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22 January 2018

Mr Stuart Withington
Manager Planning Panel Secretariat
Sydney Region North
Department of Planning and Environment
320 Pitt Street
Sydney 2000

Dear Stuart,

REZONING REVIEW REQUEST, RAILWAY ROAD AND CONSTITUTION ROAD MEADOWBANK

We write on behalf of Sasco Developments Pty Ltd (the Proponent) to request a Rezoning Review of a planning proposal (PP) which was received (and dated stamped) by the City of Ryde Council (Council) on 17 October 2017.

This letter provides the Proponent's justification for why a review is warranted, in accordance with the Department's *"A Guide to Preparing Local Environmental Plans"*, (released August 2016).

The Rezoning Review is requested because Council has not made a decision on the proposal within 90 days of lodgement.

1. SUMMARY OF PLANNING PROPOSAL

The Planning Proposal has been prepared to initiate an amendment to the Ryde Local Environmental Plan 2014 (RLEP 2014) as it relates to the subject site. The site is identified as:

- 1 – 5A Railway Road, Meadowbank
- 9 – 11 Railway Road, Meadowbank
- 12 Railway Road, Meadowbank
- 13 -17 Railway Road, Meadowbank
- 18 – 20 Railway Road, Meadowbank;
- 27 Railway Parade, Meadowbank; and
- 50 Constitution Road, Meadowbank.

Specifically, the Planning Proposal seeks to amend RLEP 2014 by a site specific amendment to achieve:

- A maximum height limit to 82m or RL103.4 to facilitate a maximum building height equivalent to 25 storeys; and
- A maximum floor space ratio of 5.2:1.

The required amendment to RLEP 2014 involves:

- The amendment of the Height of Buildings Map – Sheet HOB_003 to include a new maximum height of RL 103.4m by introducing a new height category in the legend and respective identification of the site;
- The amendment of the Floor Space Ratio Map – Sheet FSR_003 to include a new maximum FSR of 5.2:1 by introducing a new FSR category in the legend and respective identification of the site.

These amendments will facilitate the redevelopment of the site for a conceptual mixed use development which will align with the state and local government strategic directions for providing housing and jobs close to major transport nodes. In particular, a conceptual mixed use development of 3,681sqm of retail floorspace; 2,928sqm of commercial floorspace that also includes a child care centre and a gymnasium; 358 residential apartments spread across 3 separate buildings with basement car parking for all uses. This equates to approximately an additional 68 dwellings and a local retail centre and when compared to an outcome that could be achieved under the current planning controls, this Planning Proposal represents a 3% increase in the gross population density of Shepards Bay.

The conceptual development achieves a range of building heights in consideration to surrounding built context and sunlight retention to adjacent properties:

- Podium forms of 2 to 5 storeys with an additional two storeys above the podium, setback from the podium edge where the site adjoins two laneways.
- Residential tower forms of up to 20 storeys above the podium down to 16 storeys above the podium.
- The resultant height in metres ranges from approximately 19.3m at the lowest point to 82m or RL103.4m at the top of the tallest tower.

This is a welcome opportunity for Meadowbank to transform into a vibrant and active community town centre with a sense of place and pride for the local community.

The site comprising an entire street block bounded by four streets is in a pivotal location in the immediate vicinity of the Meadowbank railway station, and adjacent to the Meadowbank TAFE. The site is the last remaining opportunity with potential to develop as a vibrant mixed use town centre that would provide a focus for the surrounding residential areas.

A failure to support this proposal will represent a lost opportunity for significant investment towards providing retail, commercial and social infrastructure for the benefit of the local community; as well key public domain elements such as much a needed additional urban plaza in the centre and new pedestrian connectivity through the site and the centre.

