:

- *P25 Require a mix of housing within Housing Diversity Precinct sites consistent with Housing Diversity Precinct Criteria (below).*

Actions

- *A44 Consider proposals for new Housing Diversity Precincts that deliver housing diversity in appropriate locations that satisfy the Housing Diversity Precinct Criteria (below).*

To be eligible as a HDP, a number of specific criteria are required to be satisfied being the provision of diverse housing typologies within or close to a Local or Strategic centre, existing open space or recreation facilities, regular transport services (i.e., bus services) and retail convenience. They are also required to have urban design merit including compatibility with the surrounding neighbourhood.

As demonstrated in Section 6.2.7 of this report, the planning proposal is considered to satisfy and/or deliver all of the stated criteria in order to qualify as a HDP.

The resultant proposal:

- Meets community needs and demands at different stages of life, catering to diverse household types ensuring alignment with Council's HDP objectives,
- Includes the provision of approximately 130 independent living units, an approximate 100 bed aged care facility and a minimum 2% of new residential floor space to be dedicated (in perpetuity) as affordable housing (equivalent to 16 apartments, and
- Offers a unique and important role in providing executive level/family grade housing in contrast to the majority of typologies envisaged in GOP and other growth precincts.

Planning Investigations

The proposal has also been the subject of detailed planning analysis and site testing to inform an appropriate land-use and density outcome.

This also included extensive urban design investigations (refer **Appendix 2**) and socio-economic impact analysis (refer **Appendices 4 and 5**), which informed the master plan, resultant dwelling mix and community infrastructure outcomes.

Metropolitan and District Planning Policy

The proposal is also a result of several key priorities and actions contained within both the Greater Sydney Commission's Region Plan and District Plan, specifically with regards to the following:

- The locating of more diverse compact housing forms in accessible locations such as local centres close to transport, infrastructure, retail amenity and/or jobs,
- Local centre renewal and placed-based approach to urban development,
- A compact city, whereby three major employment centres are accessible in a 30-minute commute,
- Enhancement of the natural environment including creation of new open space and recreational facilities, and
- Provision of needed community infrastructure and civic amenity.

Alignment with these policy documents is set out in Section 6.2.1.



2. Is the planning proposal the best means of achieving the objectives and outcomes, or is there a better way?

This planning proposal is the most appropriate method of achieving the intended urban renewal outcomes for the site and the benefits it could deliver to the broader community.

Without such a proposal, the opportunity to renew an expansive strategic site, address demand for greater housing choice, achieve local centre renewal including the delivery of public recreation and civic amenity in the centre of North Rocks could be lost.

A planning proposal together with a voluntary planning agreement (VPA) is the most effective means of allowing for an integrated master planned approach that will deliver significant public benefit, ensure compatibility with local character and achieve design excellence.

The various options to deliver the objectives of the proposal are considered below:

- Proponent led planning proposal;
- Government initiative or Council led strategic review / planning proposal; and
- Rezoning through an integrated LEP amendment.

A proponent-led planning proposal is the best means of achieving the intended outcomes of the proposal. This will be delivered through a considered master planned approach that allows for the concurrent provision of community infrastructure (public benefit), delivery of needed housing typologies and a related framework to ensure the built form is responsive to its context. Delivery of these community benefits will also be confirmed through the VPA process in consultation with Council.

The other options were considered but ruled out for the following reasons:

- There is currently no Council programmed strategic review of North Rocks Local Centre, nor its zoning or urban design framework.
- Neither has any such review been undertaken for over a quarter of a century by either the Hills Council or City of Parramatta.
- Parramatta Council's consolidated LEP review has recently concluded, however that did not contemplate relocation of the Next Sense operations rather maintained the same R2 Low Density Residential zoning over the land.
- Also, Council's preferred site masterplan issued to the proponent in mid-2022 would have resulted in a reduction in the current density or FSR of 0.5:1 (which applies to the majority of all low-density R2 zoned lands such as single detached dwelling areas) to 0.36:1. This was not economically feasible nor would it properly address the current housing shortfall or need for more diverse housing choice within close proximity to local centres, retail amenity, and/or transport as recognised by Council's own Housing Diversity Precinct criteria.
- The State Government's recently announced policy reform to make permissible low and mid-rise housing near and surrounding transport nodes and key local centres such as North Rocks, is likely to provide an opportunity to renew the site at similar densities to what is now proposed, befitting its central accessible location. However, these reforms remain in draft form (for now) and would still require the site to be rezoned as R3 Medium Density Residential.
- The Sydney Central City Planning Panel (SCCPP) has recently agreed the proponent's proposal had both strategic and site-specific merit (subject to a number of amendments including a reduction in height) and can be forwarded for Gateway review.



Accordingly, the proponent led planning proposal pathway is the most effective means of achieving the intended objectives and outcomes. This has also been recognised by the SCCPP in its deliberations.

6.2 Section B – Relationship to Strategic Planning Framework

3. 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)?

This section demonstrates the planning proposals consistency against the Region Plan, District Plan and Council's LSPS.

In short, the proposal is considered to be consistent with and give effect to the key priorities and actions contained within:

- The NSW Premier's Priorities;
- Greater Sydney Region Plan; and
- Central City District Plan.

Whilst this is a planning proposal rather than a request for a rezoning review, the planning proposal has been the subject of a merit assessment, which demonstrates the proposal has both strategic and site-specific merit.

6.2.1 Local Strategic Planning Statement

4. Is the planning proposal consistent with a council LSPS that has been endorsed by the Planning Secretary or GCC, or another endorsed local strategy or strategic plan?

Under Parramatta's LSPS, North Rocks is reaffirmed as a Local Centre. It acknowledges that Local Centres have been changing from a retail focus to a service focus, providing for basic needs and a place for local communities to gather and socialise.

The figure below outlines Parramatta's centre hierarchy.



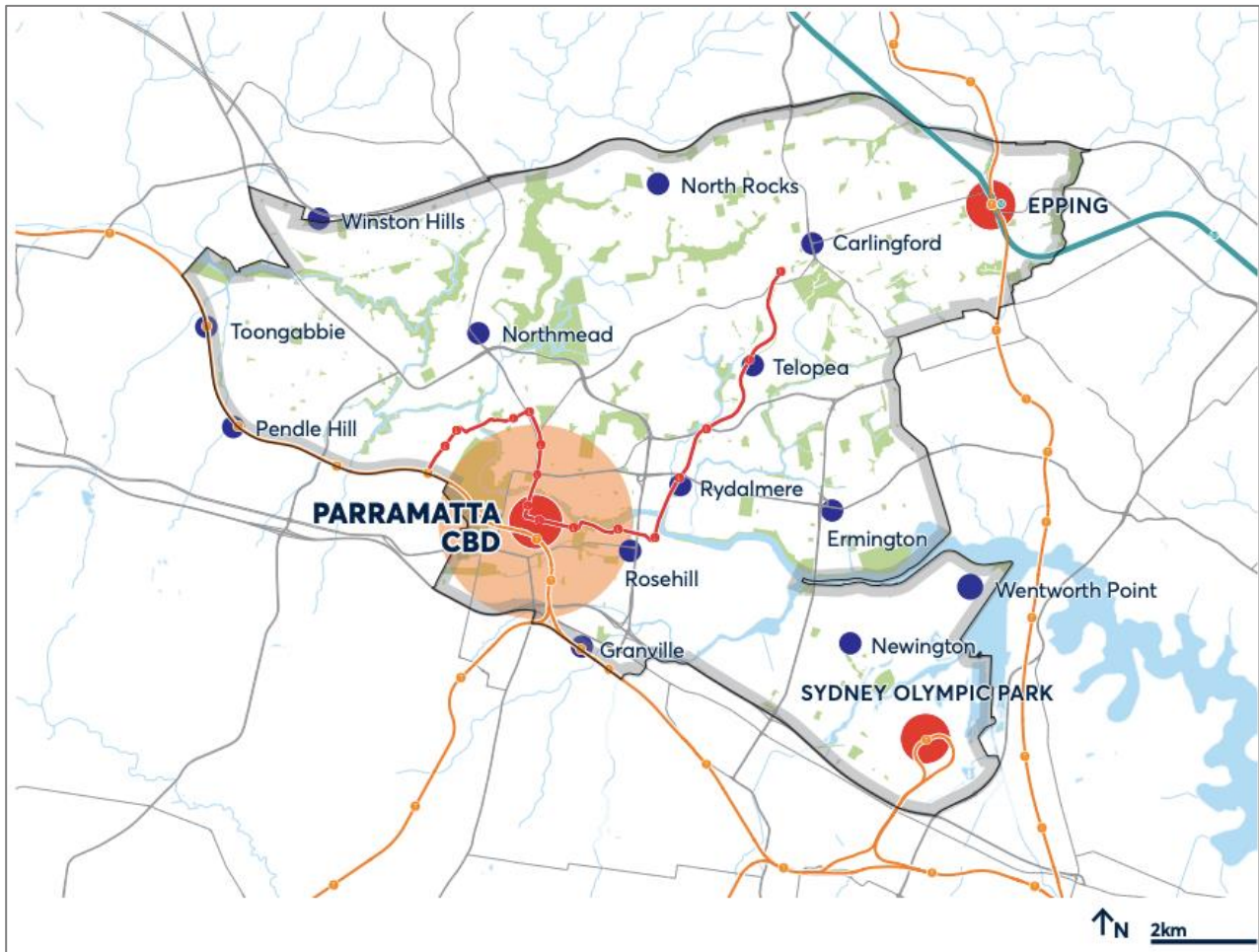


FIGURE 41 – CENTRES HIERARCHY

Source: Parramatta LSPS

The LSPS defines Local Centres as:

A Local Centre is a focal point of neighbourhoods and are an important part of a 30-minute city. While local centres are diverse and vary in size, they provide essential access to day to day goods and services close to where people live.

The LSPS acknowledges the need to improve resilience of private and public realm by promoting and regulating for better design, to deliver low carbon and efficient built environments that minimise resource use and are suited to a changing climate.

Furthermore, the LSPS notes established tree canopy (public and private) is to be valued and protected for its role in cooling communities and supporting local biodiversity. It notes remnant bushland and waterways are to be protected and enhanced, recognised for their vital role in making the LGA a great place. This is strongly aligned to the District objectives including:

- Communities are healthy, resilient and socially connected;
- Greater Sydney's communities are culturally rich with diverse neighbourhoods;
- Biodiversity is protected, urban bushland and remnant vegetation is enhanced;



- Urban tree canopy cover is increased;
- The Green Grid links parks, open spaces, bushland, and walking and cycling paths;
- Public open space is accessible, protected and enhanced;
- A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change;
- Energy and water flows are captured, used and re-used;
- People and places adapt to climate change and future shocks and stresses; and
- Heatwaves and extreme heat are managed.

As shown in the figure below, North Rocks is identified as “1”, being low when it comes to heat vulnerability.

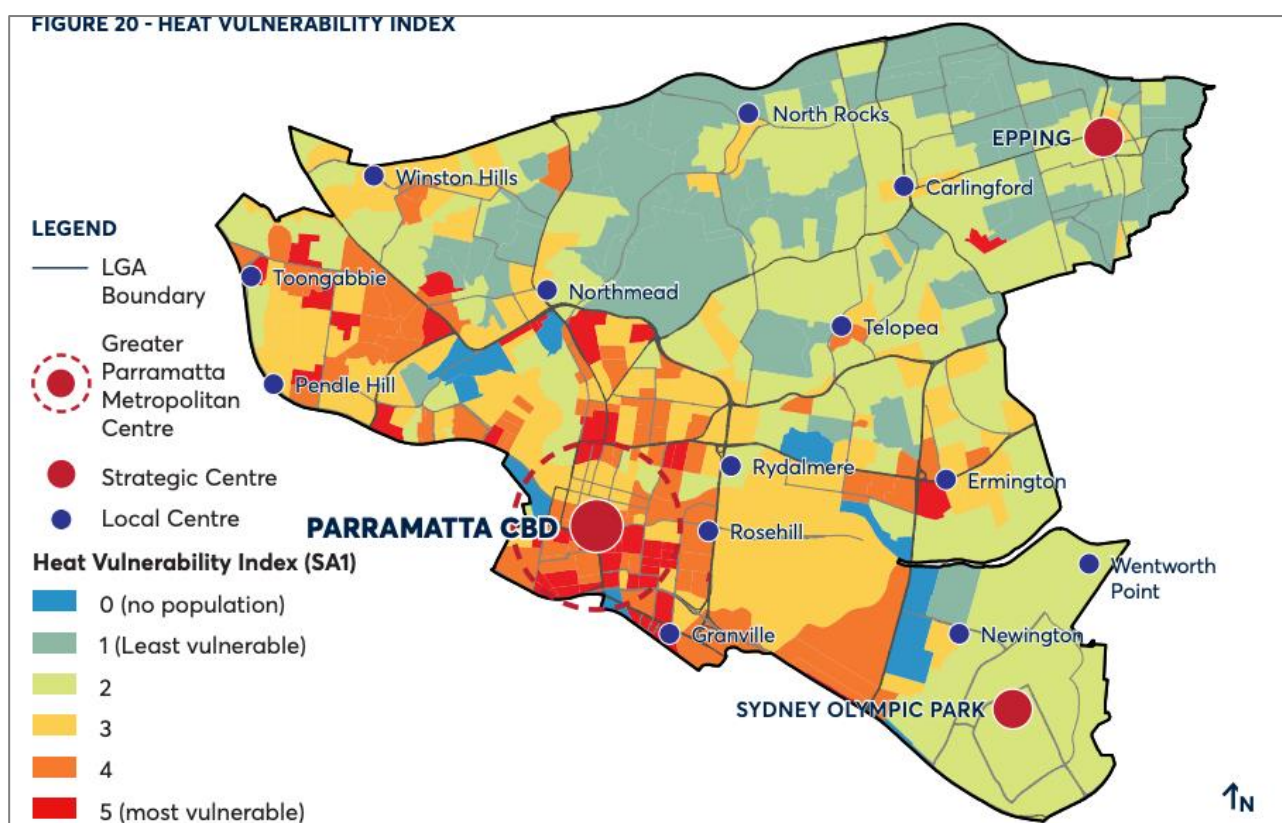


FIGURE 42 – HEAT VULNERABILITY INDEX MAP

Source: Parramatta LSPS

With regards housing, Planning Priority 7 of the LSPS states the need for a diversity of housing types and sizes to meet community needs into the future. This is supported by Direction 25, which require a mix of housing within HDP sites consistent with the HDP Criteria.

Action 44 of the LSPS states:

Consider proposals for new Housing Diversity Precincts that deliver housing diversity in appropriate locations that satisfy the Housing Diversity Precinct Criteria (below).

The proposal will achieve this Planning Priority by:



- Fulfilling the HDP Criteria as expressed in the LSPS by providing much needed housing choice and affordability not currently available in North Rocks nor the northern part of the LGA.
- Locating more compact, diverse housing forms in an accessible location, within the nucleus of a Local Centre and adjacent public (bus) transport, community infrastructure, open space and a large retail centre.
- Delivering a genuine diversity of housing typologies including low-rise apartments, townhouses, detached dwellings and also a significant seniors housing component, including approximately 130 independent living units and approximately 100 bed residential aged care facility.
- Affordable housing will also form part of the proposal comprising 2% of the new residential floor space, equivalent to 16 apartments. The proposed affordable housing contribution is balanced against the proposed delivering other significant community benefits and those associated costs. The provision of 2% affordable housing is supported by a Diverse and Affordable Housing Viability Assessment prepared by Atlas Economics at Appendix 8. The provision of 2% affordable housing has been supported by the Sydney Central Planning Panel as part of the rezoning review process.
- All dwellings (particularly those affordable housing dwellings) are capable of accommodating key workers such as local teachers, nurses and emergency service personnel.
- The potential for dedicated housing for use by the Next Sense including families, staff and those visiting the future facility and Sydney Cochlear Implant Centre at Macquarie Park.
- Including larger unit dwelling types and quality housing forms catered towards an owner occupier market.

It is also noted that Direction P18 of the LSPS contemplates renewal in Local Centres including for apartment forms. It states:

P18 Limit the height of mixed use and residential apartment development in Local Centres in suburban Parramatta to low rise building forms.

The proposal is entirely consistent with this policy in that low-rise residential apartments ranging from 3 – 6 storeys are proposed. A 3-storey built form is proposed to North Rocks Road which will ensure the low-scale character and identity of North Rocks is respected.

The table below provides a summary of the planning proposal's consistency with relevant LSPS actions.

TABLE 10 – CITY OF PARRAMATTA LOCAL STRATEGIC PLANNING STATEMENT

POLICY DIRECTIONS		CONSISTENCY
P1	Support job growth in key employment centres to reinforce Greater Parramatta's role as the Central City.	<p>Consistent.</p> <p>The proposal will provide additional residential population in a Local Centre setting, which is within close proximity (30 minute commute) to three major employment centres including Macquarie Park, Norwest and Parramatta CBD in addition to the North Rocks employment precinct.</p>
P4	Promote diverse and active (non-residential) uses at the street level of buildings in the B4 Mixed Use business zones within Growth Precincts and Local Centres to create lively	<p>Consistent.</p> <p>N/A – the site is not located within a B4 mixed use zone.</p>



POLICY DIRECTIONS	CONSISTENCY
neighbourhoods with interest and vitality	
<p>P7 Encourage the design of development in Growth Precincts, Strategic Centres and Local Centres that maximises accessibility to, and safety of, existing and planned public transport services, including heavy rail, light rail, bus and ferry which includes technological innovation and improved liveability, sustainability and place management outcomes.</p>	<p>Consistent.</p> <p>The proposal supports the transformation of North Rocks Local Centre by introducing new open spaces, tree-lined streets, green links and cycle paths that will better facilitate access to the public transport network.</p> <p>Transport infrastructure will also be improved including local bus nodes and a shuttle service to the M2 Express Bus Service Interchange for 10-15 years. Refer to Section 6.3.2.3 for further discussion on traffic and transport.</p>
<p>P18 Limit the height of mixed use and residential apartment development in Local Centres in suburban Parramatta to low rise building forms.</p>	<p>Consistent.</p> <p>The proposal will provide low-rise residential apartment development ranging from 3 storeys at north rocks road to a maximum 6 storeys.</p> <p>The positioning of apartment buildings has been confined to the central and rear parts of the site to minimise bulk and any adverse visual impacts from the surrounding neighbourhood and streets.</p> <p>The proposal further satisfies the criteria for a HDP, ensuring a majority of the site features low-rise buildings including townhouses and detached housing. Refer to Section 6.3.2.1 for further discussion on the urban design response.</p>
<p>P23 Consider the use of Voluntary Planning Agreements for development within Growth Precincts, Housing Diversity Precincts and for other Planning Proposals.</p>	<p>Consistent.</p> <p>An Interim Letter of Offer has been submitted to Council and VPA discussions are ongoing.</p>
<p>P24 Provide for a range of housing types and sizes that cater to the Parramatta community to ensure housing diversity consistent with the City of Parramatta Local Housing Strategy (once endorsed by Council and DPIE).</p>	<p>Consistent.</p> <p>The proposal satisfies Council's HDP Criteria (P25) and provides diverse typologies catered to the local housing market and needs of the existing and future community.</p> <p>It is proposed to include apartment forms, townhouse typologies, detached housing and seniors housing comprising independent living units and assisted care. Dwelling units will also vary from studio and one bedroom units to 2, 3 and even 4 bedroom dwelling types catering for singles, retirees, young and established families along with key workers.</p>
<p>P25 Require a mix of housing within Housing Diversity Precinct sites consistent with Housing Diversity Precinct Criteria (below).</p>	<p>Consistent.</p> <p>The proposal complies with the requirements set out in the HDP Criteria.</p>
<p>P29 Consider Voluntary Planning Agreements as a potential mechanism to facilitate provision</p>	<p>Consistent.</p>



POLICY DIRECTIONS	CONSISTENCY
of an Affordable Rental Housing Contribution where Planning Proposals seek increased residential capacity.	An Interim Letter of Offer has been submitted to Council and VPA discussions are ongoing.
P30 Provide for appropriate scale public artwork and cultural facilities in Local and Strategic Centres, as well as Parramatta City Centre Art and Culture Walk, to promote cultural expression and a distinctive sense of the place.	<p>Consistent.</p> <p>The proposal is supported by a landscape masterplan, which articulates a vision for a number of character precincts within the site. This includes the provision of community facilities, public domain treatments and design interventions to support place making.</p>
P31 Support the design and planning of Growth Precincts and Housing Diversity Precincts that commemorates the history of the site or locality to provide a link between past and future generations.	<p>Consistent.</p> <p>The site is not a heritage item and is not located within a Heritage Conservation Area (HCA).</p> <p>Nonetheless, the proposal has been designed and developed from a first principles approach, ensuring the master plan utilises existing natural assets, respects and celebrates the historical use of the site.</p> <p>This includes for example extensive interpretation throughout the public domain, sensory design and technologies, and retention of the existing Rotary markets and existing campus streets where possible.</p>
P33 Create a high quality and safe walking and cycling network across the LGA to cater for and encourage short trips (up to 2km) to local centres, jobs, public and shared transport services, schools, local open space, Green Grid and other trip generators.	<p>Consistent.</p> <p>The proposal will deliver improved pedestrian and cycleway connectivity (on/off road connections) between the site and local destinations such as North Rocks District Shopping Centre, bus stops (M2), schools, open space and bushland areas.</p>
P36 Promote and prioritise expansion of recreational opportunities and spaces with a focus on the Green Grid, Parramatta Ways Walking Strategy, and the Parramatta River.	<p>Consistent.</p> <p>The proposal provides a range of open spaces including a full-sized sports field (oval), multi-function court, local open space, passive open space, community gardens and associated amenities. These support the creation, expansion and prioritisation of the Green Grid.</p>
P53 Protect and increase tree canopy cover and vegetation across public and private land.	<p>Consistent.</p> <p>The proposal seeks to increase the mature tree canopy coverage of the site from 23% to 40%, supporting increased vegetation and tree coverage across public and private land.</p>
P54 Enhance street tree canopy to support walkability.	<p>Consistent.</p> <p>The proposal will deliver significant street tree canopies in the form of green streets. Public domain and streets will be defined by mature existing and proposed trees to support comfort and walkability.</p>
P55 Protect and enhance urban bushland and biodiversity	<p>Consistent.</p> <p>The proposal will retain existing significant native tree groupings within planned parks and other passive open space. A minimum of 34% of</p>



POLICY DIRECTIONS	CONSISTENCY
	the site will be nominated as open space. Extensive new and complimentary plantings are also proposed. Remnant urban bushland that occurs along the northern site edge will also be largely retained, managed and accessible to the general public.
P56 Provide for a diversity of green spaces to support different community needs such as for recreation, relaxation and enjoyment.	<p>Consistent.</p> <p>The proposal will provide a series of tailored and diversified open space areas including a full-size sports oval, multi-function court, Village Square, bushland interface, passive parkland and a community garden.</p> <p>These spaces will serve multiple recreation and relaxation needs for the existing and future community.</p>
P58 Carefully manage development in areas of high environmental or cultural significance to ensure that these are not compromised.	<p>Consistent.</p> <p>The proposal provides a suitable interface and treatment to the bushland reserve and environmental diversity along the northern boundary towards the M2 Motorway.</p> <p>Existing trees are retained along this edge as part of a native landscape and passive open space area, providing shaded pedestrian connections, open space and visual amenity as well as contributing to the biodiversity of the site.</p>
P59 Make Parramatta a low carbon city.	<p>Consistent.</p> <p>The proposal is supported by an ESD report, which outlines strategies to ensure redevelopment of the site responds to a zero carbon environment. This includes best practice in sustainable building design and operations, energy management and load sharing/distribution, being prepared for and facilitating EV charging, and implementing sustainable infrastructure systems.</p>
P62 Accelerate low carbon transport and emerging trends in mobility.	<p>Consistent.</p> <p>The proposal provides a number of strategies to create a highly permeable environment that encourages active and public modes of transport. This is aimed at providing a shift from private car usage to alternative options including walking, cycling and public transport.</p> <p>Strategies include upgrading and new walkways and cycle paths, EV charging stations and a new shuttle bus service to Barclay Road M2 bus stop.</p>

P25 Housing Diversity Precinct Criteria

To encourage a more diverse range of housing, the LSPS introduces provisions for new HDPs.