1.1. SUPPORTING DOCUMENTATION

- A completed rezoning review application form and the relevant application fee of \$20,000 (**Attachment A**)
- A copy of the subject Planning Proposal report prepared by Urbis, dated October 2017 (**Attachment B**), which includes 5 appendices as provided:
 - Urban design report prepared by Fender Katsalidis, dated 3 October 2017) (**Appendix A** of the Planning Proposal report);
 - Traffic and transport report prepared by The Transport Planning Partnership, dated 10 October 2017) (**Appendix B** of the Planning Proposal report);
 - Community benefits analysis and social impact assessment prepared by Cred Consulting, dated October 2017) (**Appendix C** of the Planning Proposal report);
 - Retail impact assessment prepared by Urbis, dated 11 October 2017) (**Appendix D** of the Planning Proposal report); and
 - Site survey prepared by Daw & Walton, dated 3 April 2017) (**Appendix E** of the Planning Proposal report);
- A copy of an addendum to the Planning Proposal report by Urbis, dated 21 November 2017 (**Attachment C**)
- A copy of a Heritage impact statement by Urbis, dated 12 December 2017(**Attachment D**)
- A copy of pre-lodgement meeting advice from Council officers, dated 18 August 2017 (**Attachment E**)
- A copy of the Planning Proposal form to Council which includes Council's received date stamped, 17 October 2017 and confirmation of payment of fees (**Attachment F**)
- A copy of Council's letter to the proponent for request for additional information, dated 8 November 2016 (**Attachment G**)

It is also noted for information that the property 9 – 11 Railway Road was recently sold and settled in December 2017 from the owners F & J Au-Yeung Investments Pty Ltd, Au-Yeung and Pong to the new owners Kiu Foong Pty Limited and Sheperds Bay Holdings Pty Limited. Relevant documentation to support this is provided (**Attachment H**).

As required, this letter provides justification to the Strategic and Site Specific Merit tests outlined in “*A Guide to Preparing Local Environmental Plans*” to confirm why this review is warranted.

The Proponent has no political donations to disclose as per Section 147 of *the Environmental Planning and Assessment Act 1979*.

2. BACKGROUND

A pre-lodgement meeting was held on the 19 July 2017 between the Proponent (with Fender Katsalidis and Urbis) and Council's strategic officers.

The purpose of the meeting was to discuss the planning proposal and the proposed amendment to the floor space ratio and height provisions of the *Ryde Local Environmental Plan 2014* relative to the site, to accommodate a mixed-use development.

Following this meeting, Council officers issued a written response on the 18th of August 2017 which raised existing traffic congestion and demands upon existing open space and community facilities already experienced within Meadowbank. Council further expressed their concerns with the proposed density; height; and the extent of retail component proposed on the site and the added associated impacts relating to:

- The local traffic network;
- Additional demand on existing open space and community facilities; and
- The economic impact to other retail within the precinct.

On the 12 October 2017, the Planning Proposal was submitted to Council and was formally lodged and received by Council on the 17 October 2017. The submitted Planning Proposal is accompanied a traffic report; a social infrastructure assessment and an economic impact assessment to address Council's comments.

On the 8 November 2017, Council issued a letter to the proponent outlining preliminary comments on the proposal requiring information in respect to:

- Submission of a heritage impact statement; and
- An addendum to the Planning Proposal report which addresses the Draft District North Plan and the Greater Sydney Region Plan.

In response to Council's request for information, Urbis provided:

- An addendum to the Planning Proposal on the 22 November 2017; and
- The heritage impact statement on the 12 December 2017.

3. JUSTIFICATION FOR THE REZONING REVIEW

DPE's Planning Circular (PS 16-004), and the *Guide to preparing LEPs*, outlines the test in determining whether a proposal should proceed to Gateway determination is whether it clearly meets both the Strategic Merit and Site-Specific Merit tests.

Our justification of supporting the above two merit tests is outlined in the following sections.

3.1. STRATEGIC MERIT TEST

A Rezoning Review requires that a planning proposal demonstrate strategic merit against (at least one of) the following criteria:

Table 1 – Strategic Merit Test

Strategic Merit Criteria	Response
<p>Is the planning proposal:</p> <p><i>Consistent with the relevant regional plan outside of the Greater Sydney Region, the relevant district plan within the Greater Sydney Region, or corridor/precinct plans applying to the site, including any draft regional, district or corridor/precinct plans released for public comment; <u>or</u></i></p>	<p>The planning proposal is consistent with various current and draft regional plans and the revised draft North District Plan. As justified in the planning proposal (October 2017), Section 9.2 and the addendum to the planning proposal (21 November 2017), the proposed rezoning is consistent with the directions and outcomes of these strategic plan. The key reasons being:</p> <p>Relative to the <i>Sydney Metropolitan Strategy – A Plan for Growing Sydney</i></p> <ul style="list-style-type: none"> It is consistent with the directions and actions associated with expanding the global economic corridor as the site is located within the Global Economic Corridor, a portion of which extends from Macquarie Park to Sydney Olympic Park and the proposal provides for approximately 6,600m² of retail and commercial floor space which provides for an estimated 342 direct jobs through the ongoing operation of the retail, commercial, child care and gymnasium components and a further 145 indirect jobs. This extent of non-residential floor space is viable only as part of a higher density mixed use development. It is consistent with the directions and actions in respect to accelerating housing supply and urban renewal across Sydney; as well as providing homes closer to jobs and improving housing choice to suit different needs and lifestyles. The proposal can accommodate 358 dwellings in a centre that is within 400m from a public transport node; and include diverse types of housing to suit demands. It is consistent with the directions and actions towards revitalising existing suburbs; and creating healthy built environments and networks of interlinked, multipurpose open and green spaces. The proposal will facilitate a rare opportunity to masterplan the

Strategic Merit Criteria	Response
	<p>largest remaining landholding in Meadowbank for a comprehensively planned precinct that will provide public benefits such as an additional urban plaza and activated pedestrian linkages that will encourage connectivity from the site surrounds to existing and new urban spaces.</p> <ul style="list-style-type: none"> • The site is situated within the identified <i>North</i> Subregion under <i>A Plan for Growing Sydney</i> and the proposal is consistent with the relevant priorities for the North subregion as follows: <ul style="list-style-type: none"> – The proposal has the potential towards contributing to a <i>competitive economy</i> through strengthening subregional connections. Meadowbank is strategically located near the employment centres of Macquarie Park, Rhodes, Sydney Olympic Park and Parramatta. The Planning Proposal will enhance Meadowbanks' complementary role in supporting these centres through offering additional housing and supplemental retail / commercial opportunities. – The proposal will contribute towards accelerating housing supply, choice and affordability and build great places to live by providing for some 358 dwellings of mixed type within 400m to a public transport node. <p>Relative to <i>Towards our Greater Sydney 2056</i></p> <p>The proposal is consistent with the directions, actions and priorities for the 'Central City' by:</p> <p><u>A Productive Greater Sydney</u></p> <p><i>Metropolitan priority: A growing Sydney</i></p> <p>The Planning Proposal will contribute towards the 817,000 additional jobs targeted for Greater Sydney and an additional 725,000 new dwellings by 2036.</p> <p><i>Metropolitan priority: A city with smart jobs</i></p> <p>The Planning Proposal has the potential to leverage off the Meadowbank TAFE campus by providing floor space to accommodate complementary businesses to this facility as well to the local community.</p>

Strategic Merit Criteria	Response
	<p><i>Metropolitan priority: A 30-minute Sydney</i></p> <p>The conceptual scheme provides the ability for achieving a high level of containment, accommodating new retail/commercial floor space and a new urban plaza with high density residential. Notwithstanding, the Northern Rail line provides access to key the employment areas of Rhodes and Sydney within 30 minutes whilst the ferry service between Meadowbank and Parramatta is marginally just over 30 minutes.</p> <p><i>Accelerate housing opportunities</i></p> <p>The location of higher density housing immediately adjacent to Meadowbank train station is consistent with urban renewal policies for focussing housing in existing and new centres served by public transport.</p> <p><u>A Liveable Greater Sydney.</u></p> <p><i>Metropolitan priority: An equitable, polycentric city</i></p> <p>As discussed above, the Planning Proposal will provide more equitable access to strategic employment areas. The Planning Proposal will also facilitate non-residential services such as child care or other community services that could potentially locate in proposed retail / commercial floor space.</p> <p><i>Metropolitan priority: A city of housing choice and diversity</i></p> <p>The Planning Proposal will facilitate a mix of 358 apartments to meet the need for more housing diversity to accommodate ageing in place and housing for young household types to enter the Ryde housing market.</p> <p><u>A Sustainable Greater Sydney</u></p> <p><i>Metropolitan priority: A city in its landscape</i></p> <p>Locating higher density housing approximately 500m from the foreshores of Shepherds Bay will promote healthy lifestyle living. A redevelopment of the site will require the removal of invasive vegetation</p>