These precincts are required to provide a mix of housing types, such as detached housing, townhouses, villas, seniors housing, low-rise apartments and affordable housing.

The planning proposal successfully meets all components of the HDP Criteria, which are addressed in Appendix 2 and discussed below:



TABLE 11 – LSPS HOUSING DIVERSITY PRECINCT CRITERIA

CRITERIA	CONSISTENCY
To be considered as a Housing Diversity Precinct, a site or area must satisfy the following criteria:	
1. Have urban design merit via an urban design capability test that demonstrates the proposed built form is compatible with surrounding development and neighbourhoods.	<p>Consistent.</p> <p>The proposal has urban design merit as summarised in the Capability Test prepared by Hassell at Appendix 2.</p> <p>The comprehensive assessment has informed the master plan and resulted in a highly responsive built form approach whereby low-rise apartment typologies (3-6 storeys) are proposed with heights concentrated at the centre of the site, with expansive areas for low and medium density housing along the eastern and western parts of the site adjacent established low-density neighbourhoods.</p> <p>The resultant-built form approach ensures compatibility with neighbouring residential development.</p>
2. Be at least 1 hectare and located either: a. entirely within a 10 minute walk of a Strategic or Local Centre, or	<p>Consistent.</p> <p>The site is 12.67ha in area and is entirely within a 5-10-minute walk of North Rocks District Shopping Centre, as the site forms part of the North Rocks Local Centre. The site is one of the largest holdings in common ownership within a local centre in the Parramatta LGA and Central City District.</p>
3. b. within the GPOP area, having 30-minute door-to-door access to employment in Parramatta CBD, Westmead or Sydney Olympic Park.	<p>N/A.</p> <p>The site is not within the GPOP area, rather a designated Local Centre.</p>
4. Include or be located within walking distance (800m) of retail convenience.	<p>Consistent.</p> <p>The site is directly adjacent the North Rocks District Shopping Centre precinct (less than 100m), which provides a diverse range of local and district level retail and community services.</p>
5. For sites 1-2 ha in size – contain or be entirely within a 5-minute walk of a park, sportsground or play space as detailed in the Community Infrastructure Strategy	<p>N/A.</p> <p>Site is larger than 2ha.</p>
6. For sites greater than 2 ha in size – require the on-site provision of quality parks, sportsgrounds or play spaces as detailed in the Community Infrastructure Strategy	<p>Consistent.</p> <p>The proposal includes a full-size sports oval of sufficient size to accommodate most sporting codes, in addition to a diverse offering of smaller open spaces over 34% of the site area. The oval precinct encompassing parkland, a pavilion and multi-function court and is approximately 1.8ha in area.</p>
<p>7. Propose one or more of the following housing types:</p> <ul style="list-style-type: none"> • attached or detached dwelling houses • terrace housing 	<p>The proposal includes a genuine diversity of housing typologies including a combination of detached housing, townhouses/terraces, seniors housing, independent living units and aged care.</p> <p>Potential dwelling numbers are as follows:</p>



CRITERIA	CONSISTENCY
<ul style="list-style-type: none"> • semi-detached housing • villas • townhouses • manor homes • co-housing (maximum 3 storeys) • seniors housing (maximum 3 storeys) • new age boarding houses (maximum 3 storeys) 	<ul style="list-style-type: none"> • 560 Apartments • 185 Underbuilding Townhouse • 40 Townhouses • 10 Detached • 130 Independent Living Units • Total: 925 <p>Plus an approximate 100-bed residential aged care facility.</p>
8. Residential flat buildings may be permitted in Housing Diversity Precincts, but only where:	<p>Consistent.</p> <p>The proposal includes low-rise residential apartment development as a result of the following:</p>
a. The built form is compatible with the surrounding neighbourhood and meets the urban test as per clause (1); and	<p>The proposal has been carefully designed to integrate and respond to the existing neighbourhood and local character, as demonstrated in the detailed Capability Test prepared by Hassell.</p> <p>In particular, the proposal provides a careful transition of low-density and low-rise development along the east and western boundaries, while locating denser mid-rise buildings in the middle of the site where they are largely concealed by existing vegetation and the topography.</p> <p>This is confirmed in the visual assessment prepared by Urbis. In almost all views, the proposed built form is not visible from outside the site.</p> <p>The most visible building elements will be along North Rocks Road at the centre of the North Rocks Local Centre. It is envisaged this will provide a focal point to the local centre, provide a high-quality built form and landscaped outcome complimentary to the existing North Rocks District Shopping Centre precinct.</p>
b. Other housing types are also provided in the precinct, as specified in clause (7); and	<p>The proposal provides a number of housing options including approximately 185 underbuilding townhouse, 40 townhouses, 10 detached dwellings, 130 independent living units and a 100-bed residential aged care facility.</p>
c. They contain at least 5-10% permanent affordable rental housing (subject to viability); however, where viable, Council's aspiration is for a higher provision.	<p>The proposal seeks to provide 2% affordable housing of the new residential floor space. Affordable housing may accommodate key workers including nurses, teachers, emergency service personnel and a portion allocated for the RIDBC.</p> <p>This will potentially include a number of dwellings nominated to a Community Housing Provider whilst others may be offered at a discounted rental but where the developer retains ownership, such as Build to Rent.</p> <p>The provision of 2% affordable housing has been supported by a Viability Assessment by Atlas Economics, provided at Appendix 8.</p>
9. Have strategic merit in relation to: access (including to a regular public transport service);	<p>Consistent.</p>



CRITERIA	CONSISTENCY
constraints; topography; environment; and amenity.	<p>The proposal demonstrates strategic merit for a HDP for the following reasons:</p> <ul style="list-style-type: none"> • The proposal will ensure future residents have frequent and convenient access to public transport including established frequent bus services available along North Rocks Road with stops directly adjacent the site, and the proposed shuttle service to the M2 Express Bus Interchange; • The site is within a short level 10-20 minute walk from the Barclay Road M2 Express Bus Interchange, or 2 minute drive; • The site is strategically located and will facilitate public transport access to a range of major employment centres including Parramatta, Macquarie Park and Norwest. These centres are within a 30-minute commute from the site. A number of public transport solutions are proposed as part of a broader integrated traffic and transport outcome; • The site does not have any environmental constraints that would preclude the rezoning or renewal of the site for residential purposes. The site's environmental features lends itself to a master planned approach with a well-considered layout and built form response; • The site's topography allows for a range of built form opportunities, including medium density and low-rise apartments, that are able to integrate with the local context and demonstrate contextual fit without adverse impact; • The proposed density and built form response is a result of an extensive planning, urban design and socio-economic analysis, and is considered highly appropriate and commensurate with its Local Centre context and accessible location; • Provides a level of density (FSR) that is comparable to or less than that of many other local centres in metropolitan Sydney and the Central City District, in addition to more isolated large renewal sites that are reliant on bus access only (i.e., Melrose Park); and • The proposal provides for a range of amenity outcomes that will assist with the positive transformation of the Local Centre including a full-size oval, affordable housing, Community Hub and a Village Square.

6.2.1.1 Parramatta 2038 Community Strategic Plan

Parramatta 2038 is a long-term Community Strategic Plan (Plan) for the City of Parramatta. The Plan considers that Parramatta CBD, Westmead, Camellia and Rydalmere will undergo significant change in the next 25 years and considers these areas to be key commercial precincts.

The Plan notes that when plans are implemented for improving the city with better parklands, light rail, river pathways, and better motorway connections (M4, M2 and WestConnex), more housing and more jobs will be created in a sustainable way that minimises impacts on existing and future residents.

Key strategies identified in the Plan of relevance to the proposal include:



- Invest in services and facilities for our growing community;
- Support people to live active and healthy lives;
- Design our city so that it is usable by people of all ages and abilities; and
- Provide green spaces for recreation, relaxation and enjoyment.

The planning proposal is considered consistent with the strategies and key objectives of the plan by:

- Delivering significant on-site community infrastructure, including a multi-purpose community space a publicly accessible civic space; and
- Providing a diversity of housing products including seniors housing, as well as a range of dwelling types that cater for singles, couples, families and the elderly and disabled.

Furthermore, the proposal will improve local connections by providing a series of through site links, a cycleway link and a potential recreational trail along the M2 Motorway.

The proposal will deliver a high-quality master planned development that achieves all the strategic directions stated in Parramatta 2038.

6.2.2 State and Regional Strategies

5. Is the planning proposal consistent with any other applicable State and regional studies or strategies?

6.2.2.1 Greater Sydney Region Plan

The planning proposal is consistent with relevant key objectives in the Region Plan as demonstrated in the table below.

TABLE 12 – GREATER SYDNEY REGION PLAN

OBJECTIVE	CONSISTENCY
1 Infrastructure supports the three cities	<p>Consistent.</p> <p>The proposal is located within close proximity to existing and proposed open space, a primary and high school, and is directly adjacent local transport and a large shopping centre precinct.</p> <p>The proposal will also deliver new publicly accessible open space including a new sports field and a Village Square (civic space) in addition to community infrastructure being a multi-purpose community space.</p> <p>The site is also in close proximity to an M2 Motorway Express Bus Service Interchange, NorthConnex and Parramatta Light Rail (Stage 1).</p> <p>Existing bus services provide 30-minute travel to nearby major strategic/employment centres including Parramatta, Epping, Norwest and Macquarie Park.</p>
2 Infrastructure aligns with forecast growth – growth infrastructure compact	<p>Consistent.</p> <p>The proposal has considered a number of infrastructure solutions to support the proposal including integrated traffic and transport solutions, community infrastructure and open space.</p>



OBJECTIVE		CONSISTENCY
3	Infrastructure adapts to meet future needs	<p>Consistent.</p> <p>The proposal provides new open space and transport infrastructure to meet the needs of the future population. On demand bus services are proposed from the site to nearby key bus interchanges during peak periods.</p>
4	Infrastructure use is optimised	<p>Consistent.</p> <p>The proposal provides opportunity to increase active and passive infrastructure by situating new homes in close proximity to bus services, open space, retail amenity and other local services.</p>
5	Benefits of growth realised by collaboration of governments, community and business	<p>Consistent.</p> <p>The proposal has been subject to ongoing discussion and collaboration with Council and DPHI over several years, in relation to realising the vision for the site and providing an outcome that is consistent with the directions of local and district planning policy.</p>
6	Services and infrastructure meet communities' changing needs	<p>Consistent.</p> <p>The proposal will provide a number of significant public benefits for existing and future North Rocks residents.</p> <p>These include:</p> <ul style="list-style-type: none"> • New housing opportunities to cater for couples, young families, downsizers, seniors and key workers; • Public open space including an oval and civic space; • New centrally located community infrastructure; and • Transport improvements including improved bus, road, cycleway and pedestrian infrastructure in addition to intersection improvements.
7	Communities are healthy, resilient and socially connected	<p>Consistent.</p> <p>The proposal will include approx. 34% of the site as publicly accessible open space in the form of a Village Square, full-sized oval, local parks and bushland edges, which will encourage socially connected communities. Approximately 40% of the site will comprise public domain including open space and green streets.</p> <p>The proposal will provide new local streets within the site alongside new pedestrian links. This will break up the large campus format of the site into a fine grain streetscape with improved pedestrian experience and permeability.</p> <p>In addition to a new multi-purpose community space, it will include a new Village Square, which has the potential to become a new civic 'heart', and meeting place to foster community interaction for North Rocks residents.</p>
8	Greater Sydney's communities are culturally rich with diverse neighbourhoods	<p>Consistent.</p> <p>The proposal will provide 2% of new residential floor area as affordable housing, ensuring the proposal caters to a range of household incomes. Independent living units and a residential aged care facility is also proposed to cater for the older demographic.</p>



OBJECTIVE		CONSISTENCY
9	Greater Sydney celebrates the arts and supports creative industries and innovation	<p>Consistent.</p> <p>The proposal will provide an opportunity for public art and sculpture works throughout the precinct.</p>
10	Greater housing supply	<p>Consistent.</p> <p>The proposal seeks to provide approximately 925 dwellings in a mix of detached housing, townhouses, garden townhouse apartments and low-rise apartments. This will be achieved through the creation of a HDP.</p> <p>The mix will include approximately 130 independent living units for seniors and an approximate 100 bed residential aged care facility. This will contribute to the housing targets as mandated by the GSC.</p>
11	Housing is more diverse and affordable	<p>Consistent.</p> <p>The proposal will deliver more compact diverse and affordable housing typologies in an accessible location, catering for different stages of life including for young couples, families and also downsizers and retirees.</p> <p>It proposes a mix of housing types including one, two, three and four bedroom dwellings, contributing to housing mix and affordability.</p> <p>The proposed typologies detailed within the master plan include detached housing, townhouses, seniors living and low-rise apartments.</p> <p>The mix will include approximately 130 independent living units for seniors and an approximate 100 bed residential aged care facility.</p>
12	Great places that bring people together	<p>Consistent.</p> <p>The size of the site affords opportunity to create a suitably scaled development, and a sense of community via an improved public realm including a new Village Square, parks and sports oval.</p>
13	Environmental heritage is identified, conserved and enhanced	<p>Consistent.</p> <p>The site is not identified as containing heritage items nor is it located within a Heritage Conservation Area (HCA).</p> <p>Nonetheless, the proposal has been designed and developed from a first principles approach, ensuring the master plan utilises existing natural assets and reflects the historical use of the site. This includes the retention of existing Rotary markets.</p>
14	<i>A Metropolis of Three Cities</i> – integrated land use and transport creates walkable and 30-minute cities	<p>Consistent.</p> <p>The site is located within and forms a significant part of the nucleus of the North Rocks Local Centre. It is directly adjacent a large retail precinct and existing bus services. In combination with complementary on-site retail uses, community infrastructure and open space it will ensure a walkable outcome.</p> <p>The analysis from GTA (now Stantec) demonstrates the site is within a 30-minute commute of key employment centres including Parramatta CBD, Norwest and Macquarie Park when accessed by public transport.</p>
15	The Eastern, GPOP and Western Economic Corridors are	<p>Consistent.</p>



OBJECTIVE	CONSISTENCY
better connected and more competitive	<p>The proposal will strengthen pedestrian and cycle connectivity around North Rocks providing improved access to local activity nodes and surrounding destinations such as the bus interchange and shopping centre.</p> <p>Local road and transport access will also be upgraded.</p> <p>The proposal improves the areas liveability and desirability as a place for future residents, while supporting nearby CBDs such as Parramatta.</p>
17 Regional connectivity is enhanced	<p>Consistent.</p> <p>The proposal will improve the regional connectivity between North Rocks and the M2 Busway. The proposal also outlines opportunities to provide limited/express services in peak periods to Parramatta, as well as operating at an increased frequency.</p>
19 Greater Parramatta is stronger and better connected	<p>Consistent.</p> <p>The site is already accessible, being within a 30 minute bus commute to three surrounding major employment centres. In addition to a local shuttle service to the M2 interchange and improved pedestrian connections, the proposal outlines potential for increased bus service frequency to Parramatta, Carlingford Station and Epping Station (in consultation with TfNSW).</p> <p>The proposal will also complete the shared path between Jennie Place and the Barclay Street commuter car park on the northern side of Barclay Road, enhancing active transport and integrating the site into the broader cycle network.</p>
22 Investment and business activity in centres	<p>Consistent.</p> <p>The proposal will facilitate increased business activity in North Rocks by providing a critical mass of new residents. This in turn will facilitate the demand for additional services and stimulate additional business in the centre. Seniors living housing will also facilitate opportunity for additional employment.</p> <p>In particular, the proposal will provide more persons within walking distance of North Rocks District Shopping Centre, supporting retail trade and business activity.</p>
24 Economic sectors are targeted for success	<p>Consistent.</p> <p>The proposal will provide employment opportunities on the site through limited convenience retail, community services and also an aged care facility</p>
25 The coasts and waterways are protected and healthier	<p>Consistent.</p> <p>The proposal protects the Bluegum Creek and Parramatta River Catchments and will be protected with a Water Sensitive Urban Design (WSUD) and open space outcome.</p>
27 Biodiversity is protected, urban bushland and remnant vegetation is enhanced	<p>Consistent.</p> <p>The proposal has been designed to integrate with surrounding bushland and vegetation currently on the site. The proposal will provide large areas of deep soil on site (40%), allowing for existing and future vegetation to be enhanced.</p>



OBJECTIVE		CONSISTENCY
		Remnant bushland (native tree species) will be preserved, including along the northern boundary thereby respecting the existing environmental qualities of the site.
28	Scenic and cultural landscapes are protected	<p>Consistent.</p> <p>The proposal responds to the natural assets bound by the site including the bushland corridor located to the immediate north by establishing new north-south pedestrian connections, and a transitional passive recreation area.</p> <p>Further a core objective of the landscape design approach is to retain a heavily treed environment, whereby the canopy is increased from 23% to approximately 40%, and buildings sit at or below the mature tree canopy. This will ensure compatibility with the surrounding landscape character.</p>
29	Environmental, social and economic values in rural areas are protected and enhanced	<p>N/A.</p> <p>The site is not located in a rural area.</p>
30	Urban tree canopy cover is increased	<p>Consistent.</p> <p>The proposal provides large areas of deep soil (40%), allowing for growth of large and mature trees across the site. The site's tree canopy will increase from 23% to 40% under the proposal.</p> <p>The landscape concept depicts a mix of deciduous and evergreens around the proposed road network.</p>
31	Public open space is accessible, protected and enhanced	<p>Consistent.</p> <p>The proposal will provide approximately 34% of the site as publicly accessible open space.</p> <p>The site's renewal will significantly improve connectivity within the adjoining vegetation corridor, located between the site and the M2 Motorway corridor, the adjacent council reserve to the west and other nearby parklands.</p>
32	The Green Grid links parks, open spaces, bushland and walking and cycling paths	<p>Consistent.</p> <p>The proposal is consistent with contributing to Sydney's Green Grid by providing potential walking paths in tandem with new north-south green connections to the remnant vegetation located adjacent to the site.</p>
33	A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change	<p>Consistent.</p> <p>The proposal will allow the site to respond to, and operate in, a zero-carbon environment. This includes best practice in sustainable building design and operations, energy management and load sharing/distribution and being prepared for EV charging and sustainable infrastructure systems.</p>
34	Energy and water flows are captured, used and re-used	<p>Consistent.</p> <p>The proposal will provide uses that will enable WSUD and ensure water is appropriately used across the site.</p> <p>In particular, the proposal will introduce an integrated strategy for water demand reduction, reuse and recycling and passive water</p>



OBJECTIVE		CONSISTENCY
		treatments within the landscaping works of the project. It will seek to exceed the BASIX minimum targets.
35	More waste is re-used and recycled to support the development of a circular economy	<p>Consistent.</p> <p>The proposal will facilitate a mix of land uses that can utilise recycled water for landscaping and WSUD.</p>
36	People and places adapt to climate change and future shocks and stresses	<p>Consistent.</p> <p>The proposal will seek to reduce urban heating through extensive new plantings and treed areas, in addition to other related sustainability initiatives.</p>
37	Exposure to natural and urban hazards is reduced	<p>Consistent.</p> <p>Environmental investigations accompanying the proposal reveal there are no major constraints or limits to the site's future redevelopment.</p>
38	Heatwaves and extreme heat are managed	<p>Consistent.</p> <p>As noted above, extensive canopy plantings are proposed to reduce the urban heat effect. The master plan proposes additional landscaping with significant tree canopy along the street network and passive areas.</p> <p>Refer to Section 6.3.2.</p>
40	Plans refined by monitoring and reporting	<p>Consistent.</p> <p>This objective relates to the development of performance indicators that measure the 10 Directions for Greater Sydney, as well as monitoring and reporting of housing and employment data.</p> <p>The proposal will not hinder this objective from being achieved.</p>

6.2.2.2 Central City District Plan

The planning proposal is consistent with relevant key objectives in the Region Plan as demonstrated in the table below.

TABLE 13 – CENTRAL CITY DISTRICT PLAN

PLANNING PRIORITY		CONSISTENCY
C1	Planning for a city supported by infrastructure	<p>Consistent.</p> <p>The site has frontage to an arterial road, is immediately adjacent a large retail precinct, school and bus transport. It is also within a walkable distance of a high school and an M2 express bus service, and other established recreational facilities.</p> <p>The proposal also seeks to provide new recreational and community infrastructure on-site in the form of a new public oval, community facilities, village square and other active/passive recreation space.</p>



PLANNING PRIORITY	CONSISTENCY
C3 Providing services and social infrastructure to meet peoples changing needs	<p>Consistent.</p> <p>The current planning controls for the site restrict the creation of health, creative and socially connected communities. The site is well positioned to deliver an outcome that significantly improves the liveability and amenity of North Rocks.</p> <p>The proposal will deliver a genuine diversity of housing types to cater for different life stages, new open space both active and passive, in addition to a multi-purpose community space centred around a new civic plaza space.</p>
C4 Fostering healthy, creative, culturally rich and socially connected communities	<p>Consistent.</p> <p>The current planning controls relating to the site restrict the creation of a healthy, creative and rich socially connected community.</p> <p>The proposal will facilitate a progressive development that can provide a dynamic mix of residential living, public spaces and limited convenience retail.</p>
C5 Providing housing supply, choice and affordability, with access to jobs and services	<p>Consistent.</p> <p>The proposal will deliver more compact, diverse and affordable housing typologies in an accessible location catering for different stages of life including for young couples, families and also downsizers and retirees.</p> <p>The housing typology proposed will feature a range of one, two, three and four-bedroom dwellings in a garden setting including detached housing, townhouses, family-sized garden underbuilding townhouses and low-rise apartments. This includes approximately 140 independent living units for seniors, an aged care facility and 2% affordable housing.</p> <p>The site is well positioned to provide high quality housing in suitable infill locations to support access to amenity, jobs and services.</p> <p>North Rocks currently has a lack of diversity in its housing supply that is exacerbated by an absence of affordable housing opportunities. Urbis found that the housing market in the North Rocks area is dominated by low density housing, with 85% of dwellings in the suburb being detached homes.</p> <p>The proposal seeks to address this by providing a true mix of housing products aimed at meeting a range of demographics including an owner occupier market, downsizers, families, seniors and key workers.</p>
C6 Creating and renewing great places and local centres, and respecting the District's heritage.	<p>Consistent.</p> <p>The proposal will deliver much needed civic amenity in a highly accessible location within North Rocks. This is proposed to include an oval for sporting activity, new parks, and a village square accessible to the general public. A multi-purpose community space will also be centred around this new civic space in addition to a cafe. This precinct encompassing the oval, Village Square and Community Hub have the potential to become the new 'civic' heart of North Rocks.</p> <p>Whilst there is no listed heritage on-site, past uses and occupation including by the RIDBC will be respected and interpreted in the design of the public domain. A 'Hear the Children' medical service managed by the RIDBC will also be retained on-site and in the Community Hub.</p>



PLANNING PRIORITY	CONSISTENCY
C9 Delivering integrated land use and transport planning and a 30-minute city	<p>Consistent.</p> <p>The site is immediately adjacent existing bus services along North Rocks Road, providing connection with Epping and Parramatta CBD. Further the M2 express bus interchange is within a 10-15 minute level walk to the west, which can also be accessed via bus along Barclay Road.</p> <p>The proposal will ensure future residents have frequent and convenient access to public transport, including existing bus services along North Rocks Road and the proposed shuttle service to the M2 Express Bus Interchange.</p> <p>The site is strategically located and has been designed to facilitate public transport access to a range of major employment centres including Parramatta, Norwest, Macquarie Park and Epping – all of which are accessible within 30-minutes.</p> <p>A number of public transport solutions are proposed as part of a broader integrated traffic and transport outcome to deliver a 30-minute city.</p>
C15 Protecting and enhancing bushland and biodiversity	<p>Consistent.</p> <p>The historical use of the site for educational uses has restricted the opportunity for publicly accessible active and passive recreation opportunities.</p> <p>The proposal ensures the bushland edge along the northern boundary of the site will also be protected and enhanced.</p>
C16 Increasing urban tree canopy cover and delivering Green Grid connections	<p>Consistent.</p> <p>The proposal will retain existing mature trees on the site, where possible, and establish new tree lined streets in the local road network. The proposal will increase the tree coverage across the site from 23% to 40%.</p>
C17 Delivering high quality open space	<p>Consistent.</p> <p>The proposal will deliver approximately 34% of the site as publicly accessible open space in the form of a village square, full-size oval, local parks and bushland edges. This will not only provide high quality open space for the benefit of on-site residents but will be utilised and accessible for the wider North Rocks population and visitors.</p>
C19 Reducing carbon emissions and managing energy, water and waste efficiently	<p>Consistent.</p> <p>The proposal will feature robust sustainability outcomes strategies to reduce carbon emissions. This includes best practice in sustainable building design and operations, energy management and load sharing/distribution, being prepared for and facilitating EV charging and implementing sustainable infrastructure systems.</p> <p>The proposal intends to deploy water sensitive urban design throughout the public domain, and implement strategies to manage water demand, reduction, re-use and recycling.</p>
C20 Adapting to the impacts of urban and natural hazards and climate change	<p>Consistent.</p> <p>The proposal seeks to reduce urban heating via extensive tree and understory plantings throughout the site. It will also retain significant</p>



PLANNING PRIORITY	CONSISTENCY
	existing trees tree groupings within proposed open space areas. The proposal plans for 40% canopy coverage across the site.
	There are no environmental hazards or constraints that will limit the future re-development of the site as described by the master plan.

6.2.2.3 Future Transport Strategy

Transport for NSW's Future Transport Strategy (2022) replaces Future Transport 2056: Shaping the Future, published in 2018. It remains a long-term vision for mobility in NSW. The amended strategy takes into account climatic change, increased use of technology post Covid in addition to continued population growth and global megatrends. It includes ground-breaking ideas to revitalise cities, connect regional communities and encourage thriving local neighbourhoods.

It seeks to ensure transport and land use planning are fully integrated and includes a vision to create connected 30-minute cities and convenient 15-minute neighbourhoods, starting with the piloting of Future Transport Hubs in Parramatta, Chatswood, Wollongong and Coffs Harbour.

Transport for NSW's principle of a 15-minute neighbourhood includes:

- Safer, greener and more liveable 15-minute neighbourhoods across NSW, where wider footpaths, cycle lanes, street trees, pedestrian crossings and lower speeds will improve access to nearby shops and services.
- In conjunction with smarter land use planning, we will provide more housing opportunities near transport.
- Recognition of the potential of streets as local public spaces and ensure new spaces are accessible on foot by the local community, including young people.
- Safer streets will allow more children to walk or cycle to school.

The North Rocks proposal and refined Master Plan will best serve the objectives of this Plan through:

- Supporting the '30-minute city' model allowing better access to essential services and jobs closer to home, and closer to each other;
- Facilitating integrated transport and land use planning, allowing for more housing close to existing transport nodes, retail and community infrastructure in addition to open space. This will include a new oval, activated village square and co-location of a multi-purpose community space resulting in improved liveability by making essential, retail and medical/well-being services more accessible;
- Direct alignment with and implementation of the 15-minute neighbourhood concept, by providing more housing near local and district bus transport nodes, improved safer connectivity to local retail amenity as well as new open space within the site, and creation of safer neighbourhoods with off-road pedestrian connections and safer street design; and
- Supporting the utilisation of the existing local, district and M2 Express Bus services by providing increased residential living opportunities close to local bus nodes, within the epi-centre of North Rocks Local Centre opposite the shopping centre precinct.



Parramatta Light Rail

Stage 1

The Parramatta Light Rail (PLR) Stage 1 will connect Westmead to Carlingford via Parramatta CBD and Camellia with a two-way track spanning 12 stops. It is expected to commence passenger operation in 2024.

Stage 1 will provide a light rail stop at Carlingford and Westmead.

As a part of the Travel Management Plan it is proposed to investigate improved bus connections between the site to nearby transport connections including the Carlingford Terminus of the Stage 1 Parramatta Light Rail.

As of March 2024, testing of light rail vehicles has been ongoing and has been focussed on sections within the parramatta CBD. Testing will progress to North Parramatta, Cumberland Precinct and Westmead in the near future.

Stage 2

The PLR Stage 2 will connect the Parramatta CBD to Ermington, Melrose Park, Wentworth Point and Sydney Olympic Park. Additionally, Stage 2 will connect to Sydney Metro West, the heavy rail in Parramatta and Sydney Olympic Park, and ferry services at Rydalmere and Sydney Olympic Park.

The figure below depicts the alignment of the PLR Stage 1 and 2.

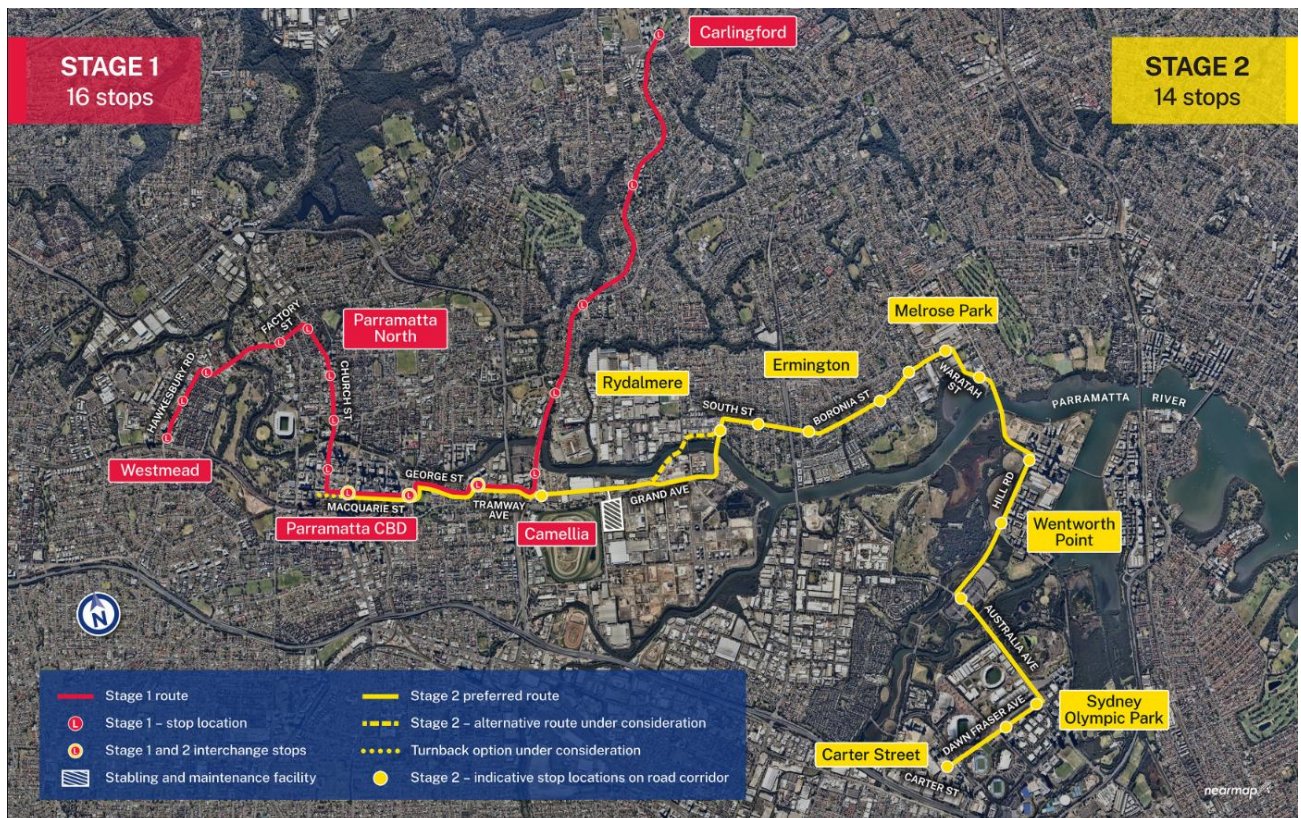


FIGURE 43 – PLR STAGE 1 & 2 ALIGNMENT

Source: City of Parramatta



NorthConnex

The benefits from major investment in recent road infrastructure projects, including NorthConnex, which is a 9km tunnel that connects the M1 Motorway to the M2 Motorway.

The site is located approximately 1.9km from the junction of Pennant Hills Road and the M2 Motorway, where the tunnel has been constructed and connects to the M1 Motorway, improving access to these locations. The project will also improve traffic conditions and opportunities for public transport along Pennant Hills Road.

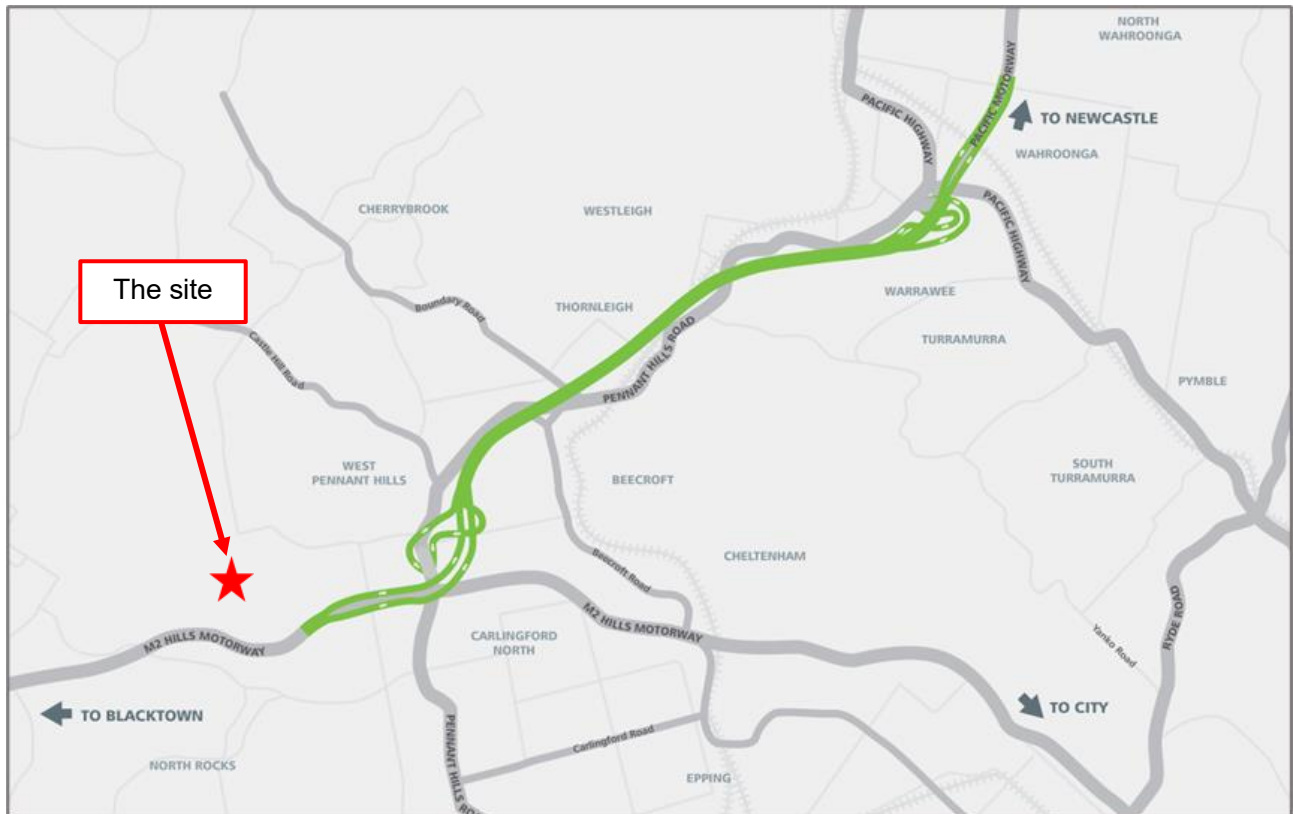


FIGURE 44 – NORTHCONNEX ALIGNMENT

Source: NorthConnex

Greater Sydney Principal Bicycle Network

Another initiative that the site will benefit from is the completion of the Greater Sydney principal bicycle network, which will assist with the long-term plan to complete Greater Sydney's Green Grid.

As shown in the figure below, the site appears to be located close to a future cycle path connecting Greater Parramatta with Castle Hill.



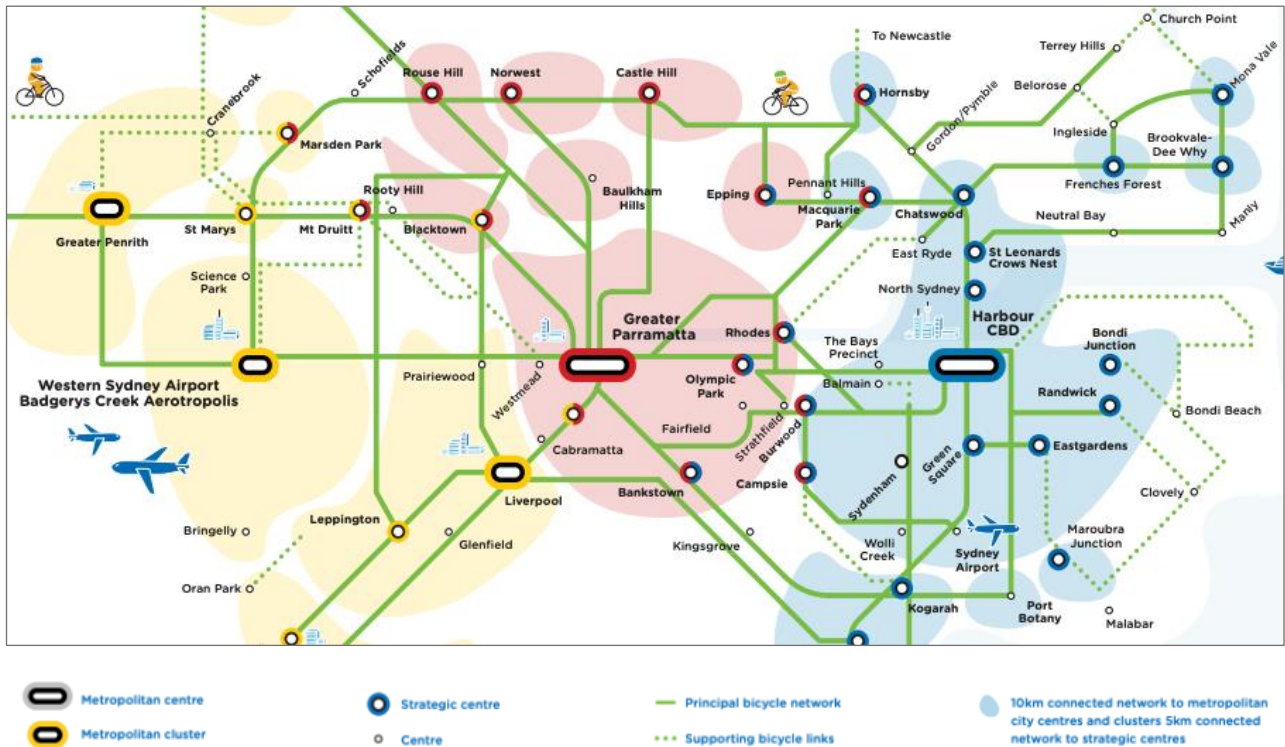


FIGURE 45 – GREATER SYDNEY BICYCLE NETWORK

Source: Greater Sydney Commission

6.2.3 State Environmental Planning Policies

6. Is the planning proposal consistent with applicable SEPPs?

Yes, the planning proposal is consistent with relevant State Environmental Planning Policies (SEPPs) as outlined in the table below.