Strategic Merit Criteria	Response
	<p>types and will provide opportunity for new landscaping in the plaza and at the podium level in addition to public domain improvements along Railway Road.</p> <p><i>Metropolitan priority: An efficient city</i></p> <p>The location of higher density housing within a centre maximises infrastructure and land and promotes an efficient use of energy and resources.</p> <p>Relative to the <i>draft Greater Sydney Region Plan</i> (dGSRP):</p> <p>Four key themes are contained within the dGSRP: <i>infrastructure and collaboration, liveability, productivity and sustainability</i>. These themes are linked to ten overarching Directions that will guide the delivery of these themes. Relevant considerations of the dGSRP to the subject site and Planning Proposal are primarily associated with delivering the directions associated with the <i>liveability</i> of metropolitan Sydney. The dGSRP identifies that:</p> <ul style="list-style-type: none"> • <i>Greater Sydney is forecast to grow from 4.7 million people to 8 million people by 2056. The age profile will change with both an increasingly ageing population as well as children under five.</i> • The need to provide 725,000 more homes over the next 20 years, in the right places and supported by infrastructure, with a range of housing types to suit the changing demographics of the population. • Housing targets for the North district, within which the site is located are identified as an additional 25,950 dwellings within 0 – 5 years (2016 – 2021); and an additional 92,000 dwellings as a 20 year strategic housing target (2016 – 2036). • Housing affordability is a primary focus to improve liveability with key messages in provision of housing choice and affordability. <p>The site is situated within Meadowbank centre close to amenities and is immediately adjacent to a railway service that provides immediate access to Rhodes, an identified health and education precinct in the</p>

Strategic Merit Criteria	Response
	<p>dGSRP. Meadowbank centre is underutilised and is need of significant upgrade and investment, which can be facilitated by a development of the scale sought under this Planning Proposal. Such transformative opportunities consistent with the messages arising from the dGSRP include:</p> <ul style="list-style-type: none"> • Capitalising on the local identity, heritage and cultural values of Meadowbank. The proposed urban plaza situated opposite the centre's heritage items will provide enhanced visual and physical connectivity to the existing plaza and heritage items. • Increased opportunities for local services including potential for new health or other social infrastructure in response to changing demographics provides community focus and convenient access "<i>... to foster a more resilient and connected society</i>", as sought by dGSRP. The dGRSP particularly notes that greater proportional increases in people over 65 years in local government areas will occur within the Western Parkland and Central River cities. • Opportunity to deliver a walkable mixed use precinct of urban design excellence that provides social and physical connectivity with site surrounds and thereby encouraging healthier lifestyles. The dGSRP identifies the Central River City as "<i>... transforming from a suburban to a more urban environment, with a mix of well-established and developing neighbourhoods along existing and new transit corridors.</i>" • The site is consistent with locational requirements for higher density living, being close to transport whilst NSW Government plans to provide funding for a new school for kindergarten to Year 12 at Meadowbank. The site is highly accessible to jobs, being within one station from the identified health and education precinct of Rhodes and 30 minutes to Sydney; whilst a ferry service between Meadowbank and Parramatta is marginally just over 30 minutes. • The site is generally unconstrained in terms of heritage; cultural elements and natural hazards which will contribute to a feasible

Strategic Merit Criteria	Response
	<p>development capable of accommodating a range of housing opportunities to suit future demands.</p> <ul style="list-style-type: none"> The proposal seeks to enhance the Meadowbank local centre by providing some 3,680sqm of retail space inclusive of a new supermarket and 2,930sqm of commercial space including gymnasium and child care facilities. In conjunction with the proposed residential floorspace, this development is a significant investment towards the growth and transformation of a local centre and contributes towards the Greater Sydney Commission's forecast of an additional 5 million square metres of retail and office floor space to meet the demands over the next 20 years. <p>Relative to the <i>revised draft North District Plan</i></p> <p>The proposal is in line with the 4 planning priorities associated with achieving a liveable district:</p> <ul style="list-style-type: none"> Providing services and social infrastructure to meet people's changing needs; Fostering healthy, creative, culturally rich and socially connected communities; Providing housing supply, choice and affordability, with access to jobs and services; and Creating and renewing great places and local centres, and respecting the District's heritage. <p>This planning proposal will facilitate the above planning priorities by:</p> <ul style="list-style-type: none"> Providing an opportunity to meet housing targets identified in the dGSRP (some 7,600 dwellings for the Ryde LGA) to meet future dwelling demands between 2016 and 2021. Ryde is proposed to provide the greatest proportion of the 25,950 dwellings targeted for the district and this Planning Proposal will provide more