TABLE 14 – STATE ENVIRONMENTAL PLANNING POLICIES

SEPP	CONSISTENCY
SEPP (Biodiversity and Conservation) 2021	<p>Consistent</p> <p>The proposal will retain existing trees on site where possible to establish adequate vegetation buffers to adjoining development and the vegetation to the north.</p> <p>The submitted ecological report identifies 0.57ha of remnant vegetation on the northern boundary of the site.</p> <p>The Biodiversity Offset Area (BOS) area threshold for vegetation clearing is 0.25 ha, and therefore any clearing of native vegetation equal to or greater than 0.25 ha will require a biodiversity offset to be obtained.</p> <p>The report considers that one of the following strategies be implemented for future development:</p>



SEPP	CONSISTENCY
	<p>Partial removal of remnant native vegetation and obtain biodiversity offsets under BOS.</p> <p>Retain a 20m vegetation buffer along the northern buffer, which would reduce the area of clearing to 0.24 ha and therefore no offsets will be required.</p> <p>It is anticipated that these measures will be further considered during design development and assessment of bushfire risk.</p> <p>Refer to the Ecological Assessment submitted at Appendix 12.</p>
SEPP (Sustainable Buildings) 2022	<p>Consistent</p> <p>The proposal does not contradict or hinder the application of the SEPP.</p>
SEPP (Exempt and Complying Development Codes) 2008	<p>Consistent</p> <p>The proposal does not contradict or hinder the application of the SEPP.</p>
SEPP (Housing) 2021	<p>Consistent</p> <p>The proposal does not contradict or hinder the application of the SEPP.</p> <p>The master plan is capable accommodating residential buildings that are consistent with SEPP's principles and the ADG.</p> <p>An overview of the planning proposals ability to comply with key ADG criteria is provided in the Urban Design Report submitted at Appendix 2.</p>
SEPP (Industry and Employment) 2021	<p>Consistent</p> <p>The proposal does not contradict or hinder the application of the SEPP.</p>
SEPP (Planning Systems) 2021	<p>Consistent</p> <p>The proposal does not contradict or hinder the application of the SEPP.</p>
SEPP (Precincts—Central River City) 2021	<p>NA</p> <p>The site is not within a precinct covered by this SEPP.</p>
SEPP (Primary Production) 2021	<p>NA</p> <p>The site is not primary production land.</p>
SEPP (Resilience and Hazards) 2021	<p>Consistent</p> <p>The site will be appropriately remediated to ensure it is suitable for residential development.</p>
SEPP (Resources and Energy) 2021	<p>NA</p> <p>The proposal does not involve mining or extractive industry.</p>
SEPP (Transport and Infrastructure) 2021	<p>Consistent</p> <p>The proposal does not contradict or hinder the application of the SEPP.</p>



6.2.4 Ministerial Directions

7. Is the planning proposal consistent with applicable Ministerial Directions (section 9.1 Directions) or key government priority?

Yes, the planning proposal is generally consistent with all applicable Section 9.1 Directions as detailed in the table below. Where the proposal is inconsistent with a direction, justification is provided.

TABLE 15 – MINISTERIAL DIRECTIONS

DIRECTION	CONSISTENCY
Focus Area 1: Planning Systems	
1.1 Implementation of Regional Plans	Consistent The proposal is consistent with the Greater Sydney Region Plan. Refer to further discussion in Section 6.2.2.1.
1.3 Approval and Referral Requirements	NA The proposal does not include consultation, referral or concurrence provisions, nor clarifies any development as designated development.
1.4 Site Specific Provisions	Consistent The proposal will need to include café/restaurant and medical centre uses on the site as additional permissible uses given these uses are not permissible in the R4 Zone under Parramatta LEP 2023. The proposal is consistent with this direction as it will allow a land use on the site without imposing any development standards or requirements in addition to those already contained in the principle environmental planning instrument being amended. Additional Local Provisions clause is proposed to ensure residential flat buildings and multi-dwelling housing demonstrate and exhibit design excellence.
Focus Area 3: Biodiversity and Conservation	
3.1 Conservation Zones	Consistent A planning proposal must include provisions that facilitate the protection and conservation of environmentally sensitive areas. Part of the land within the northern bushland is identified as terrestrial biodiversity. A RE2 Private Recreation zone has been provided over the northern bushland to enable the ongoing protection of this environmentally sensitive land while allowing management of this land as part of the bushfire protection requirements. Refer to Section 6.3.2 of this report for further detail.
3.7 Public Bushland	Consistent This direction seeks to protect bushland in urban areas, including rehabilitated areas, and ensure the ecological viability of the bushland. The planning proposal minimises impacts to public bushland by avoiding tree removal in existing areas of dense vegetation. Additional tree planting is proposed to complement the existing bushland character. The existing northern bushland will be retained and made available for public recreation purposes through the provision of walking paths.



DIRECTION	CONSISTENCY
Focus Area 4: Resilience and Hazards	
4.1 Flooding	<p>Consistent</p> <p>The proposal is supported by a flood report at Appendix 15 which confirms the site is not prone to mainstream flooding. The site is situated along a ridgeline.</p>
4.3 Planning for Bushfire Protection	<p>Consistent</p> <p>The site is identified as containing a small area of category 1 vegetation adjoining the northern boundary of the site and an area of vegetation buffer. However, it is considered 'low risk' given the narrow width of vegetation between the site and the M2.</p> <p>The proposal is accompanied by a Bushfire Assessment Report, which provides a bushfire protection assessment and establishes an Asset Protection Zone and a number of planning strategies to guide future development.</p> <p>Refer to further discussion in Section 6.3 below.</p>
Focus Area 5: Transport and Infrastructure	
5.1 Integrating Land Use and Transport	<p>Consistent</p> <p>The proposal will enhance access to jobs, housing and services through the provision of new walking paths and shuttle bus service.</p> <p>The increased density will strengthen the viability of existing public transport services in the area.</p>
5.2 Reserving Land for Public Purposes	<p>Consistent</p> <p>The proposal does not contain existing any land that has been reserved for a public purpose. The planning proposal proposes the dedication of RE1 Public Recreation to Council. This will be subject to an agreed VPA.</p>
Focus Area 6: Housing	
6.1 Residential Zones	<p>Consistent</p> <p>The proposal seeks to provide a diverse range of housing opportunities to meet future population projections for the LGA. The site forms an integral part of the North Rocks Local Centre and includes proximity to open space and local services.</p>

6.2.5 Summary of Strategic Merit

In a district and metropolitan context, the near 13-hectare RIDBC site and the renewal opportunity it offers is of strategic significance. The proposal is not only considered to support key Government policy but will specifically deliver a number of key priorities and actions contained within the Greater Sydney Region Plan (A Metropolis of Three Cities); Central City District Plan; and Parramatta LSPS. The site's renewal as outlined by this proposal is considered to have strategic merit for the following reasons:



- Reinforces North Rocks designation as a Local Centre. North Rocks is one of the largest local centres in the Parramatta LGA and plays an important role in providing access to district level goods and services close to where people live. Increasing residential densities at a respectful scale within the nucleus of the centre, directly adjacent bus services and a district shopping centre precinct is a desirable liveability outcome.
- The proposal will make a significant contribution to the renewal of the North Rocks Local Centre as mandated by the District Plan, not only through greater housing choice but delivery of critical public infrastructure and open space including new public parks, a 1.8ha oval precinct, village square and multi-purpose community space.
- Delivers the GSC's and TfNSW's aim of a 15 Minute Neighbourhood and 30 Minute City, via residential renewal in a highly central, accessible local centre setting immediately adjacent bus transport, community and retail amenity all within a walkable distance.
- Delivers more compact, diverse and affordable housing typologies in an accessible location, catering for different stages of life including for young couples, families, downsizers and retirees.
- Provides a level of density that is comparable to (or less than) that of other local centres in metropolitan Sydney.
- Meets the relevant objectives, directions and actions of Parramatta Council's LSPS and successfully meets the requirements of a Housing Diversity Precinct.
- The proposal is supported by a rigorous Urban Design Capability Test (Capability Test) demonstrating compatibility with the surrounding character;
- Significantly enhances the existing environment that defines the Local Centre, including access to open space at a local, district and regional scale. This includes a full-size oval, local parks and associated recreation facilities that can accommodate local sporting users;
- Increases the proportion of homes in urban areas within 10 minutes' walk of quality green, open and public space;
- Enhances the urban tree canopy across the site, supporting increased vegetation and tree coverage across publicly accessible land;
- Facilitates integrated traffic and transport solutions to improve the surrounding traffic environment, promote active transport, enhance access to express bus stops and travel to major employment centres;
- Provides a multi-purpose community space, co-located with the village square to support a range of community needs;
- Maximises utilisation of existing infrastructure including sub-arterial road network, frequent bus services both local and district, schools both primary and secondary, retail amenity including a large shopping centre with associated community services in addition to existing utilities and services; and
- Contributes towards high quality urban renewal at scale that is consistent with the objectives for urban consolidation.

The proposal is considered to satisfy the strategic merit test and promotes key strategic planning priorities of Council and State Government.



Importantly the Sydney Central City Planning Panel Strategic Planning Panel considered this matter at a meeting of 31 October 2023 and noted in the record of decision:

The Panel agreed that the planning proposal had Strategic Merit that:

- *The planning proposal is consistent with applicable strategic planning documents, particularly as they relate to the general objectives for housing. These include the Greater Sydney Region Plan, 2018; Sydney Central District Plan, 2018; and the development is consistent with the outcomes sought under schedule 7 of the Parramatta Local Strategic Planning Statement, 2020 (LSPS).*
- *Delivering housing supply is a priority for Sydney at all levels of Government.*
- *The planning proposal is consistent with strategic objectives, regionally and locally, to locate new housing in areas close to local services and public transport.*
- *Additionally, the Federal and State Government Housing Accord seeks an additional 1 million well located homes over the next five years. This proposal responds to changing circumstances by delivering additional well-located housing and housing diversity...*

In addition, the SCPP agreed that the proposal had Site Specific Merit, in that:

- *The site has no significant natural environmental constraints to preclude development.*
- *The site has the potential to provide housing diversity including affordable housing, seniors housing as well as community facilities and landscape amenity.*
- *The site is a large, consolidated area that is well located close to a local centre providing direct access to goods and services.*
- *Infrastructure is available to support the development.*
- *The is within 20-30 minutes of Parramatta CBD by public transport and other employment centres can be accessed via public transport along the M2 motorway.*
- *The site is of sufficient area and self-containment to accommodate development that could have an increased scale, density and compatibility with the locality.*

Section 6.3 of this report speaks to site specific merit and key environmental, economic and social impacts in further detail.



6.3 Part C – Environmental, Social and Economic Impact

6.3.1 Critical Habitat and Ecology

8. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected because of the proposal?

The proposal is accompanied by an Ecological Assessment Report prepared by Travers Bushfire and Ecology at **Appendix 12**, which examines existing ecological values of the site and the impact of new site development. The report was prepared in 2021 based on the masterplan proposed at that time. While there have been no major changes to the masterplan layout which impact ecological values, for completeness, Addendum Ecological Advice has also been provided at **Appendix 12**. The findings are detailed below.

Vegetation

Native vegetation occurs as part of small remnant area close to the northern boundary and occupies 0.57ha. The remaining vegetation on site occurs as planted trees, garden beds and managed lawn.

The vegetation has been mapped as Smooth Barked Apple – Red Blackwood- Blackbutt tall open forest on shale sandstone transition soils in eastern Sydney (PCT 1845), which is largely equivalent to Coastal Shale Sandstone Forest.

Travers considers that the vegetation within the study site is not commensurate with any endangered ecological community (EEC) listed under the *Biodiversity Conservation Act 2016* (BC Act) or *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act).

The figure below depicts flora survey results and the Smooth Barked Apple, located along the northern boundary of the site.





Legend

- Lot boundary (source: LPI)
- Contours 1m (source: LIDAR)
- Proposed 20m setback
- Flora Survey Effort**
- Flora quadrat (20x20m)

Plant Community Types (PCT)

- PCT 1845 Smooth-barked Apple - Red Bloodwood - Blackbutt tall open forest (0.57ha) (Impacted 0.236 ha)

BioNET Records

- Threatened fauna species
- Threatened flora species

Aerial source: Neamap

**NSW Office of Environment and Heritage's Atlas of NSW Wildlife, which holds data from a number of custodians
Data obtained 24.05.2018

FIGURE 46 – FLORA AND FAUNA SURVEY RESULTS

Source: Travers Bushfire Ecology

A Biodiversity Offset Scheme (BOS) may be required to undertake clearing on the site. The BOS threshold for vegetation clearing is 0.25ha, therefore any clearing equal to or above this threshold will require a biodiversity offset to be obtained.

Flora

No threatened flora species were observed within the study site during the field survey undertaken.



Fauna

The fauna survey was limited to an assessment of habitat attributes undertaken during the flora survey. A detailed survey is expected to be undertaken as part of a future DA.

It is noted that the remnant vegetation on site may provide habitat for fauna. Due to the high levels of previous disturbance and the lack of suitable habitat, Travers conclude that it is unlikely that endangered fauna species will occur within the site.

Biodiversity Offsets and Clearing

The Biodiversity Offset Scheme (BOS) includes two (2) elements to the threshold test – a Biodiversity Values Land Map trigger and an area clearing trigger. The site **is not** mapped as having biodiversity values on the NSW DPE Biodiversity Values Map (April 2024). However, the planning proposal is likely to include clearing of more than 0.25HA of native vegetation will be cleared and offsetting will be required under the BOS. Whilst there may not be direct impacts for the placement of structures in native vegetation, it is likely that the native vegetation will need to be maintained within an asset protection zone in the north of the site. As this still has an impact upon native vegetation through selective canopy removal, thinning of mid-storey and maintenance of the ground layer, it is expected to cover an area greater than the threshold.

Should clearing be proposed which triggers entry into the BOS, a Biodiversity Development Assessment Report will be prepared at such time to review the proposed impacts in detail and establish the offset requirements.

LEP Mapping

Whilst the site is not identified on NSW Biodiversity Values Maps, it has been identified as part of the Parramatta LEP 2023 Biodiversity Values map, as shown in the figure below.



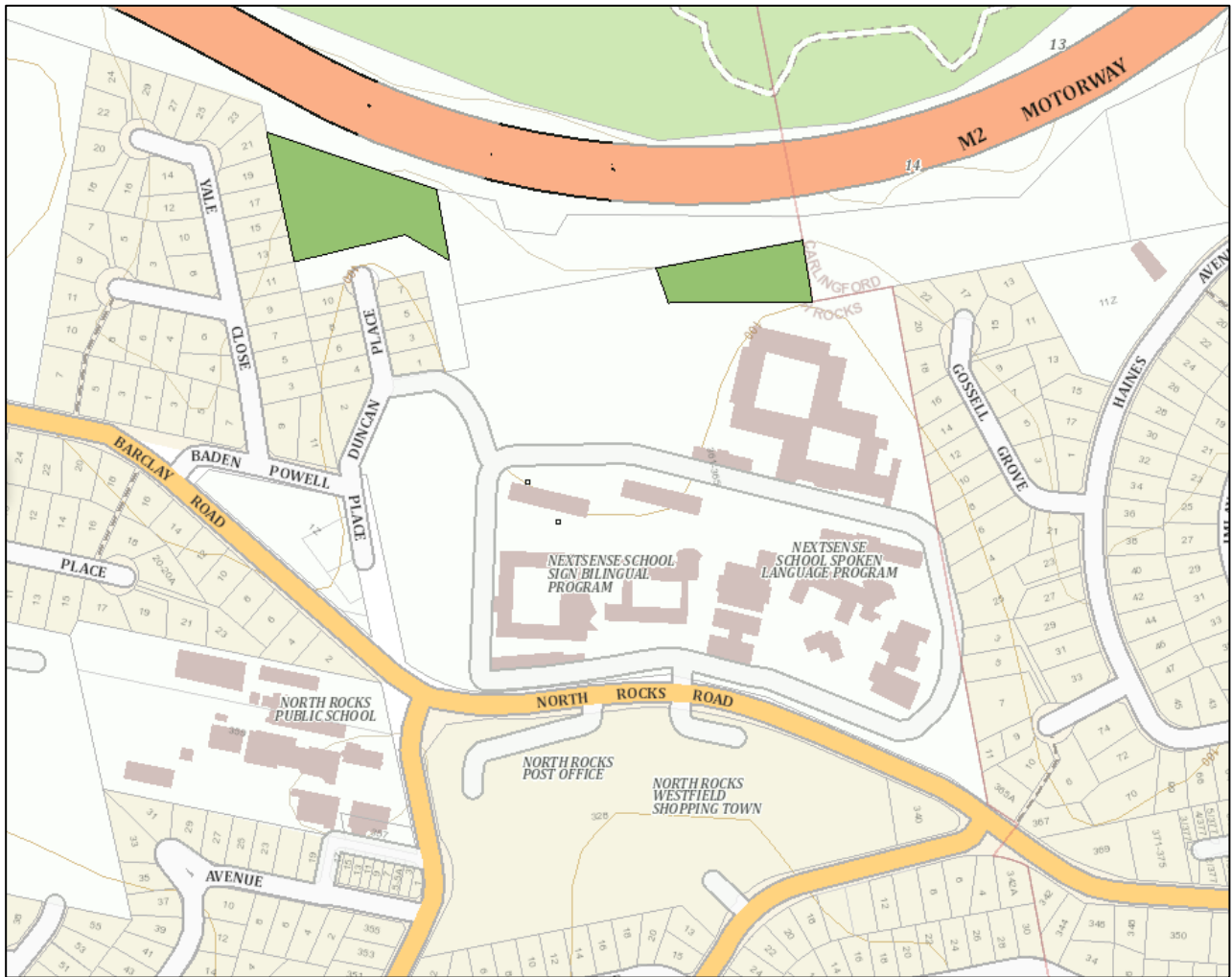


FIGURE 47 – LEP BIODIVERSITY MAP

Source: NSW EPlanning Maps

As such, any works proposed within the areas highlighted green in the north west corner of the site trigger the consideration of Clause 6.3 of Parramatta LEP 2023. Clause 6.3 aims to maintain terrestrial and aquatic biodiversity values. The planning proposal masterplan generally avoids the area shown green on the LEP map however this land may form part of an asset protection zone. The impact of the APZ would be in the form of selective canopy removal, mid-storey and ground layer maintenance. The impact of the APZ requires further consideration. However, as stated above there has been no threatened flora or fauna species observed on site. Should clearing be proposed which triggers entry into the BOS, a Biodiversity Development Assessment Report will be prepared at such time to review the proposed impacts in detail and establish the offset requirements, including any impacts relating to the confirmed APZ requirements.

Conclusion

Travers conclude that:

- No part of the study area is affected by threatened ecological communities however there is only remnant vegetation near the northern boundary of the site;
- At the time the report was commissioned, the site is not mapped as containing biodiversity values;



- Given the highly disturbed nature of the site and extent of existing development footprints over the vast majority of the subject site, the likelihood for threatened flora to exist is considered very low, as is the case for any planted threatened specimens. It is noted that approximately 95% of the study area is cleared of native vegetation;
- The habitats on site are not particularly unique that hold a high ecological constraint at the time of inspections. Diurnal and nocturnal fauna survey will be required as part of a future development application on site;
- There are no wetlands or riparian zones within the study area that require assessment and / or protection or setbacks; and
- Given the nature of the site, there is not likely to be any 'red-flag' issues with regard to the EPBC Act.

Recommendations

The report provides a number of recommendations to manage remnant onsite ecology. For example, more detailed tree assessments, and targeted survey for threatened fauna and flora species may be required at the DA stage. It is noted significant native tree groupings are to be retained and incorporated within planned open space.

6.3.2 Other Environmental Impacts

9. Are there any other likely environmental effects of the planning proposal and how are they proposed to be managed?

The proposal has been the subject of detailed environmental impact assessment.

This section summarises various environmental and design investigations that have been conducted and which have informed the resultant rezoning reference scheme (masterplan) and proposed control framework or LEP provisions, including matters relating to urban design, landscaping, bushfire, traffic and transport, geotechnical, archaeology, soil contamination, flooding, acoustic and visual impact.

In summary, there are no adverse environmental impacts resulting from the proposal, rather as demonstrated below any impacts can and will be appropriately managed.

6.3.2.1 Built Form and Architecture

Place Vision and Performance

The Urban Design Report, provided at **Appendix 2** establishes a proposed place-based vision: *Re-imagining the heart of the North Rocks Local Centre*.

The master plan for North Rocks Village has been designed around and assessed against 4 key place performance principles. These include:

1. A Healthy Place

The master plan looks to support active and healthy lifestyle options for residents and visitors alike. To do this it will create new active open space including an oval for local sports and celebrate its proximity to surrounding landscape and integrate this within its structure, enabling an engagement with nature. Additionally, it seeks to respond to broader connections around active transport such as trail walking and cycling to integrate it into its context and the North Rocks area.



2. A Diverse Place

The master plan looks to respond to the site's central accessible location (within the epicentre of North Rocks Local Centre, opposite bus nodes and a district shopping centre as well as schools). It seeks to co-locate a variety high amenity places and open spaces (including an oval, village square and multi-purpose community space) within a mix of housing typologies. It will create diverse precincts with distinct identities supporting a unique sense of place and a highly attractive precinct.

3. A Connected Place

The master plan looks to create a clear and urban structure that allows the visual and physical permeability through the site. Current and future connections have been identified to ensure that the precinct can support the future growth of North Rocks and the surrounding area.

4. A Sustainable Place

The master plan looks to hold and retain much of the existing sites landscape setting and embedding it into the structure of the master plan. It also looks to supplement the established landscape through new interventions and elements integrated into the public realm to ensure that it contributes positively to the ecology of North Rocks.

Urban Design Capability Test

Hassell have also undertaken an extensive Capability Test that investigates the proposals compatibility with the surrounding context and character. Refer to **Appendix 2**.

The Capability Test assesses the compatibility of the development across a range of categories including; land use, interface, development footprint, scale, transport network, landscape character and materiality.

Based on the analysis undertaken, it is considered that:

- The proposal is consistent with the surrounding context and the role of this location as the Local Centre for North Rocks;
- The built form and landscape has been designed sensitively to the surrounding local character;
- The proposal will have very low or no visual impact from all adjacent residential vantage points;
- The proposal will significantly expand open space on the site and enhance the green nature of the locality; and
- The proposal provides a compatible and sensitive interface with adjoining uses and areas.

A Visual Impact Assessment was also prepared by Urbis (Appendix 18) to illustrate the limited exposure of the proposed masterplan on the surrounding community.

The visual impact assessment findings are discussed below.

Visual Impact Assessment

A critical component of the Capability Test was the impact of the proposed built form on the existing neighbourhood context in both scale, density and views from the surrounding residential area. The Visual Impact Assessment considers existing views towards the site and the compatibility of the proposed built form with ongoing visual amenity.