Strategic Merit Criteria	Response
	<p>compact housing types, a walkable neighbourhood and create opportunities for ageing in place.</p> <ul style="list-style-type: none"> • Designing public places for people of all ages and abilities. The proposal will provide opportunities for all people to participate in outdoor spaces that encourage healthy and active lifestyles and meeting spaces within a local centre. The plaza will provide opportunity to foster local community interaction. A proposed supermarket and improved connectivity links will encourage a walkable neighbourhood and therefore a more healthier and active population. • Enhancing shared use of spaces that can be utilised by a diverse community for different purposes to provide for a more collaborative city and foster creative and artistic opportunities. These opportunities will be able to be accommodated as part of future development. The proponent owns a triangular parcel of land on Railway Road, immediately opposite the site. This site provides an opportunity to engage with Council to discuss the provision of community facilities and/or commercial premises as part of a VPA process. • Protect and expand retail and commercial spaces in local centres and supporting a vibrant and safe night-time economy as well as facilitating celebratory events and temporary uses. The extent of non-residential floor space with the ability to accommodate community type uses, such as a child care centre and a gymnasium will contribute towards a vibrant and healthy community. <p>Other relevant planning priorities that a future development on the site could contribute towards implementation are delivering integrated land use and transport planning for a 30 minute Sydney for a more productive city; and opportunities towards increasing urban tree canopy towards providing for a sustainable city.</p>
wls the planning proposal:	Relevant strategic studies for the Ryde LGA that have been considered in this Planning Proposal:

Strategic Merit Criteria	Response
<p><i>Consistent with a relevant local strategy that has been endorsed by the Department; or</i></p>	<p>Ryde Local Planning Study 2010</p> <p>The Ryde Local Planning Study 2010 was prepared to inform the Ryde's consolidated Local Environmental Plan, identified as the RLEP 2104. This document is comprised of seven components relating to: centres and corridors; small Centres; housing; environment and open space; cultural heritage; employment; and transport. The Planning Proposal is consistent with the key findings and recommendations as follows:</p> <ul style="list-style-type: none"> • Meadowbank is identified as one of the six centres within the Ryde Centres Network. The Planning Proposal will meet the identified future character for centres by providing a mix of land uses and therefore associated convenient access between work, home, shopping, leisure and community facilities and infrastructure. The inclusion of an urban plaza in a future development will promote <i>social inclusion, community identity and pride</i> whilst activated street frontages and new pedestrian linkages will create safe and convenient pedestrian environments. • Specific to the Meadowbank centre, the Planning Proposal will provide: <ul style="list-style-type: none"> – Further local retail opportunities adjacent to the train station; whilst the mix of apartment types improves housing choice and affordability; – The site's location and improved pedestrian linkages will encourage future residents to utilise public transport, consistent with desired improved mode share from driver/passenger to public transport. – Commercial space for local businesses. – Upgraded steps from Faraday Lane to Constitution Road to an urban space within the town centre for the community. – Removal of older industrial buildings and incorporation of activated retail frontages.

Strategic Merit Criteria	Response
	<ul style="list-style-type: none"> – Mixed-use development that reinforces Meadowbank as a <i>model transit oriented development</i>. • Significant opportunities to provide alternative housing types for all types of households, particularly: – Accommodating ageing in place which will in turn free up larger homes for young families. – Housing types will include 3 bedroom types which are attractive for young families or those with a preference for larger dwellings. – Conveniently located housing for young lone households and young couples within and around the centre. • Provision of and a range of on-site private and communal open space for residents of the development. <p>Ryde 2025 Community Strategic Plan (Ryde 2025)</p> <p>Ryde 2025 is a long-term Community Strategic Plan for the City of Ryde which identifies seven key outcomes that responds to the following priorities of the community:</p> <ul style="list-style-type: none"> • City of Liveable Neighbourhoods; • City of Wellbeing; • City of Prosperity; • City of Environmental Sensitivity; • City of Connections; • City of Harmony and Culture; and • City of Progressive Leadership. <p>The Planning Proposal is considered to meet the outcomes of the strategy by facilitating a master planned precinct designed to achieve safe and equitable spaces and a new community space to enhance the identity of Meadowbank. Opportunities for new community oriented</p>

Strategic Merit Criteria	Response
<p>Is the planning proposal:</p> <p><i>Responding to a change in circumstances, such as the investment in new infrastructure or changing demographic trends that have not been recognized by existing planning controls.</i></p>	<p>services and new local business and retail services will be able to be located within the podium and generate added pedestrian vibrancy. Improved connections through the site to a public transport modes as well as increasing landscaping will also be possible as part of a future development.</p> <p>The Planning Proposal is consistent with State Government strategies towards increasing densities along public transport corridors and within centres. This is evident by the recent announcement of the Rhodes East draft Priority Precinct Plan. The precinct is identified as an area with good access to transport infrastructure with the potential to accommodate significant investment to provide for significant growth in housing and jobs.</p> <p>Meadowbank is strategically located near the employment centre of Rhodes and therefore the site has the potential to enhance Meadowbanks' complementary role in supporting Rhodes through offering additional housing and supplemental retail / commercial opportunities.</p> <p>The Meadowbank precinct has undergone significant investment and change with the Meadowbank Employment Area previously accommodating industrial and warehouse uses transforming to higher rise mixed use development, known as Shepherds Bay. The Meadowbank local centre serves as the key centre for this precinct but is in need of significant investment. The centre currently includes a small cluster of shops either side of the railway station that provide a limited range of services. The precinct immediately around the railway station including the subject site remains largely undeveloped and has the potential to develop as a vibrant and connected village that would provide a focus for the surrounding residential areas, as sought through the planning proposal.</p> <p>The announcement by NSW Government for a future new primary and high school in Meadowbank also highlights the government's investment into this locality and the opportunities for strengthening the role of the local centre.</p>



4. SITE-SPECIFIC MERIT TEST

Other considerations within “A Guide to Preparing Local Environmental Plans” include:

- *There will be a presumption against a Rezoning Review request that seeks to amend LEP controls that are less than 5 years old, unless the proposal can clearly justify that it meets the Strategic Merit Test.*
- *A draft regional plan outside of the Greater Sydney Region, draft district plan within the Greater Sydney Region or draft corridor/precinct plan that has been released for public comment by the Minister for Planning, Greater Sydney Commission or Department of Planning and Environment does not form the basis for the Strategic Merit Test where the Minister for Planning, Greater Sydney Commission or Department of Planning and Environment announces that there is to be another exhibition of, or it is not proposed to finalise, that draft regional, district or corridor/precinct plan.*

With regard to the above considerations we note the following:

1. The RLEP 2014 controls proposed to be amended are less than 5 years old. The comprehensive RLEP 2014 was published on 12 September 2014.
2. This planning proposal has been prepared with consideration given to *A Plan for Growing Sydney; Towards our Greater Sydney 2056; the draft Greater Sydney Region Plan; and the draft revised North District Plan.*

Accordingly, in addition to meeting at least one of the strategic merit criteria outlined above, this Rezoning Review must demonstrate that the planning proposal satisfies the site-specific merit against the following criteria in the Table below.

Table 2 – Site-Specific Test

Site-Specific Merit Criteria	Response
Does the planning proposal have site-specific merit with regard to: the natural environment <i>(including known significant environmental values, resources or hazards)?</i>	<p>The site is situated within a highly modified urban environment and the site contains minimal natural environmental features, with a portion of the site containing an invasive vegetation species which will be required to be removed. The redevelopment of the site will provide opportunity to plant specimens indigenous to the area to enhance the biodiversity of the locality.</p> <p>Where the northern boundary of the site along Constitution Road is elevated above street level, this embankment will be replaced with a new structure and include an access for service vehicles as well make provision for a new public plaza.</p> <p>Further, there are no known natural or environmental hazards that warrant immediate detailed investigation at this stage. Based on the</p>