Impacts were considered from 6 key view points as shown in the figure below. It was noted that the majority of views towards the site are heavily screened or filtered by foreground, mid ground and distant vegetation in views from the west, north and east.





FIGURE 48 – VISUAL ASSESSMENT LOCATIONS

Source: Urbis

View Point 1



View Point 2



View Point 3



View Point 4



View Point 5



View Point 6



FIGURE 49 – VIEW ASSESSMENT PHOTOGRAPHS

Source: Urbis

In almost all views, buildings proposed are largely obscured by existing dwellings, large trees and the natural topography of the area, particularly from existing residential view points 1 and 5 and along North Rocks Road. The placement of residential flat buildings towards the rear and centre of the site was key design consideration in minimising the appearance of taller building elements when viewed from the surrounding area.

The most visible building elements will be along North Rocks Road, where it is envisaged a high quality 3-storey built form will respond to the existing North Rocks District Shopping Centre. Close views from North Rocks Road to the site will be of short duration, mostly from moving vehicles. Existing extensive tree plantings along this frontage supplemented by new plantings will further reduce visibility of the proposed built form.

GIS viewshed analysis and fieldwork observations confirm that the tallest forms proposed will not be visible from the M2 motorway. Further, the proposal does not block access to any documented views, heritage items, icons or areas of unique scenic quality. The proposal allows for the retention of significant vegetation on the site and as such maintain its underlying intrinsic scenic quality.

The proposal can be supported on visual impact grounds.

Apartment Design Guide

A preliminary ADG review has also been undertaken to ensure the master plan can achieve compliance with the key design criteria contained in the ADG.



Refer to the Urban Design Report at Appendix 2 for further detail.

Building Separation

All blocks within the master plan have been designed to provide compliant ADG building separation. It is noted that in some locations, a habitable to non-habitable or non-habitable to non-habitable separation treatment will be required.

Solar Access

Preliminary floor plate testing suggests that 70% or greater number of apartments within a single building will receive a minimum 2 hours of solar access between 9am and 3pm mid-winter.

Natural Ventilation

Preliminary floor plate testing suggests that 60% or greater number of apartments within a single building will be naturally cross ventilated.

Communal Open Space

Each building is capable of providing 25% of the site as communal open space in a combination of podium, ground or rooftop space.

6.3.2.2 Landscape and Public Domain

Landscape Concept

The landscape concept provides a diverse range of recreational and social opportunities across a pedestrian focused and contextually grounded public domain. Refer to Appendix 2.

The oval and Village Square provide the focal point for the site, which are supported by a series of intimate local parks and connections through the site that serve the needs of residents. These include community gardens, a dog park, bushland, local parks, picnic areas and play spaces. Refer to the figure below.

Scattered across the site are a series of community buildings and facilities to support the existing and future community including a multi-function court and community spaces.





FIGURE 50 – LANDSCAPE CONCEPT

Source: Hassell

Canopy Cover

The proposed mature tree canopy cover of the site has been increased from 23% to 40% to align with the targets set in the Region Plan and is consistent with the Premier's Priorities.

This is achieved through a site-wide approach to maximising canopy cover and the retention of high value trees on site. The figure below compares existing tree canopy cover on the site with the proposed master plan.



Existing Canopy Cover



23%
EXISTING CANOPY COVER

Proposed Canopy Cover



40%
PROPOSED CANOPY COVER

FIGURE 51 – CANOPY COVER

Source: Hassell

Landscape Interfaces

The following section outlines how the proposed landscaping plan will respond to the various interfaces of the site to soften the built form, promote urban tree canopy and site ecology and manage the relationship with adjoining development.

North Rocks Road

The existing trees along North Rocks Road currently provide a green edge to this main road and as such, this will be retained where possible and strengthened as a planting edge through additional trees and low-level planting.



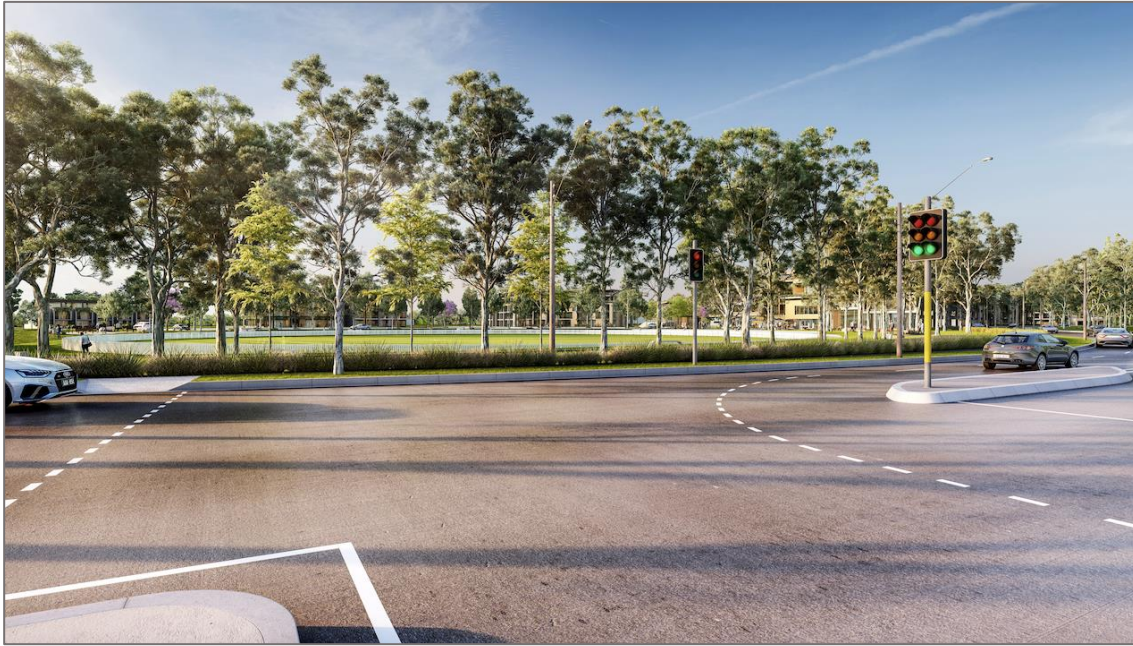


FIGURE 52 – ARTIST'S IMPRESSION OF NORTH ROCKS ROAD INTERFACE

Source: FK Architecture and Pointilism

Council Reserve

The Council reserve directly adjacent the site provides valuable open space within the local area and presents an opportunity to integrate with the new oval and village green. The landscape plan envisages a direct access path between the oval and the reserve through the row of existing mature trees along the boundary.



FIGURE 53 – ARTIST'S IMPRESSION OF OVAL VIEW LOOKING WEST FROM VILLAGE SQUARE

Source: FK Architecture and Pointilism

Residential

The existing low-density context warrants a sensitive interface treatment where new development will adjoin existing dwellings. To address this, building heights step down to the site boundaries and feature 2 – 3 storey townhouses and detached housing typologies.

These will include generous landscaped backyard areas that provide a strong planted edge made up of existing and new vegetation to improve existing residential amenity and soften building transition.



FIGURE 54 – ARTIST'S IMPRESSION OF LOW-DENSITY STREETScape ALONG EASTERN SITE EDGE

Source: *Pointilism*

Planting Strategy

The planting strategy for North Rocks Village reinforces the existing landscape character of open bushland forest and tree groupings through a predominantly native planting palette combined with selected feature exotics.

The planting strategy works to a principle of having buildings (up to 6 storeys) sitting at or below the existing and proposed mature tree canopy to reinforce the landscape character throughout the site.

Street trees are predominantly native evergreen trees, with larger species of Smooth Barked Apple and Spotted Gums defining the key north-south and east-west roads, while the lower order streets are populated with Water Gums, paperbarks and Red Mahogany. Tree species within the parks will include a mix of large native trees for scale and shade including Eucalypt and Ficus species.

Native species for the rain garden and wetland areas have been selected as they are ideally suited to the local microclimate, create habitat for birds and micro fauna. The plants include a selection of wetland edge vegetation, such as wildflowers, sedges, rushes, shrubs and small trees.





FIGURE 55 – TREE SPECIES PLAN

Source: Oculus

6.3.2.3 Traffic and Transport

A preliminary Traffic and Transport Assessment was prepared by Jacobs and issued to TfNSW in September 2018 to inform pre-lodgement discussions and outline the proposal outcomes. TfNSW provided in-principle support for the proposal at an FSR of 1.5:1 on 19 October 2018, subject to further detail relating to:

- Completion of a comprehensive assessment of the proposal's impacts;
- Justification of trip generation and distribution on the road network;
- Assessment of ultimate development plus ten-year background growth; and
- Identification of transport infrastructure upgrades required to mitigate the proposals impacts.

Following this, the proponent engaged GTA Consultants (now Stantec) to prepare a detailed Transport Assessment in 2021 which set out the anticipated transport implications of the proposal (at that time) and provided a response to the findings and recommendations provided by TfNSW and Council. That report is provided at **Appendix 3**, noting that.

- The 2021 report reflected conditions associated with the proposed masterplan at that time, which included 935 total dwellings (now reduced to approximately 925, also noting that the proportions of dwelling types will change as a consequence of reducing the total dwelling numbers and increasing the number of aged care dwellings), and

- In addition to reducing the proposed number of dwellings, the updated 2024 masterplan also proposes to increase GFA for non-residential uses (i.e. multi-purpose community space and retail/commercial development) than what was assessed in 2021.

Stantec prepared an updated letter of advice dated 13 May 2024 (also at **Appendix 3**) to review the traffic outcomes of the updated masterplan and revised floor space mix. The below discussion relies on the findings of both the 2021 report and updated letter advice provided at **Appendix 3**.

Stantec have also reassessed the parking requirements, as a result of Council amalgamations and subsequent planning changes resulting in the applicable Development Control Plan (DCP) changing from The Hills DCP 2012 to the Parramatta DCP 2023). Combined with the changes proposed by the latest masterplan, such DCP changes will result in a small reduction (i.e. approximately 83 spaces (4.6%)) in the total number of spaces being required when compared against both the Parramatta DCP 2023 and the former Parramatta DCP 2011). Regarding such rates, Stantec advises that:

- Given the medium/high density nature of proposed future development and the site's proximity to schools, shops and public transport, the Parramatta DCP 2023 rates are most appropriate for the planning proposal and associated future development, and
- Reduced parking rates form a better response to the mode share objectives for the site and for strategies that encourage sustainable modes of transport.

As the previously proposed internal road layout will remain generally unchanged and peak traffic movements in to/out of the site will be slightly reduced, the three vehicular site access points proposed by the 2021 masterplan have therefore been retained. No modifications are therefore sought by the 2024 masterplan to the previously proposed signalised access point at the intersection of North Rocks Road and North Rocks Shopping Centre eastern access / main site access, as detailed below.

Access Arrangements

The proposal includes three vehicular access points, being:

- North Rocks Road/North Rocks District Shopping Centre eastern access/main site access – realignment of current site access with the eastern shopping centre access to form an all turning movements signalised intersection. The signalised intersection would include right turn bays along North Rocks Road for the shopping centre and the site;
- North Rocks Road/secondary site egress – a left-out only from the site to North Rocks Road; and
- Baden Powell Place/secondary site entry – an entry-only to the site via Baden Powell Place as an extension of the existing road.

The below diagram shows the proposed vehicle access points on North Rocks Road and Baden Powell Place and their relationship to the proposed internal street network.



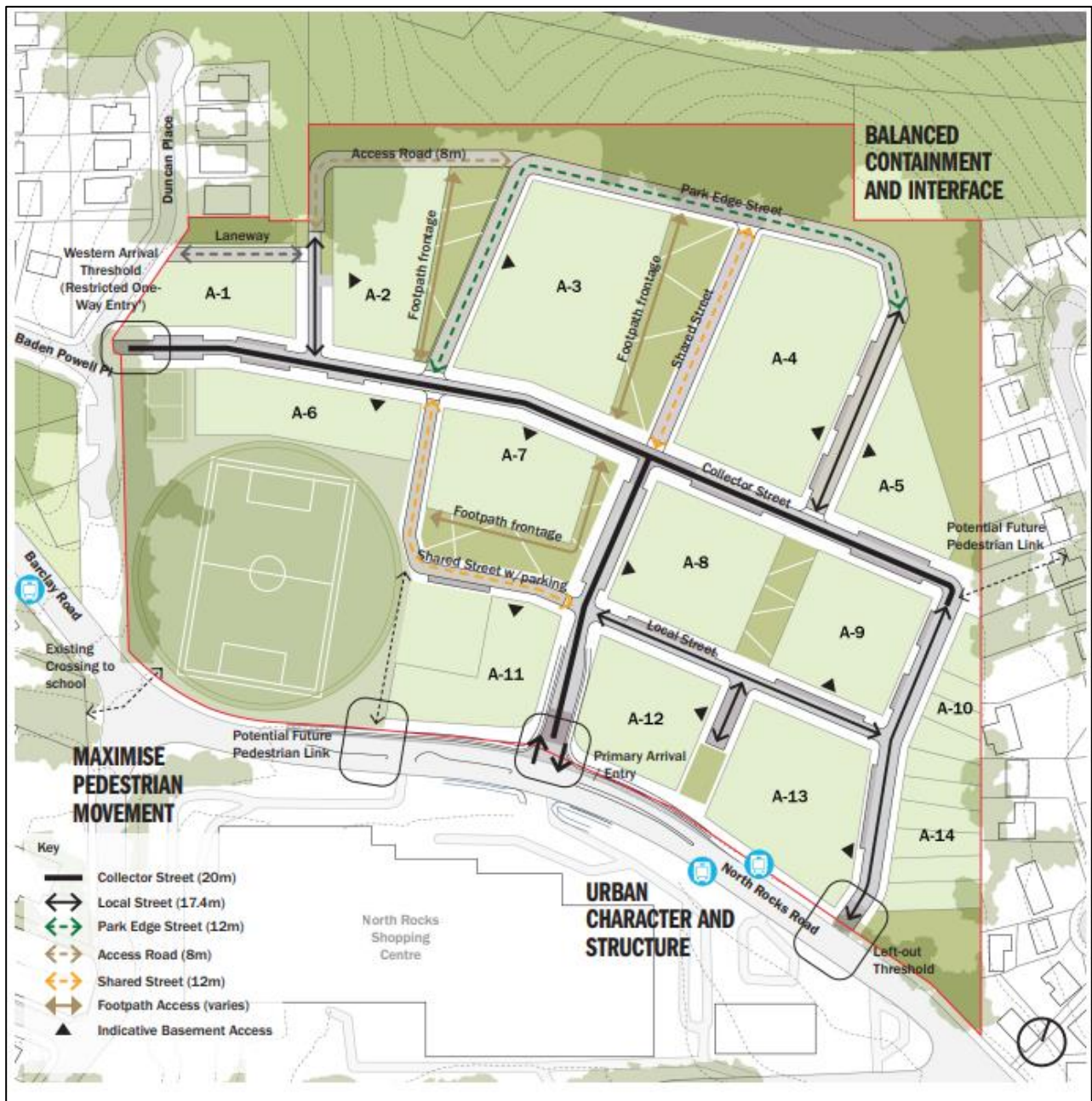


FIGURE 56 – PROPOSED SITE ACCESS POINTS AND INTERNAL ROAD NETWORK

Source: Hassell

Signalised Intersection

A concept layout of the proposed signalised access at North Rocks Road is provided in the figure below. It is noted that the intersection design was prepared in 2021. The built form within the development lots has since been amended, however the geometry of the intersection and proposed road layout at this location remain unchanged in the 2024 masterplan. This is confirmed by Stantec in the 2024 letter advice.



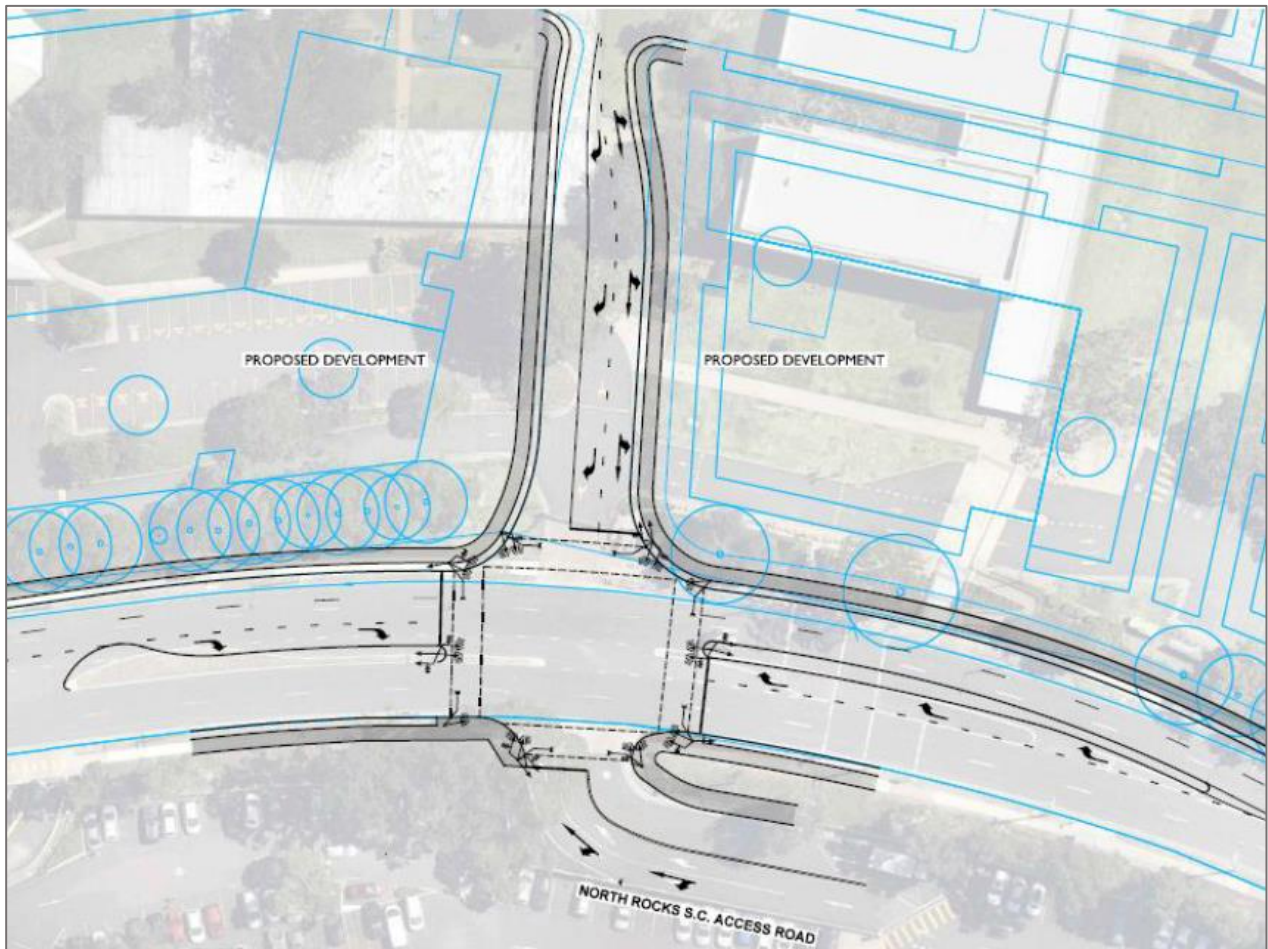


FIGURE 57 – NORTH ROCKS SIGNALISED ACCESS POINTS

Source: GTA Consultants

Stantec consider that the proposed signalised access on North Rocks Road is effectively a relocation of the existing mid-block pedestrian signals. It is located 185m and 230m from the nearby signalised intersection, which presents opportunities for signal coordination between the three intersections along north Rocks Road to efficiently manage traffic flows.

Furthermore, Stantec considers that the four-way intersection arrangement with the shopping centre opposite can significantly improve capacity for safe pedestrian movement between the two sites (in addition to bus stops on the southern side of North Rocks road that service west and south bound bus routes), which is currently limited due to the mid-block pedestrian signals favouring through traffic.

The proposed arrangement significantly improves pedestrian crossing opportunities between the site and North Rocks District Shopping Centre, which is crucial for reducing short vehicle trips between sites and providing convenient public transport access.

Integrated Transport Strategy

The proposal intends to achieve transport solutions by focusing on the movement of people and how the site interacts with both the surrounding established areas, including transport nodes.

As such, Stantec have identified a series of integrated transport actions that could be adopted to improve the existing traffic and transport context.



These are provided in Table E1 and Table 6.1 of the Integrated Traffic and Transport Assessment and are summarised below.

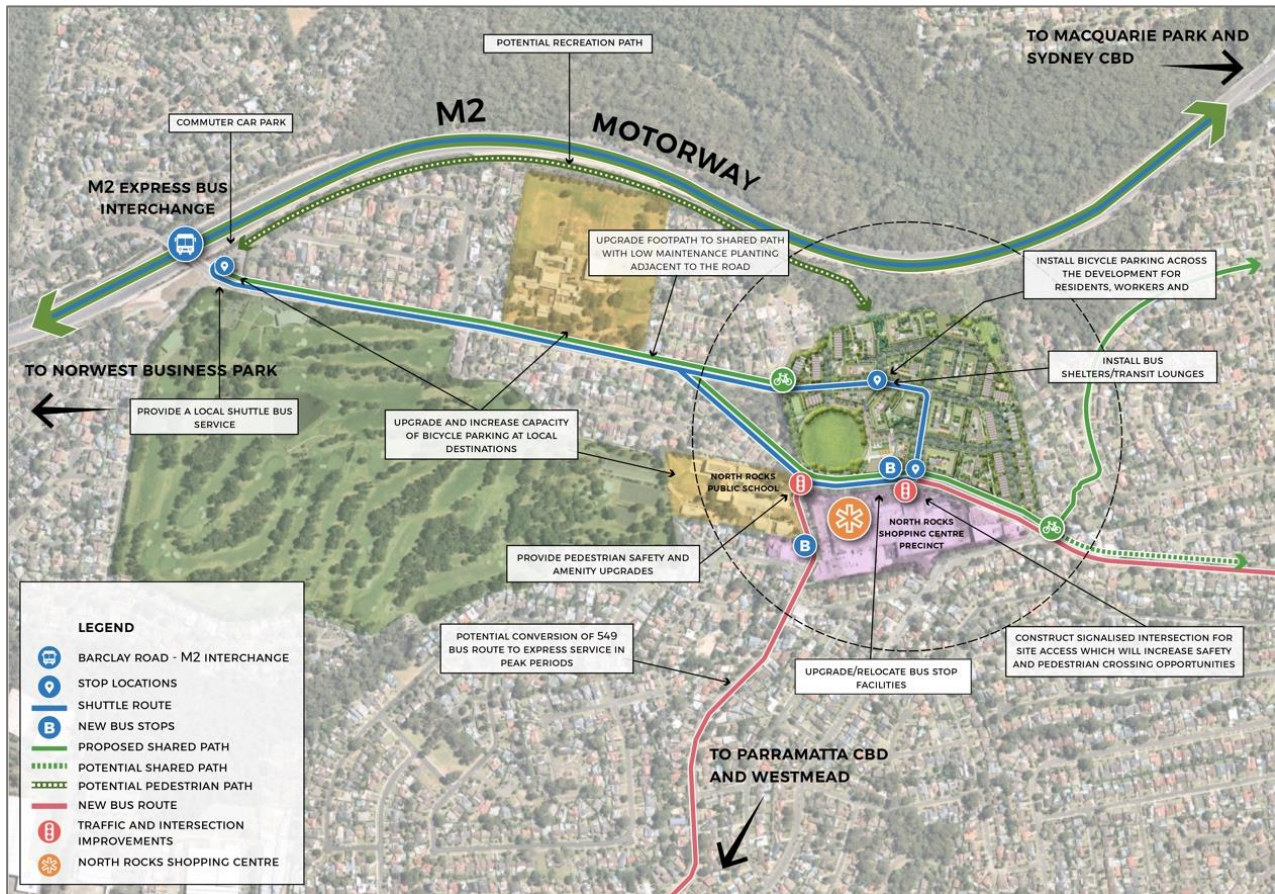


FIGURE 58 – SUMMARY OF TRANSPORT AND TRAFFIC INITIATIVES

Source: Mecone

Local Connectivity

- Provide walking and cycling networks throughout the site to key local destinations such as schools and North Rocks District Shopping Centre through the construction of additional shared paths and missing links; and
- Signalise the vehicle access to the site and the eastern shopping centre car park access. This will provide additional pedestrian crossings of North Rocks Road, encouraging walking to the shopping centre and improving safety outcomes.

Public Transport Facilities and Incentives

- Improve bus stop facilities adjacent to the site (as well as nearby) and increase pedestrian queuing capacity, where practical, in consultation with TfNSW and bus operators;
- Introduce shuttle bus services for the North Rocks area to key destinations and public transport interchanges, such as Epping railway station, Carlingford light rail station and the Baulkham Hills bus interchange to access frequent bus services towards Norwest, in consultation with TfNSW and bus operators;



- Support future access to nearby transport nodes and interchanges including Barclay Road M2 Express Bus Service, Carlingford light rail station, Parramatta CBD and Westmead Health and Education precinct. These interchanges are also being explored for upgrades and improved End of Trip (EOT) facilities to enhance and encourage public transport use through the project delivery;
- The proposed bus shuttle service will operate in peak periods for a minimum 10 up to 15 years or until such a time that alternative or supplementary transport infrastructure is available. The proponent will also further consider potential on-demand services outside of peak periods should demand and need arise;
- Construct new shelters/transit lounges with help points, live transport information and on-demand call facilities at the Barclay Street commuter car park and at two locations within the site; and
- Subsidise public transport for new residents and staff through providing credit (to a specified meaningful value) on either new or existing Opal cards.

Walking and Cycling

- Complete the shared path between Jennie Place (east of the site) and the Barclay Street commuter car park along the north side of Barclay Road, with a further recreational path opportunity within open space south of the M2 Motorway, and provide clear pedestrian and cyclist wayfinding;
- Build on existing local initiatives and provide low maintenance planting or fencing in the verge between key pedestrian footpaths and adjacent roads to eliminate the maintenance of grass strips and improve safety;
- Construct additional shared path connections to local destinations in consultation with Council (including to Don Moore Reserve);
- Provide clear pedestrian and cyclist wayfinding along Barclay Road and North Rocks Road;
- Create a bicycle user group (targeting those living or working within five kilometres of the site); and
- Establish community events such as an annual 'ride to work' or 'ride to school' day.

Travel Demand Management

- Prepare a Green Travel Plan(s) (GTP) that details specific actions upon residents, staff and visitors to achieve the targeted travel behaviour shift;
- Provide EV charging stations in car parks of future development; and
- Provide car share services within the development to reduce reliance upon use and ownership of private vehicles.

Bicycle Facilities

- Provide high quality bicycle parking in accessible areas to cyclists that would be secure from theft. In addition, high quality change and shower facilities could be provided for retail/commercial tenant and public use; and
- Upgrade and increase capacity of bicycle parking and lockers at local destinations, such as the Barclay Road commuter car park and local schools to encourage cycling for these short distance trips.



Bus Services

- The transport assessment concludes that existing bus services are adequate to meet demand generated by the proposal, however notwithstanding this increased bus service frequency towards Carlingford Station (Route 630), Epping Station and Parramatta (Route 549) will be pursued in consultation with TfNSW and bus operators;
- Potential modification of existing bus route 549 into a limited stops or express service in peak periods, with only eight stops along the entire route, as well as operating at an increased frequency. This could include investigating sections of bus priority where feasible and would provide faster and more reliable travel times to both Parramatta and Epping for North Rocks residents. They would then also be able to interchange with light rail, heavy rail and Metro services; and
- Modify bus route 546 into a limited stops or express service in peak periods, via Statham Avenue and Bettington Road with fewer stops and more direct route between Epping and North Rocks.

Traffic Assessment

The trip generation for the proposal (based on 2024 rates) is provided in the table below. Net additional vehicle trips were determined by deducting the existing traffic movement from the site.

Mode	Generated trips (updated masterplan –2024)		Generated trips (previous masterplan –2021)		Net change	
	AM peak	PM peak	AM peak	PM peak	AM	PM
Person-trips	718	697	768	730	-50	-33
Vehicle-trips	359	355	379	363	-20	-8
Bus-trips	147	145	161	155	-14	-10
Train-trips	34	35	39	40	-5	-5

FIGURE 59 – FUTURE TRIP GENERATION SUMMARY TABLE EXTRACT

Source: Stantec Consultants

The above table shows that the updated masterplan and revised development yields will result in a minor reduction of overall trips during the peak hours. The 2024 letter prepared by Stantec indicates that the revised proposal will reduce expected peak trip generation as follows:

- AM peaks:
 - 50 fewer person trips (a reduction of 6.5%)
 - 20 fewer vehicle trips (a reduction of 5.3%)
 - 14 fewer bus trips (a reduction of 9.5%)
 - 50 fewer train trips (a reduction of 14.7%)
- PM peaks:
 - 33 fewer person trips (a reduction of 4.7%)
 - 8 fewer vehicle trips (a reduction of 2.3%)
 - 10 fewer bus trips (a reduction of 6.9%)
 - 5 fewer train trips (a reduction of 14.3%)



Note that the above does not include the multi-purpose community space, as such uses have peak traffic generation rates that do not coincide with other uses associated envisioned by the planning proposal.

Though the proposal increases the GFA for retail/commercial, the proposed residential dwellings, being the major trip generator, has been reduced from 935 units to 795 units (plus seniors living units), which resulted in such minor reduction of peak hour trips by the updated masterplan when compared with the trips generated by previous masterplan.

Summary of Traffic Impact

As demonstrated above, the revised 2024 masterplan will slightly reduce future traffic generation, therefore the finding associated with the 2021 masterplan remain relevant. In terms of traffic impacts arising from the development proposal:

- North Rocks Road generally operates satisfactorily, with some existing delays at key intersections during road network peak periods;
- Forecast background traffic growth may further reduce available capacity at a number of key intersections with North Rocks Road (Windsor Road/Church Street, Jenkins Road/Oakes Road and Pennant Hills Road) during road network peak periods;
- The proposed signalised intersection along North Rocks Road (opposite the shopping centre) is expected to operate at a satisfactory level of service;
- The traffic generated by the proposal is insignificant when compared to the forecast unconstrained background traffic growth occurring at a metropolitan scale;
- Development traffic disperses quickly beyond the immediate intersections, with minor additional traffic volumes on any turning movement at the arterial road intersections;
- Overall, the traffic generated by the proposal alone will not have adverse impacts on the local road network near the site, nor on the broader arterial road network;
- Key road corridor upgrade works will ultimately be required whether or not the site is redeveloped (i.e. not triggered by the redevelopment), noting there are several road and intersection improvements already in planning or delivery that this proposal (and the broader areas) will benefit from; and
- Notwithstanding the above, potential broader upgrade works and practical local measures are identified in this assessment to further improve the capacity and movement of traffic in the area.

Car Parking Assessment

The following figure provides an overview of parking rates required in The Hills DCP, Parramatta DCP and the Guide to Traffic Generating Developments.

The Hills DCP 2012 applied to the site at lodgement, however, given the change in local government areas, parking requirements from Parramatta DCP 2023 have also been assessed. *State Environmental Planning Policy (Housing) 2021* has been referenced for parking rates for the aged care facility.



Description	Use	Parramatta DCP 2023 minimum parking requirement (outside 400 m of transit)	Parramatta DCP 2011 (outside 400 m of transit)	TfNSW [1] (medium density)
Residential Apartment Building/ Townhouse/ Terraces and Small Lots (parking spaces per dwelling)	1 bedroom	1.0	1.0	1
	2 bedrooms [2]	1.25	1.25	1.2
	3 and above bedrooms	1.5	1.5	1.5
	4 bedrooms and above	2.0	1.5	1.5
	Visitors	0.25	0.25	0.2
Aged Care		Visitors – 1.0 per bed, Staff – 0.5 per staff, Ambulance – 1 space		
Community uses [3]		Empirical Assessment (1.0 per 100 m2)		
Retail/ commercial (parking space per 100 m2)		3.3	3.3	4.5
Oval [4]		Council Advice (50 to 80 spaces)		
Required parking spaces for previous masterplan (2021)		1,787	1,757	1,674
Required parking spaces for updated masterplan (2024)		1,704	1,632	1,594
Net change		-83	-125	-80

FIGURE 60 – REQUIRED PARKING SUMMARY TABLE EXTRACT

Source: Stantec Consultants

Based on the above, the proposal is required to provide approximately 2,612 spaces based on the Hills Shire parking requirements and 1,768 spaces based on City of Parramatta requirements. The City of Parramatta rates are generally in alignment with TfNSW 2002 rates, which is 1,686 required spaces.

Stantec considers that the parking rates outlined in Parramatta DCP would be more appropriate due to the site's proximity to schools, shops and proposed improved availability of public transport services. Further, reduced parking would also respond better to the mode share objectives for the site and encourage the use of sustainable modes of transport.

It is therefore submitted that the planning proposal will be able to support the parking requirements of the development, subject to refinement at a future DA stage(s).

6.3.2.4 Ecologically Sustainable Development

The planning proposal is accompanied by a Sustainability Strategy prepared by Flux Consultants (**Appendix 9**), which recognises that to be truly sustainable, a development must consider social, environmental, and economic performance – to deliver a sustainable proposition with life, purpose, and longevity. The planning proposal for the site integrates sustainability at its core, to make the project an exemplar for future sustainable development in the Greater Sydney Metropolitan Area.

In addition to the Sustainability Strategy Report, Sustainability Addendum Letter Advice has also been provided at Appendix 9 which provides a review of the 2024 masterplan (the subject of this planning proposal). The letter confirms that the assessment, findings and recommendations of the previously prepared report remain relevant to the amended planning proposal, with no changes or additional recommendations.

The Sustainability Strategy Report outlines sustainable initiatives the proposal can deliver. These include:



Social Infrastructure

The sustainability of the development includes consideration of the social fabric of the community, and how both facilities and programs can contribute to the success of that community. Woven through the design of this proposal is the connective tissue of the open space network, providing spaces and places for social wellbeing, supported by built facilities that provide the space in which community activities can occur, including:

- The multi-purpose community space;
- The Village Square;
- The full-size oval and pavilion;
- Local parks and passive open space; and
- Four community/resident 'hut' buildings.

The strategy considers the importance of the programs and curation of these spaces and activities.

This is underpinned by the commitment of the proponent, EG, to "Build In Good" ("B.I.G."™) to their projects. The B.I.G. philosophy establishes a sustainable focus on facilities and the management of spaces and places (for those spaces not publicly owned) to ensure the ongoing benefits associated with social activity and enterprises is captured and embraced.

Active Connections

Active connections enable improved patterns of movement, supporting improved accessibility and allows opportunities for better healthy living options for residents.

Strategies for the site include a highly permeable 'walkable' environment, improved connections to nearby activity nodes (including the shopping centre) and also opportunities to encourage a modal shift from private car to other options, providing connectivity to public transport nodes, looking to final mile solutions, connectivity to employment centres (a "30 minute city") and the ability for recreational movement and activity. These include:

- Improved bus facilities;
- Improved pedestrian and cycle connections; and
- A new local peak hour bus 'shuttle' service between the site, North Rocks Centre and the Barclay Road M2 Express Bus Interchange, approximately 1km to the west.

Ecological Connections

The master plan creates an ecologically vibrant site that embeds the concepts of the Green and Blue Grids within the site, contributing to the regional networks. The concept protects and restores the remnant bushland and tree groupings within the site.

An increased tree canopy targeting 40% coverage is planned and articulated within the landscape master plan, as are landscaped linkages facilitating movement through the site to the northern bushland edge.

Preparation for a Zero-Carbon World

The development of the master plan has been undertaken with recognition that the changes in climate will have a dramatic effect on the built environment.

The strategies in place for any future re-development allow the site to respond to this need to operate in a zero-carbon environment. This includes best practice in sustainable building design and operations, energy



management and load sharing/distribution, being prepared for and facilitating EV charging, and implementing sustainable infrastructure systems.

The landscape and nature network provides a response to urban heating, and the combined approach is structured to provide a resilience to climatic shifts. Waste management, both during construction and as part of ongoing operations, is considered to minimise landfill, vehicle movements and emissions.

Deliver a Positive Water Impact

It is essential that new developments take a responsible approach to the dependence on potable water, and address the collection, generation, and usage systems to ultimately have a positive impact on water availability. The North Rocks Village is seeking to optimise the water collection, management, and usage regimes, with a stretch target to be able to export more recycled water than the amount of potable water it imports and therefore deliver a positive impact on water availability.

An integrated strategy of demand reduction, reuse and recycling, and passive water treatments within the landscape work to deliver the goals of the proposal.

The sustainability outcomes are proposed to be supported and documented in part through “Smart City Infrastructure” data monitoring and analysis. It is proposed to deploy sensors that will monitor a range of inputs, continuously, providing data to facility operators, residents and visitors, and importantly Parramatta Council. We propose to monitor:

- Air temperature within built up zones and green spaces;
- Humidity;
- Wind;
- Air quality including monitoring for particles smaller than 10 microns (PM10);
- Water demand, harvesting, storage and production;
- Energy demand, production, storage and peak loads;
- Pedestrian, active transport and vehicle movements; and
- Waste volumes.

It is our intention that logged data will be made available for open analysis. Once the planning proposal is approved, it would be our intention to initiate a workshop with the Council to agree on initial sensor installation priorities and preferred reporting mechanisms for logged data.

The planning proposal for North Rocks Village is committed to delivering robust outcomes, featuring exemplary sustainability with real operational benefits.

The Sustainability Strategy positions the new community to be ready to address these issues and will provide significant benefits.

6.3.2.5 Geotechnical

The proposal is accompanied by a Geotechnical Investigation Report (**Appendix 10**) by JK Geotechnics which assesses the stability of the site and the potential for landslip, and any other geotechnical issues or constraints that may impact any proposed future development of the site.



Assessment

The assessment confirms that the site has not been identified as 'landslip risk land' in the Parramatta LEP 2023 and that based on the site visit, the site may be regarded as 'stable'.

The assessment notes that the geotechnical scope of work would need to be confirmed once the master plan layout has been confirmed.

Recommendations

The report provides a number of recommendations to deal with potential geotechnical issues. It concludes that levels of risk to life and property during and following the development will be at 'acceptable levels', assuming that design and construction are carried out in accordance with the preliminary recommendations provided in the report.

In addition to the Geotechnical Assessment Report, Geotechnical Addendum Letter Advice has also been provided at **Appendix 10** which provides a review of the 2024 masterplan (the subject of this planning proposal). The letter confirms that the assessment, findings and recommendations of the previously prepared report remain relevant to the amended planning proposal, with no changes or additional recommendations.

6.3.2.6 Aboriginal Archaeology Assessment

Archaeological Management and Consulting Group & Streat Archaeological Services Pty Ltd (AMAC & SAS) undertook a thorough background analysis of the environmental and archaeological context of the site at **Appendix 13**.

Assessment

AMAC & SAS determined that the study area exhibits moderate to high surface disturbances. Nevertheless, pockets of less disturbed areas have been identified on the site, suggesting the possible presence of intact Aboriginal objects and/or conservation-worthy deposits.

The surrounding landscape features imply the likelihood of sub-surface Aboriginal artifacts and/or deposits in undisturbed regions of the site, which are anticipated to hold low to moderate Aboriginal archaeological significance. During on-site inspections undertaken in 2018, natural soils were identified, hinting at the potential presence of undisturbed soil layers.

As the study area is situated on a ridge top and within close proximity to water bodies such as Lake Parramatta and Darling Mills Creek, given the historical patterns of Aboriginal movement and land use, AMAC & SAS conclude that it is plausible that the site contains valuable information regarding local Aboriginal cultural activities.

Recommendations

AMAC & SAS make the following recommendations to be undertaken at DA stage:

- Full Aboriginal community consultation;
- Preparation of an Aboriginal Cultural Heritage Assessment Report – particularly due to the site's proximity to water bodies and its location on a ridgeline; and
- A program of systematic, sub-surface archaeological test excavation to establish the nature and extent of any archaeological objects and/or deposits that are/may be present on the site.



6.3.2.7 Bushfire

A Bushfire Protection Assessment has been prepared by Travers Bushfire and Ecology at **Appendix 11**. The Assessment was prepared in 2021 based on the proposed masterplan and information available at that time. Travers considered a range of factors that contribute to the proposal's ability to comply with Planning for Bushfire Protection (PBP). This included a bushfire attack assessment, strategic assessment (hazard context), review of nearby hazardous fuels, and required Asset Protection Zones (APZs). That assessment report is also the subject of a letter prepared by Travers Bushfire and Ecology (dated 13 May 2024), which relates to that earlier assessment report and provides additional details regarding modifications associated with this amended planning proposal.

Assessment

The key finding of the earlier assessment was that bushfire hazard is restricted to the northern part of the site. Bushfire attack could potentially affect the development from the adjoining forest vegetation located within the narrow strip of bushland to the north and north-east of the property, resulting in possible ember and radiant heat attack.

In 2021, Travers conclude that the proposed conceptual development can comply with the planning principles of the PBP, provided any future DA and proposed layout addresses the following:

- Use of an alternative solution to determine minimum APZ and bushfire attack level (BAL) setbacks for the dwellings adjacent to the northern bushland parcel using the short fire run (SFR) methodology;
- This application requires NSW Rural Fire Service (RFS) agreement to use SFR methodology in this instance (prior to finalising the masterplan design). This narrow riparian corridor is identified as low risk vegetation due to its consistent linear width, which is at right angles to the development. The development of the concept plan will require buildings to be located outside of the minimum APZ;
- Provision of access in accordance with the acceptable solutions outlined in PBP;
- Water, electricity and gas supply in compliance with the acceptable solutions outlined in PBP;
- Future dwellings to be constructed in accordance with the appropriate construction sections of AS3959-2018 and PBP; and
- Creation of a Plan of Management (PoM) to ensure the ongoing maintenance of APZs where they occur within open space areas.

Revised Recommendations and APZ Requirements

It is noted that the 2021 Assessment recommended an APZ along the northern property boundary which ranged from 15.5 to 33m in width. However, this advice was predicated on the development of a series of 'short-fire runs', which are performance based and may no longer be suitable in the light of recent decisions of the Land and Environment Court.

As such, Traver's have prepared a Bushfire Advice Addendum Letter at Addendum Letter which reviews the updated 2024 masterplan (the subject of this planning proposal). The letter dated 13 May 2024 is contained under the same appendix as the prior report. The letter does not change the recommendations of the of that earlier report, and notes that the latest planning proposal has been revised to incorporate the following, which is in accordance with previous recommendations, in that:

- The placement of all aged care units and seniors independent living dwellings (identified as 'Area 5') more than 100 metres from the bushland interface to the north (identified as 'Area 10'),



- Adopts earlier recommendations from both Traver's and the Rural Fire Service (RFS), in establishing a perimeter road along the northern boundary. Such a road will provide a minimum width of eight metres with roll-top kerb on its northern side (i.e. adjacent to the hazard), and
- The northern apartment block adopts a 29-metre setback acting as an Asset Protection Zone (APZ). Other future buildings will also be set back from the north-east parts of the site, and will also be compliant due to the clearance on the adjoining land associated with the electrical transmission infrastructure as well as the dog park and community gardens

The recommendations provided by that earlier report (including those outlined above) therefore do require further modification, and will therefore continue to apply to this latest planning proposal.