Site-Specific Merit Criteria	Response
Does the planning proposal have site-specific merit with regard to: <i>the existing uses, approved uses and likely future uses of land in the vicinity of the land subject to a proposal?</i>	<p>above, the planning proposal is consistent with site specific natural environment criteria as the natural environment has either no significant value or known hazard.</p> <p>Yes. The site is currently zoned B4 mixed use which permits the uses envisaged under the concept plan and is surrounded by B4 zoned land to the east and south.</p> <p>Land to the west across the railway line is R4 zoned land and to the north, SP2 and R2 Low density land.</p> <p>The proposed use is consistent to the uses currently permitted with development consent and will be compatible with surrounding land uses. The proposed height and scale will be different to the building envelopes of the adjacent lands but these are designed to minimise impacts to site surrounds.</p> <p>It is unequivocally evident that Meadowbank is well-advanced in transitioning towards high density, transit orientated development centre. The proposal will provide significant investment towards enhancing the Meadowbank centre through providing many public benefits for current and future uses on land in the immediate vicinity and the wider community.</p> <p>Based on the above, the planning proposal satisfies this criterion.</p>
Does the planning proposal have site specific merit with regard to: <i>the services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision?</i>	<p><u>Transport Infrastructure</u></p> <p>The site is located immediately adjacent to the Meadowbank train station which provides regular services along the T1 Northern line between the City and Epping. Future improvements to train capacity and frequencies along this rail line will also be required to accommodate the recently announced draft Priority Precinct Plan for Rhodes East, one station south of Meadowbank, which has the potential to accommodate up to 3,600 new dwellings in the next 20 years. The required upgrades to the rail services will also benefit the future population proposed at Meadowbank.</p>

Site-Specific Merit Criteria	Response
	<p>The site is approximately 600m from the Meadowbank ferry wharf which provides ferry services to Parramatta and Circular Quay.</p> <p>Bus services are also located within the vicinity of the site, including strategic bus corridors which provide services between Parramatta to the City; Macquarie University to the City; Meadowbank Wharf to Carlingford; West Ryde to Chatswood; and Ryde to Parramatta.</p> <p><u>Social Infrastructure</u></p> <p>A redevelopment of the site will provide opportunity to incorporate additional social infrastructure, such as a child care facility. The proponent also owns land immediately opposite the site on Railway Road which is capable of accommodating a building for social infrastructure and/or commercial premises and provides an opportunity to engage with Council as part of a VPA process.</p> <p>The proposed plaza will provide an urban space within the centre, which is identified in Council's Open Space Study as being much needed in centres overall. Refer to Appendix C of the Planning Proposal report for further detail.</p> <p><u>Traffic Generation</u></p> <p>Traffic studies have been undertaken that include consideration of by future growth forecasting and the Shepherds Bay Urban Renewal Development. It is noted that the proposed development traffic is projected to only increase the overall traffic implications by less than 12%. Overall, it is identified that the road network will continue to operate at an acceptable level of service in the future or better with the implementation of traffic management measures. Refer to Appendix B of the Planning Proposal report for further detail.</p> <p>It is also noted that the proposal seeks to provide an integrated mixed use precinct which will provide additional locally based retail and services which would negate the need for the community to travel outside Meadowbank. The preparation of a framework travel plan to promote sustainable travel by residents, employees of the retail and</p>

Site-Specific Merit Criteria	Response
	<p>commercial floor space and visitors to the site also contribute towards managing traffic impacts.</p> <p><u>Utility Infrastructure</u></p> <p>The site is served by all urban utility infrastructure. Existing infrastructure, if required, will be modified and / or extended to accommodate the needs of future development.</p> <p><u>Potential Voluntary Planning Agreement</u></p> <p>As outlined in Section 5.7 of the Planning Proposal, the proponent owns a triangular parcel of land on Railway Road, immediately opposite the site. This site provides an opportunity to engage with Council to discuss the provision of community facilities and/or commercial premises as part of a VPA process.</p> <p>Based on the above, the planning proposal satisfies this criterion.</p>

4.1. PLANNING PROPOSAL JUSTIFICATION THRESHOLD

DPE's "A Guide to Preparing Local Environmental Plans" outlines the following guidance for a planning proposal to consider when prepared:

"When preparing the justification:

- *it is important that the level of justification for each planning proposal is proportionate to the impact the planning proposal will have. This is particularly the case for planning proposals that may be inconsistent with the local and/or regional strategic planning framework*
- *a response to each of the Secretary's criteria will not always be necessary depending on the nature and the scale of the planning proposal. If a matter is not considered relevant, the reasons why should be briefly explained*
- *it is appropriate in the early stages of preparing a planning proposal to identify issues that will require detailed investigation if the planning proposal is to proceed. These detailed investigations, studies, or material will be prepared by the Proponent or the RPA following the initial Gateway determination. The Gateway determination will confirm the expected level of information required to form part of the exhibition material. "*

A response to the justification threshold is provided in **Table 3**.