6.3.2.8 Flooding

A Flood Assessment Report has been prepared by Royal Haskoning DHV (RHDHV) in 2021, provided at **Appendix 15**. The Report which provides an assessment of flood affection and drainage constraints at the site. In addition to the Assessment Report, a Flooding Addendum Advice Letter has also been provided at **Appendix 15** which provides a review of the updated 2024 masterplan (the subject of this planning proposal) and confirms that findings and recommendations of the Report remain relevant. This is detailed below.

Assessment

The report notes that the site is located on a ridge line, is not traversed by nor is in close proximity to a local creek. The site does not receive stormwater run-off from off site. As such, RHDHV concludes that the site is not flood prone from mainstream flooding.

RHDHV also concludes that the proposed development does not appear to pose any significant implications for the existing flood risk on the site.

Recommendations

The report provides a number of recommendations to deal with potential flooding impacts resulting from the proposal, including:

- The undertaking of a formal flood impact assessment to inform the site's development;
- That the design of the future site's development should account for the existing drainage, requirements, as well as requirements for existing and likely increased on-site detention and water quality controls;
- That a drainage engineer is engaged for future design stages of the development; and
- That a survey of sub-surface stormwater infrastructure and the drainage system under the motorway is recommended to be undertaken prior to future design development.

These recommendations can be accommodated as the development of the site progresses. As such, the planning proposal will not result in any unacceptable flooding impacts.

6.3.2.9 Acoustic

An Acoustic Assessment Report has been prepared by Marshall Day at **Appendix 16**, which assesses the noise levels likely to be experienced for the residential and aged care components within the master plan. As the Assessment Report was prepared in 2021, Acoustic Addendum Letter Advice has also been provided at **Appendix 16**, which provides a review of the updated 2024 masterplan (the subject of this planning proposal) and confirms that findings and recommendations of the Report remain relevant. This is detailed below.



The Acoustic Assessment Report considers the relevant noise assessment guidelines outlined in State Environmental Planning Policy (Transport and Infrastructure) 2021 and NSW Environmental Protection Agency Noise Policy for Industry (NPfI).

Assessment

The noise contour plots in the acoustic report provide an indication of the proposed dwellings most affected by traffic noise from the M2 Motorway and North Rocks Road.

Recommendations

Marshall Day note the existing 7.2m shield barrier between the M2 and the site shields the northern receivers from the most significant traffic noise impacts. More evident traffic impacts are anticipated to be experienced on the southern side of the site adjacent to North Rock Road. In this location, some of the proposed buildings are likely to require architectural acoustic treatments.

Some future dwellings facing North Rocks Road will exceed the NPfI criteria by a greater amount, which may require acoustically upgraded façade construction. This may include upgrade (single) glazing and external doors (in addition to alternative ventilation).

Residential facades likely to require acoustic treatment, recognising that exact treatments will need to be determined during the DA stage.

Marshall Day note acoustic treatment is not likely to be required for the building facades along the M2 Motorway. This will be confirmed during DA stage. Details of the proposed developments compliance with the Building Code of Australia and relevant Australian Standards will also be provided at DA stage.

6.3.3 Social and Economic Impacts

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

The proposal will deliver a number of positive social and economic outcomes, ensuring future on-site residents and the wider North Rocks population have access to retail amenity, community services and infrastructure, civic amenity in addition to recreation.

6.3.3.1 Social Impacts

The planning proposal is supported by a Community Needs and Social Impact Assessment prepared by Urbis at **Appendix 4**, which outlines how the proposal is capable of delivering a number of social benefits including for future on-site residents and also the broader locality. No adverse impacts nor social infrastructure demands are anticipated. This should also be read in conjunction with the Social Infrastructure Options prepared by Elton at **Appendix 5**.

It is noted that both the above reports were prepared in 2021. For completeness, Addendum Letter Advice has been provided at both **Appendix 4** and **5** in respect of these disciplines. The addendum advice provides a review of the updated 2024 masterplan (the subject of this planning proposal) and confirms that findings and recommendations of the Report remain largely relevant, with some additional findings noted. A summary of the key findings is provided below.

Population Increase

The planning proposal (updated 2024 masterplan) has been reviewed with consideration of the dwelling occupancy rates outlined in the *City of Parramatta (Outside CBD) Development Contributions Plan 2021 (Amendment 1) (2023)*. Based on this, the planning proposal is likely to accommodate an incoming population of **2,196 people**.



Libraries and Community Facilities

Based on the NSW State Library benchmarks, the incoming population of the development does not meet the benchmark for a new library. However, there is an existing shortfall in library services which will be increased by the development population by approximately 190m² of library area.

Council's Community Infrastructure Strategy (2019) identifies a need for and recommends a new 500m² neighbourhood library (learning link space) in North Rocks. However, it is understood that new library floorspace is planned to be accommodated elsewhere within the LGA to meet this demand and that Council is not seeking to operate a new library in North Rocks at this stage.

The proposal includes a designated multi-purpose community space adjacent to the town square. This space could accommodate a variety of community uses to support the incoming population and nearby residents. The building is of an appropriate scale to accommodate a small library or learning link space should this be required, although it is not anticipated to be required at this stage.

Schools and Childcare

There are four government schools within 2km of the site. The 2015 – 2019 open enrolment data indicates public school enrolments have been steadily increasing in local schools. Schools Infrastructure NSW (SINSW) are in the process of upgrading and constructing new schools to help cater for this projected growth. North Rocks Primary School is located directly opposite the site, whilst Muirfield High School is within a 400m walk from the site.

Initial discussions with the Department of Education suggest the school enrolment capacity is expected to increase based on the construction of new classrooms and recent changes to enrolment catchments.

The North Rocks Public School enrolment capacity is expected to increase based on the construction of a new 3 – 4 storey classroom building and recent changes to enrolment catchments. It is anticipated a number of public and private schools within the immediate proximity of the site and within 5 – 10km will also absorb the demand generated by this proposal.

Given the time elapsed since the enrolment data was reviewed, consultation is recommended with the Department of Education to understand updated capacities and to inform broader school planning.

Based on Council benchmarks, the incoming population is likely to generate demand for an additional 62 long day care places and 63 out of hours school care places. This would likely equate to one medium sized childcare centre. The provision of 2,800sqm additional retail/commercial floor space provides an opportunity for the inclusion of a larger childcare centre on site.

Open Space and Recreation

The proposal addresses the performance criteria outlined in the NSW Government Architect's Draft *Greener Places Design Guide* and the principles outlined in Council's *Community Infrastructure Strategy*. It provides a diversity of connected and high quality open spaces within the site.

The proposal includes approximately 4.3 ha of public open space which includes a full sized playing field, community garden and other parks. This represents 34% of the total site area. The open space provided supports a diversity of recreational activities with the site including a full sized sports field, multipurpose sports courts, local parks and a community garden. The proposed open space provision for an approximate population of 2,196 people means a ratio of around 1.95ha/1,000 people. This is more than double the World Health Organisation's recommended standard of 0.9ha/1,000 people.

The inclusion of the sports field will also contribute to meeting the need for sporting facilities in the LGA. The master plan also shows that open space is located within 400m of residents and the site within 2km of approximately 11 district size (greater than 2 ha) areas of open space, as identified in Section 6.5.



Preliminary consultation with local schools and SINSW suggests the oval could be utilised via a shared-used arrangement for structured and unstructured sports to help meet student demand, particularly during week day periods.

Affordable and Key Workers Housing

Council's Affordable Rental Housing Policy (2019) identifies that Parramatta LGA will need an additional 9,500 affordable rental dwellings by 2036 to meet demand. The LGA has also experienced a significant loss of key workers over the last 10 years due to lack of housing supply and affordability.

The proposal will seek to provide 2% of the additional residential floor space as affordable housing, equivalent to 16 apartments. The proposed 2% provision has been informed by a viability assessment, detailed within the Diverse and Affordable Housing Assessment at **Appendix 8**. The proposed affordable housing provision will include discounted rental dwellings nominated to a Community Housing Provider (CHP) or other forms of discounted rentals where the developer retains ownership such as Build to Rent (BTR).

It is noted that Council's Housing Diversity Precinct Criteria sets a target of *5-10% affordable housing (subject to viability)*. The provision of 2% affordable housing is balanced against the commitment to deliver other significant community benefits including a full size playing field, multi-function courts, multi-purpose community space and extensive open space network. It has been demonstrated that 2% of additional residential floorspace is the appropriate provision of affordable housing (based on viability) in this context of the proposed density and other public benefit offerings.

The provision of 2% affordable housing has been supported by the Sydney Central Planning Panel as part of the rezoning review process.

Summary of Social Impacts

The planning proposal is expected to contribute to the community through diversifying housing choice, allowing residents to age in place and providing economic and employment opportunities. Further it will deliver significant on-site community infrastructure. Urbis conclude the following impacts:

- The proposal will diversify the existing housing choice in the local area, supporting ageing in place and provide affordable housing options for a broader section of the community;
- The proposal will provide increased access to social infrastructure to help meet the needs of the existing and future community;
- The proposal will renew a site with an important legacy to provide residential and senior housing. The proposal includes a range of community uses to encourage ownership of the site by the incoming and surrounding community;
- The proposal will support social equity through the provision of diverse and affordable housing, retention of existing rotary markets and increased public access; and
- Consultation with neighbouring properties and the broader community will continue during the next stages of the planning process.

Overall, the planning proposal seeks to create a sustainable urban residential village, which can contribute to meeting the recreational and community infrastructure needs of the incoming population and broader community.



6.3.3.2 Economic Impacts

Housing Diversity and Affordability

A Housing Diversity and Affordability Assessment has been prepared by Atlas Urban Economics (Atlas) at **Appendix 8**. The Assessment provides a recap of their previous 2020 Housing Diversity Study, as well as an updated assessment on the proposed dwelling mix and capacity to deliver affordable housing.

Housing Demand

The 2020 study found there were over 900 smaller households (i.e. couples without children, lone person households) residing within North Rocks, accounting for almost 40% of all households. However, there were just over 150 dwellings comprising 2-bedrooms or smaller in the area, equivalent to just 6.5% of total dwelling stock. This suggests clear mismatch in housing supply and housing need. A similar conclusion was identified in the Parramatta Local Housing Strategy (City of Parramatta, 2020).

The Parramatta LGA's housing market is uniquely diverse and when viewed on the whole, amongst the most diverse in Greater Sydney. When viewed closer however, Parramatta's housing diversity is for the most part limited to the southern and eastern areas of the LGA (e.g. Parramatta, Westmead, Sydney Olympic Park, etc). The northern suburbs of North Rocks, Carlingford and Winston Hills are conversely characterised by homogenous, lower-density housing.

Whilst not every location should be 'everything to everyone', nor can every area accommodate higher density housing, ensuring local areas provide a minimum level of housing diversity is important from both a social and economic standpoint. The affordability of existing housing supply in North Rocks, coupled with the lack of more diverse, affordable stock, makes it difficult for some 72% of households within the Parramatta LGA to purchase housing in the area.

Housing Affordability

After the initial 'shock' of the COVID-19 outbreak, the cumulative impact of record low interest rates, improved household savings, low listing volumes, post-lockdown lifestyle changes, government incentives and strong consumer sentiment drove growth in the residential market to a decade-high in 2021.

Median house price growth recorded significant gains between 2021 and 2023. In contrast, median unit price growth was flat from 2016 and has remained soft to 2023.

In most markets (particularly those in Western Sydney), smaller housing typologies such as townhouses and apartments are typically priced below the average cost of an existing detached home. The Proposal's variety of housing typologies could play a role in providing such lower cost, private market housing.

Based on a feasibility assessment, the proposal also has the opportunity to deliver affordable housing that is 2% of new residential floor space.

Assessment of the Proposal

The Proposal would play a significant role in facilitating a broader range of housing choice in North Rocks. As a Housing Diversity Precinct, the Proposal proposes a true variety of housing choices, both 'missing middle' medium-density typologies and low-rise apartments.

The Proposal envisages the delivery of some 925 dwellings, including 690 apartments and 225 medium-density typologies. Additionally, the Proposal is set to include 130 independent living units and approximately 100 aged care rooms. Assuming the 2016 Census dwelling count as a starting point, this new supply would result in the proportion of medium and higher-density housing in North Rocks rising from 21.9% to 34.0%.



The inclusion of 130 independent living units and 100 aged care rooms within the Proposal seeks to address the growing number of elderly residents in North Rocks and surrounds who may wish to remain in the area and 'age in place'.

The Proposal intends on providing some 2% of affordable rental housing. This is equivalent to 16 affordable housing dwellings. The location of North Rocks Village is proximate a wide variety of lower income employment opportunities (144,000 low to moderate income workers within a 20-minute commute), presenting housing options for key workers and their families. Furthermore, delivery of affordable rental housing on North Rocks Village would represent a major increase in supply in Parramatta's north.

Overall the proposed development provides a positive contribution towards housing diversity and affordability in North Rocks.

Construction and Operational Impact

A Land Use Economics Study has been prepared Urbis **Appendix 7**, which provides an overview of retail considerations and economic and employment benefits as a result of the planning proposal. The Land Use Economics Study was prepared in 2021 and given the evolution of the masterplan, Addendum Letter Advice has been provided by Urbis based on the updated 2024 masterplan (the subject of this planning proposal). The Addendum Letter Advice is also provided at **Appendix 7**.

Construction Phase

- The proposed development is estimated to cost approximately \$1,036.2 million, as the project is delivered over the next 14 years. A stimulus of this scale has the potential to promote considerable job creation, which would include: Up to 279 jobs (comprising of 116 direct jobs and 163 indirect jobs) during the 14-year construction phase of the proposal, and
- Up to 295 jobs (comprising of 211 direct jobs and 84 indirect jobs) post-construction. Such jobs would be created within the multi-purpose community space, commercial facilities and the Retirement and Aged Care facility.

Retail Impacts

The proposal provides a small component (2,800m²) of commercial or non-residential floor area, which will likely comprise café and restaurant floorspace adjacent and near the proposed village square, with the remainder comprising medical related uses, child-care and ancillary office or administration.

Due to the relatively small scale nature of this commercial component, such provision is likely to be adequately supported by additional residents with no adverse economic impact on the current North Rocks District Shopping Centre, particularly on more specialised stores within that nearby shopping precinct.

Place-based Consumer Benefits

Urbis outline several benefits associated with the retail component as part of the planning proposal:

- Enhanced retail choice including the overall quality and range of retailing provision within the trade area;
- The proposed 925 dwellings will accommodate approximately 2,200 residents upon completion. Retail at the site will be targeted to service the convenience needs of these residents;
- Access to convenient retail targeting the convenience needs of the immediate community;
- Creating a sense of place with strong connections to the public domain; and
- Improved public amenity and activation contributing to the overall liveability of the development.



Summary of Economic Impacts

Overall, the proposed development will not result in any adverse impacts upon the trading performance of other centres, and will instead improve local trading performance through increases to patronage of nearby retail services such as those within the North Rocks Shopping Centre.

Given the significant net increase in retail expenditure by onsite residents, visitors and workers, it is likely that all retail centres in and immediately around the trade area will experience an uplift in trading levels compared to current conditions, indicating that the proposed onsite retail will have a positive economic impact.

The construction and operational phase will also create significant employment both permanent and part-time workers both during and following construction, which will deliver broader economic benefits for the local and Greater Parramatta district.

Development extending from approval of the planning proposal will therefore substantially contribute to housing availability, affordability and variety within the Parramatta LGA and more specifically, the North Rocks area.

6.4 Section D – State and Commonwealth Interests

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

The proposal is accompanied by Hydraulic and Electrical Infrastructure Service Reports (**Appendix 14**) prepared by Northrop Consulting Engineers. The reports determine the existing services and utilities available and provides sufficient information to demonstrate servicing can be provided to support the proposed development. Northrop note that servicing of the site is feasible based on the existing service and utilities present.

Water

The existing water main located within North Rocks Road will have sufficient capacity to service the proposed development. A network of water mains will be extended from this main and provided in the development as per Sydney Water requirements.

Recycled water

The report confirms that there is no recycled water infrastructure near the site.

Sewer

The existing sewer connection main located north-east of the site should have sufficient capacity to service the proposed development. Final confirmation will occur upon receipt of DA Approval.

Natural gas

The development has access to several Jemena gas mains. A final application to Jemena will be required to confirm a connection to this main is committed.

Electricity

Electrical supply upgrades will be undertaken where needed.

Telecommunications

The report notes that typically in developments greater than 100 single-occupancy dwellings, NBN is highly likely to approve and provide service to the site. NBN is available in the area.



Further investigations will be undertaken to determine whether any upgrade of existing facilities is necessary in consultation with Council and service providers.

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

Consultation has occurred with a number of State authorities including the Department of Planning, Industry and Environment in addition to the Roads and Maritime Services and Transport for NSW. This will continue during the course of the planning proposal, and following Gateway Determination.

13. What are the views of state and federal public authorities and government agencies consulted in order to inform the Gateway determination?

Consultation has occurred with a number of State authorities including the Department of Planning, Industry and Environment in addition to the Roads and Maritime Services and Transport for NSW. This will continue during the course of the planning proposal, and following Gateway Determination.



7 Part 4: Maps

A comparison of existing controls and proposed controls is provided in **Table 14**.

TABLE 16 – EXISTING AND PROPOSED CONTROLS

Control	Existing	Proposed
Zone	R2 Low Density Residential	R4 High Density Residential R3 Medium Density Residential RE1 Public Recreation RE2 Private Recreation
Height of Buildings	9m	Various heights ranging from 9m to 23m – refer to below map
Floor Space Ratio	0.5:1	1.1:1
Key Site	Not identified	Proposed to be identified as key site for purpose of additional local provisions.
Minimum Lot Size	700m ²	No minimum lot size proposed
Land Reservation Acquisition	Not identified	Identified partially to reflect proposed RE1 zone

These changes are reflected in amendments to the mapping as shown in the figures below.

Land Use Zone

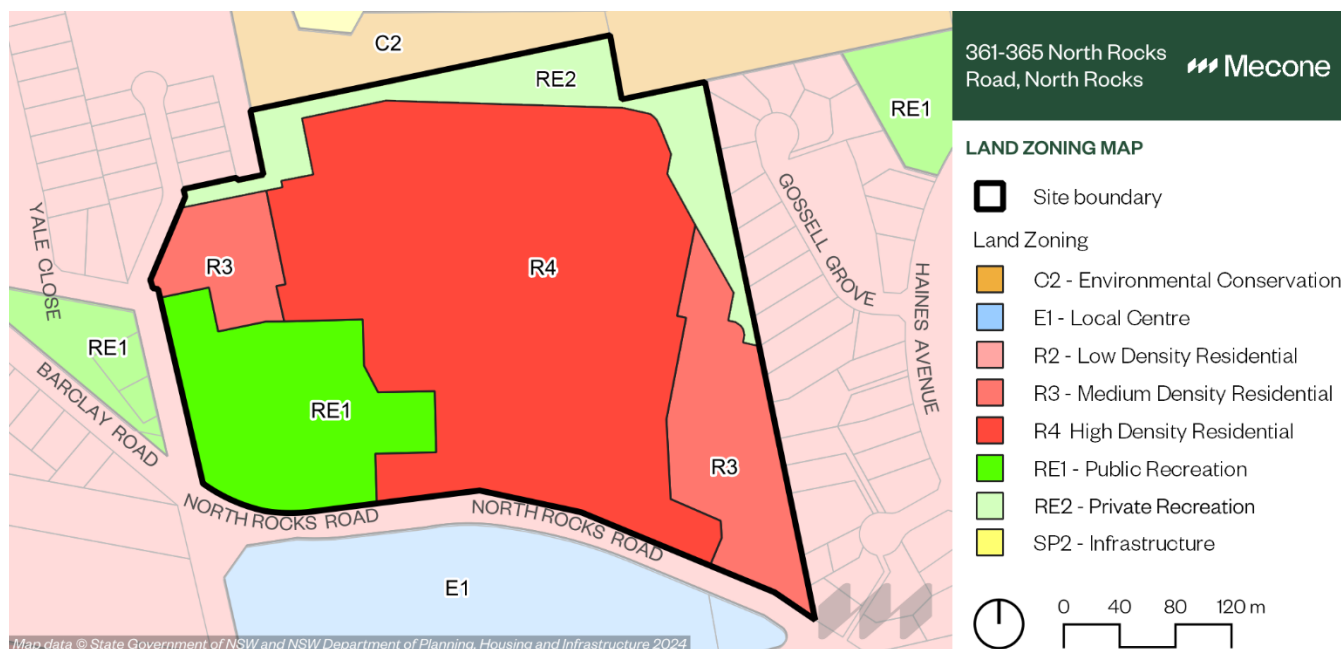


FIGURE 61 – PROPOSED ZONING MAP

Source: Mecone



Lot Size Map

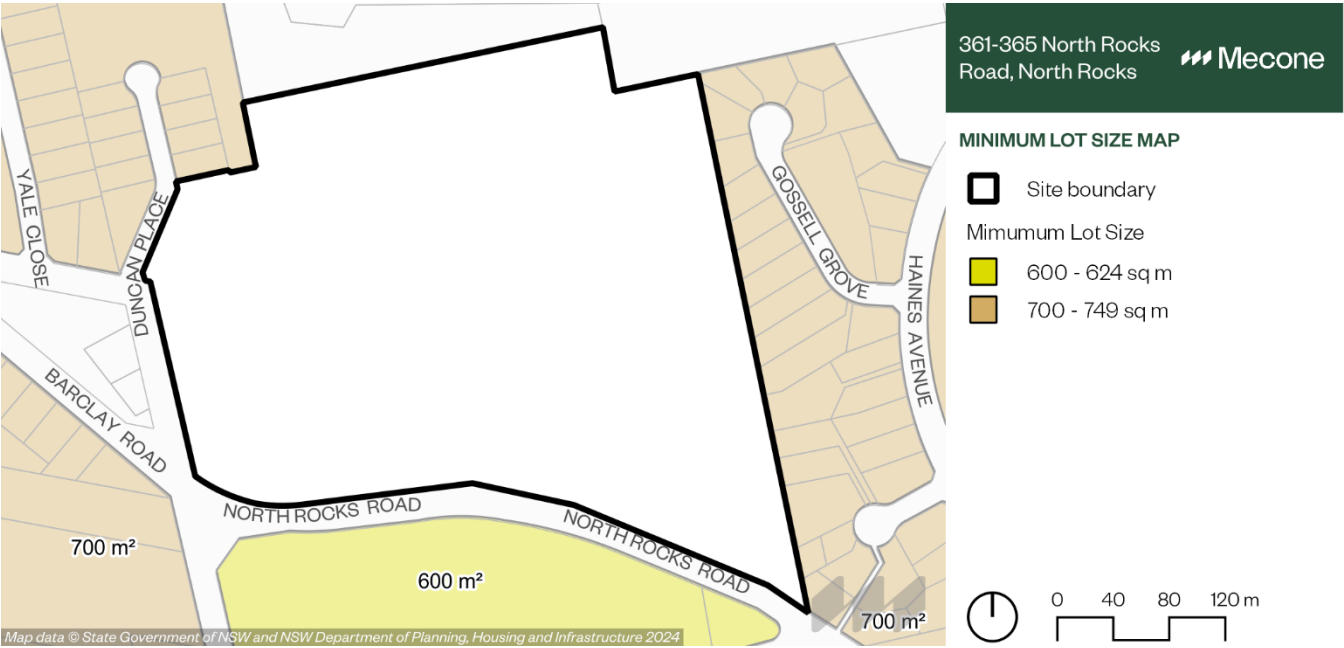


FIGURE 62 – PROPOSED LOT SIZE MAP
Source: Mecone

Height of Buildings

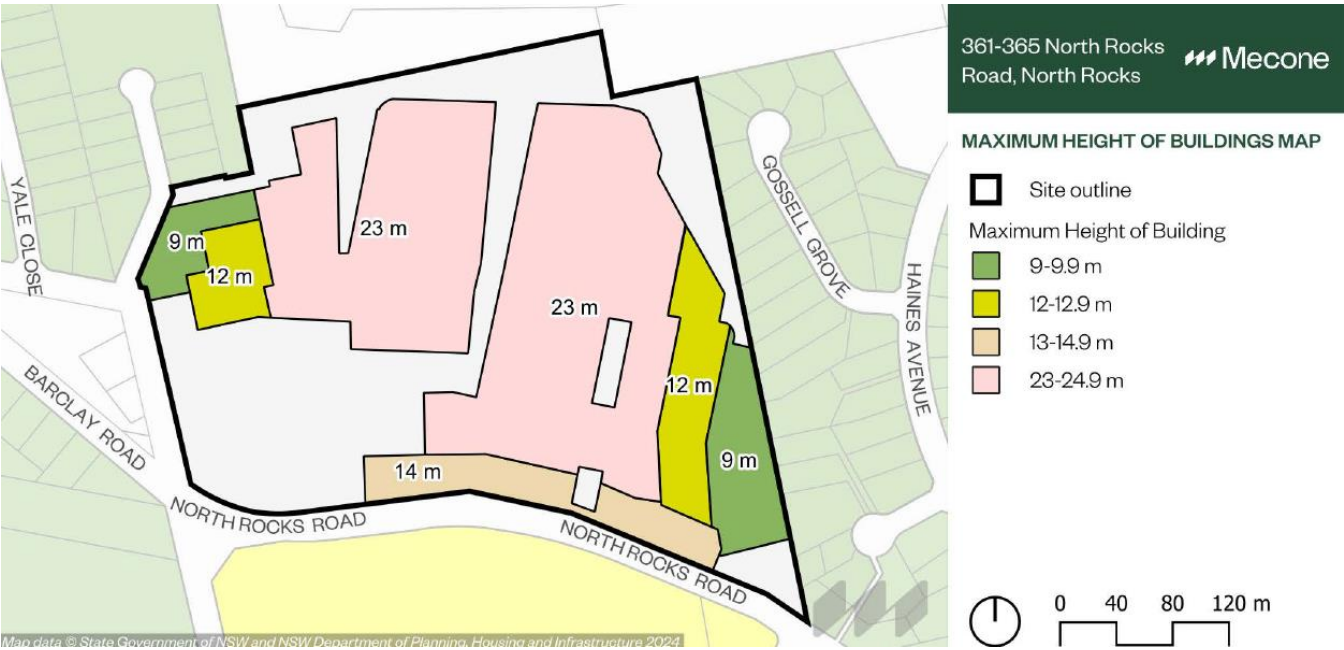


FIGURE 63 – PROPOSED HEIGHT OF BUILDINGS MAP
Source: Mecone



Floor Space Ratio

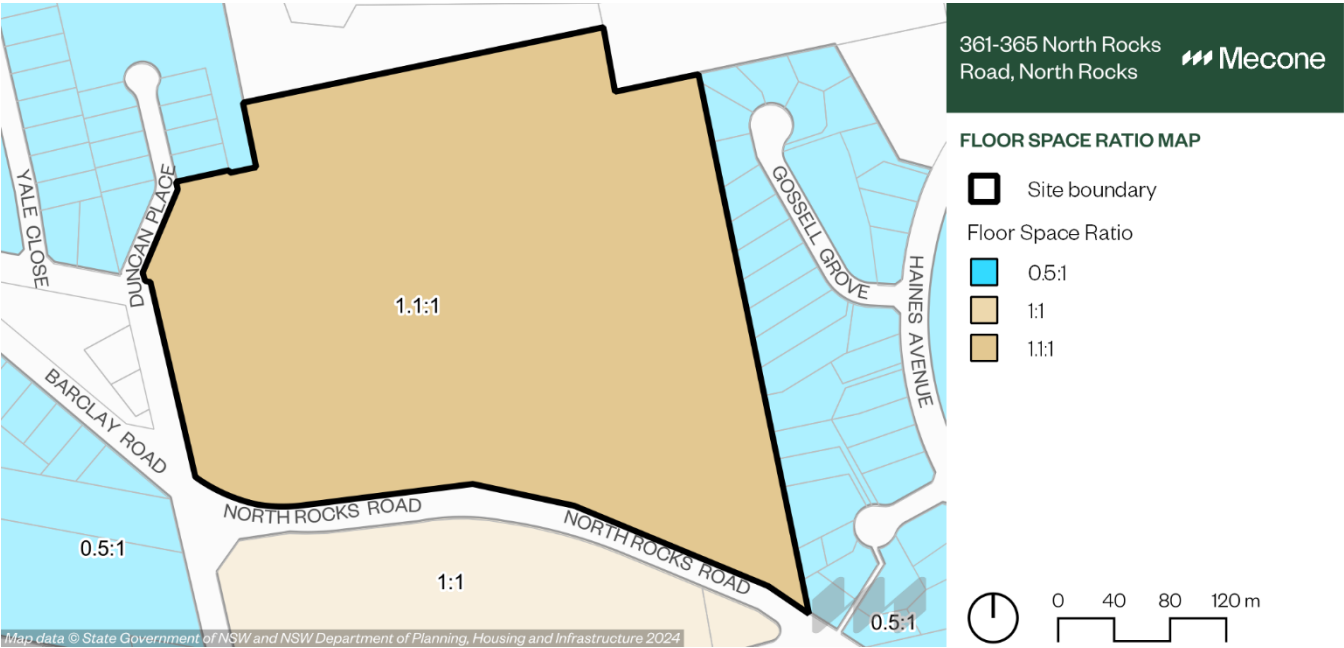


FIGURE 64 – PROPOSED FLOOR SPACE RATIO MAP
Source: Mecone

Key Sites Map

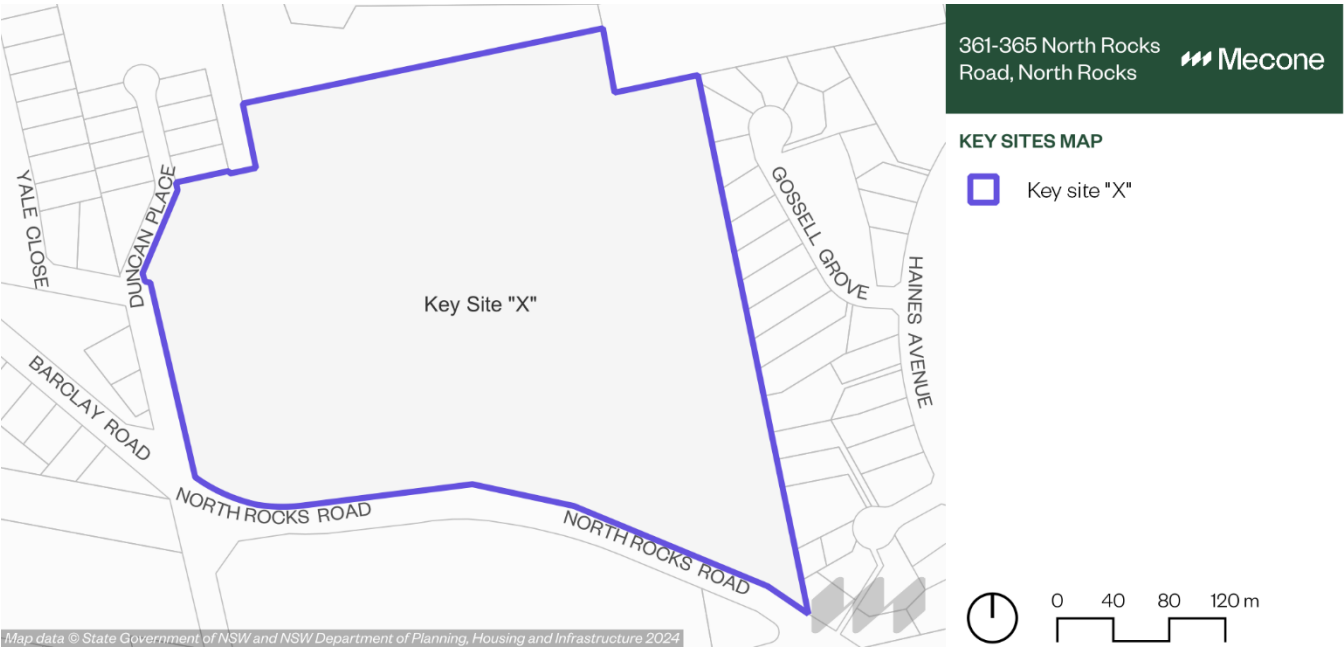


FIGURE 65 – PROPOSED KEY SITES MAP
Source: Mecone



Land Reservation Acquisition



FIGURE 66 – PROPOSED LAND RESERVATION ACQUISITION MAP
Source: Mecone



8 Part 5: Community Consultation

The proponent has undertaken extensive engagement with a number of key local community stakeholders prior to the development of the masterplan, during its preparation and pre and post lodgement.

Engagement with the community comprised the following key components:

- Independent Qualitative Surveys; and
- Proponent-led face-to-face meetings and briefings with key groups, such as sporting associations, schools and local organisations in addition to a number of adjoining landowners.

The feedback from both forms of consultation were analysed and informed key elements of the planning proposal.

Collectively from all methods of resident engagement, the research identified resident priorities and preferences for any project being undertaken in North Rocks. Key issues include:

- The support and desire for more public transport was identified (25%) as a way of improving their community and 72% indicated that more local parks would greatly improve the quality of life for people in the community;
- Residents also identified new local parks (33%) and library (37%) as their most preferred new community facilities;
- While the proportion of residents who are renters is relatively small (reflecting the high proportion of home ownership in the area), 54% of renters said they were either very likely or fairly likely to move over the next 2-3 years. The main reason given for this (26%) was affordability; and
- Of all respondents, 83% indicated they felt that housing is becoming unaffordable and 46% agreed they would like to see more diversity of housing including aged care, seniors housing and apartments.

Refer to the Community Engagement Report provided at **Appendix 6**.

As noted above, prior and on-going consultation with a number of key stakeholders has informed the masterplan and potential future uses on-site and include (but not limited to):

- Carlingford Rotary: The aim being to accommodate and facilitate the continuation of the weekly Rotary markets on-site, being within and near the proposed village square.
- Hills Community Aid: A high-level agreement for the parties to work together on how best to deliver a range of community facilities as part of the North Rocks Village project by EG, potentially including HCA programmes and services.
- Local cricket association/s: Focused on the provision of a full-sized oval, parking and associated amenities including a pavilion structure.
- UTS (Institute of Sustainable Futures): Discussions concerning sustainability and preparation of a related strategy particularly for the site's ultimate renewal.

Further community consultation would take place following a Gateway determination made by the Minister for Planning and Public Spaces in accordance with Section 3.34 and Schedule 1 clause 4 of the Act.

It is anticipated that public exhibition would include:

- Notification on Council's website;



- Advertisement in local newspapers that are circulated within the local government area;
- Notification in writing to adjoining landowners and neighbours, and any other relevant stakeholders; and
- A four-week exhibition period.



9 Part 6: Project Timeline

This project timeline has been provided to assist with monitoring the progress of the planning proposal through the plan making process and assist with resourcing to reduce potential delays.

TABLE 17 – PROJECT TIMELINE

MILESTONE	DATE
Department Assessment	Commencing May 2024
Gateway Determination	TBC
Anticipated timeframe for the completion of additional required technical information	TBC
Timeframe for government agency consultation (pre and post exhibition as required by Gateway determination)	8 weeks (estimated)
Commencement and completion dates for public exhibition period	TBC (28 days)
Dates for public hearing (if required)	TBC
Timeframe for consideration of submissions	4 weeks (estimated)
Timeframe for the consideration of a proposal post exhibition	4 weeks (estimated)
Consideration of PP by Planning Panel	TBC
Date of submission to the Department to finalise the LEP	TBC
Anticipated date the plan-making authority will make the plan (if authorised)	TBC
Anticipated date the plan-making authority will forward to the PCO for publication	TBC



10 Conclusion

This planning proposal has been prepared by Mecone on behalf of EG to establish a new planning control framework for the former Next Sense campus at No's 361-365 at North Rocks Road, North Rocks.

The planning proposal seeks to amend Parramatta LEP 2023 in order to facilitate a new housing diversity precinct. This planning proposal provides detailed justification for the proposal and has been prepared in accordance with:

- Section 3.33 of the EP&A Act; and
- DPE's *Local Environmental Plan Making Guideline*.

The site represents a renewal opportunity that is both supportable and justified in terms of its strategic and site-specific merit. It is of an infill scale entirely consistent with urban consolidation and aligns entirely with the Greater Sydney Region Plan, Central City District Plan and Parramatta Council's Local Strategic Planning Statement. It is a rare and strategic opportunity at the local, district and metropolitan scale.

The planning proposal meets and delivers a diversity of housing in the manner and a location anticipated by Council's *Housing Diversity Precinct* criteria. It otherwise satisfies all relevant policy directives of Council's Local Strategic Planning Statement.

The renewal of Local Centres and objectives prescribed in the District Plan concerning housing diversity, walkability, open space and new civic infrastructure would also be delivered via the planning proposal and associated master plan.

In particular, it fulfils the stated role and purpose of a Local Centres as set down within the Region Plan. These include:

- Deliver public realm and an open space focus.
- Deliver transit-oriented development, co-locate facilities and social infrastructure.
- Provide, increase or improve local infrastructure and open space.
- Improve walking, cycling and public transport connections, including through the Greater Sydney Green Grid.
- Increase residential development in, or within a walkable distance of, the centre.
- Provide parking that is adaptable to future uses and takes into account of access to public transport, walking and cycling connections.

The proposal is also consistent with the current priorities of Government in providing additional housing supply in a highly central and accessible location, in the nucleus of North Rocks Local Centre.

The proposal is also considered to specifically deliver the following key priorities in the District Plan:

- Priority C3 – Providing services and social infrastructure to meet peoples changing needs
- Priority C5 – Providing housing supply choice and affordability with access to jobs services and public transport
- Priority C6 – Creating and renewing great places and local centres
- Priority C9 – Delivering integrated land use and transport planning and a 30-minute city
- Priority C16 – Increasing urban tree canopy cover and delivering Green Grid connections



- Priority C17 – Delivering high quality open space
- Priority C20 – Adapting to the impacts of urban and natural hazards and climate change

The proposal also aligns with the planning priorities of Council's LSPS including:

- Planning Priority 5 – Support and enhance the low-scale character and identify of suburban Parramatta outside of the GPOP area and Epping Strategic Centre
- Planning Priority 6 – Provide for community infrastructure and recreation opportunities
- Planning Priority 7 – Provide for a diversity of housing types and sizes to meet community needs into the future
- Planning Priority 10 – Improve active walking and cycling infrastructure and access to public and shared transport
- Planning Priority 14 – Protect and enhance our trees and green infrastructure to improve liveability and ecological health
- Planning Priority 15 – Reduce emissions and manage energy, water and waste efficiently to create better buildings and precincts and solve city planning challenges

Site Specific Merit

The planning proposal has been prepared as a result of a rigorous urban design analysis, and aligns with the State Government objectives to achieve high-quality place based design outcomes with a level of civic amenity befitting the North Rocks Local Centre.

The proposal is deemed compatible with surrounding development and the built form will not result in undue environmental impact upon the townscape with respect to visual impact, view loss, overshadowing and traffic generation.

The proposal is considered to achieve site specific merit through the delivery of significant public benefit and provides a master plan that demonstrates design excellence, benchmark environmental sustainability, is compatible with local character and responsive to environmental constraints. These include:

- **Major site in a Local Centre** – The scale of the site will support an integrated design, public benefit and transport outcome, not possible to achieve in smaller infill sites.
- **No significant environmental constraints** – There are no significant environmental constraints that would limit or act as a barrier to the site's development. The site's environmental attributes have been carefully considered as part of the masterplan development process.
- **Significant public benefits** – Provision of public benefits are well beyond that typically provided for a development of this scale.
- **Generous landscape and public domain offering** – Approximately 60% of the site will comprise 'green' or deep spoil landscaped spaces, whilst 34% of the site will be retained as publicly accessible open space.
- **Utilising local infrastructure capacity** – The site, and North Rocks in general, has capacity within its social and recreational infrastructure to support the development. The development itself can also deliver significant public infrastructure, including a full sized oval, civic square and multi-purpose community space which can be enjoyed broadly by North Rocks residents.
- **Compatible with local character** – The proposal will reflect and respect the local character of the area through maintaining 2-3 storeys at the site edges and interface with established low-density



housing. The master plan reflects a balance between a density commensurate with the site's local context whilst respecting the character of the immediate neighbourhood.

- **Creating a safe pedestrian environment** – The site will be developed around a walkable catchment within the Local Centre with streets designed to prioritise pedestrians.

Strategic Merit

The development of the RIDBC site as facilitated by this planning proposal, will support and promote a wide range of local and State government policy objectives. These include:

State Priorities and Actions

- **Design and Place** – The proposal supports and reinforces the State governments objectives to improve the quality of building design and civic spaces.
- **30-minute city** – The site benefits from frequent local and district bus services, which are located directly adjacent the site along North Rocks Road. It is also within a 30-minute commute of key employment centres by public transport, including via the M2 Express Bus Service. It will result in further improved access to these centres through a series of integrated traffic and transport solutions.
- **Green Grid** – The proposal will deliver approximately 4.3ha of publicly accessible open space in the form of a Village Square, full-size oval, local parks and bushland edges. This will contribute towards high quality open space and sporting facilities within the LGA.
- **Tree canopy** – The proposal increases the mature canopy coverage of the site from 23% to 40%, supporting mature vegetation, protecting remnant bushland and overall increasing tree coverage.
- **Diverse and Affordable housing** – The proposal will seek to provide a minimum 2% of affordable housing based on feasibility evidence, which would be dedicated in perpetuity. It also includes provision of diverse and more smaller housing typologies, including seniors housing which will contribute to more affordable market housing in North Rocks.
- **Community infrastructure** – The site delivers an outcome that significantly improves the liveability of North Rocks, including a multi-purpose community space adjacent to a civic square, in addition to other communal spaces.

Local Priorities and Actions

- **Housing diversity** – The proposal fulfills the HDP Criteria as expressed in the LSPS. It will provide much needed housing opportunity and choice including executive/family housing catered towards an owner occupier market, whilst also committing to 2% affordable housing (of new residential floor space). This has been supported by the Sydney Central Planning Panel.
- **Sustainability** – The proposal has the ability to implement a number of sustainability strategies to create a highly permeable environment that encourages active and public modes of transport. This is aimed at providing a shift from private car usage to alternative options including walking, cycling and public transport.

In summary,

- The Planning Proposal is consistent with the strategic planning framework including A Metropolis of Three Cities – The Greater Sydney Region Plan and the Central City District Plan by increasing housing diversity within an accessible and high amenity location.



- The Planning Proposal is consistent with Council's LSPS by delivering a true Housing Diversity Precinct, with increased housing choice addressing the housing needs of the local area.
- The Planning Proposal demonstrates the site can accommodate the proponent's vision to deliver a high-quality sustainable residential village supported by new civic and social infrastructure that will complement and enhance the existing North Rocks Local Centre, whilst minimising environmental impacts and delivering a built form that is compatible with its surrounding context.

For the reasons outlined above, the proposal demonstrates strategic and site-specific merit. The Sydney Central Planning Panel have also found the proposal has demonstrated strategic and site-specific merit and recommend that the proposal proceed to Gateway Determination.



Appendices