Table 3 – Justification Threshold

Justification	Response
<i>it is important that the level of justification for each planning proposal is proportionate to the impact the planning proposal will have. This is particularly the case for planning proposals that may be inconsistent with the local and/or regional strategic planning framework</i>	<p>The planning proposal submitted to Council is considered proportionate to the proposal to increase height and density of the site. The planning proposal is accompanied by an urban design report; a traffic and transport study; community benefits analysis and social impact assessment; economic impact assessment and a heritage impact assessment which all address the main issues at this stage.</p> <p>Further technical work can be undertaken, if necessary, either prior to public exhibition if critical, or alternatively during the development application stage.</p>
<i>a response to each of the Secretary's criteria will not always be necessary depending on the nature and the scale of the planning proposal. If a matter is not considered relevant, the reasons why should be briefly explained</i>	<p>The level of detail provided with the planning proposal is considered comprehensive and more than sufficient for the Gateway stage.</p>
<i>it is appropriate in the early stages of preparing a planning proposal to identify issues that will require detailed investigation if the planning proposal is to proceed. These detailed investigations, studies, or material will be prepared by the Proponent or the RPA following the initial Gateway determination. The Gateway determination will confirm the expected level of information required to form part of the exhibition material.</i>	<p>As noted above, the key issues have been identified and already addressed in detailed technical studies and reports. However, further technical work can be undertaken if necessary, either prior to public exhibition if critical, or alternatively during the development application stage.</p> <p>-</p>

5. CONCLUSION

Having regard to the matters provided in this request for a rezoning review and the accompanying planning proposal package, we believe that there is overwhelming strategic merit to advance formal consideration of the planning proposal.

The proposal is consistent with the state and local government strategic directions for the sustainable growth of centres. The mixed-use redevelopment of the site provides:

- Local job generation - Concentrating 6,609m² of commercial, child care and retail uses close to Meadowbank Station will reinforce the locality as a local employment node, supporting 342 direct jobs through the ongoing operation of the retail, commercial, child care and gym components of the development and a further 145 indirect jobs.
- Strengthens the role of a centre and provides housing close to jobs - Delivering a mix of residential housing choice and situated close to public transport facilities and new employment floorspace on the site.
- The acceleration of housing supply, choice and affordability – Some 358 dwellings of various typologies can be provided.
- Higher density living along a major transport node maximises infrastructure and land to support the provision of public transport - The proposal further supports and reinforces the desired character for the Shepards Bay, Meadowbank as a higher density transit-orientated neighbourhood expressed in Council's Ryde DCP 2014, by providing a range of non-residential uses including retail and commercial tenancies that will provide local amenities and services for the resident population.
- Contribution towards the principles of a '30 minute city' – the site is located within proximity and ease of access to other existing and future strategic centres. The proposal supports the growth in the resident population within a walkable catchment of public transport service. The proximity of the site to public transport infrastructure, including trains buses and ferries provide a high level of access and mobility, ensuring efficient connections to the wider metropolitan region.

This is a welcome opportunity for Meadowbank to transform into a vibrant and active community town centre with a sense of place and pride for the local community.

The site comprising an entire street block bounded by four streets is in a pivotal location in the immediate vicinity of the Meadowbank railway station, and adjacent to the Meadowbank TAFE. The site is the last remaining opportunity with potential to develop as a vibrant mixed use town centre that would provide a focus for the surrounding residential areas.

A failure to support this proposal will represent a lost opportunity for significant investment towards providing retail, commercial and social infrastructure for the benefit of the local community; as well key public domain elements such as much a needed additional urban plaza in the centre and new pedestrian connectivity through the site and the centre.

For the reasons outlined in this letter, we consider the proposal comfortably satisfies the strategic and site-specific merit tests outlined in "*A Guide to Preparing Local Environmental Plans*".



In conclusion, we submit the request for a Rezoning Review of the planning proposal and accompanying documents for consideration. If you have any questions, please do not hesitate to contact me on (02) 8233 9979 or via email on; achee@urbis.com.au

Yours sincerely,

A handwritten signature in blue ink, appearing to read "Audrey Chee". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Audrey Chee
Associate Director