

Planning Proposal to amend Parramatta Local Environmental Plan 2011

56-72 DUDLEY STREET AND 55-71
CROWGEY STREET, DUNDAS
20 DECEMBER 2017



QUALITY ASSURANCE

PROJECT: Planning Proposal

ADDRESS: 56-72 Dudley Street and 55-71 Crowgey Street, Dundas

COUNCIL: City of Parramatta

AUTHOR: Think Planners Pty Ltd

Date	Purpose of Issue	Rev	Reviewed	Authorised
27 Nov 2017	Draft Issue for Internal Review	Draft	SF	AB
20 Dec 2017	Finalised Planning Proposal	Draft	SF	AB

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1. INTRODUCTION

The purpose of this planning proposal is to explain the intended effect and provide a justification for a proposed amendment to the Parramatta Local Environmental Plan 2011 (Parramatta LEP 2011) as well as demonstrate the strategic merit of the amendment proceeding.

The planning proposal relates to multiple allotments referred to within this document as the 'subject site'. The subject site is situated within the Dundas Station Precinct and it located at 56-72 Dudley Street and 55-71 Crowgey Street, Dundas. Our client represents 7 of the allotments, and discussions with Council officers confirmed that a Planning Proposal that identified those parcels, plus considered the adjoining parcels and create a logical precinct was the appropriate approach for the Planning Proposal content.

This planning proposal seeks to amend the Parramatta LEP 2011 to allow for the redevelopment of the site for the purposes of mixed use and high density residential development by:

- **Amending the zoning to partly B4 Mixed Use and partly R4 High Density Residential**
- **Amending the maximum building height map to permit a maximum of partly 26m, 80m and 40m.**
- **Amending the maximum floor space ratio to permit a maximum permissible floor space ratio of partly 5:1 and 4:1.**

The intended outcome of the LEP amendment is consistent with key directions relating to accelerated housing provision and urban renewal contained within the Plan for Growing Sydney, Greater Sydney Commission's Greater Parramatta Olympic Peninsula (GPOP), Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan and the draft Central City District Plan.

The proposed amendments are driven by a desire to deliver a superior urban design outcome for the site which addresses Council's vision for this precinct. The proposed amendments to planning controls will facilitate the delivery of high quality development contributing to much needed housing supply within this strategic centre. The proposal has been the subject of a design review that analyses broader urban design principles as well as site specific reference architecture.



The planning proposal has been prepared in accordance with Section 55 of the Environmental Planning and Assessment Act 1979 and the Department of Planning and Infrastructure (Department of Planning and Environment) document 'A guide to preparing planning proposals' (August 2016).

The planning proposal is supported by:

- An urban design study and reference architectural designs by Aleksander Design Group
- A traffic statement by Traffix.

Support for the planning proposal is sought; and the subsequent referral to the Department of Planning and Environment for Gateway determination and public exhibition.

expanding transit oriented development beyond a walking catchment; to embrace and serve a cycling catchment

2. SITE AND LOCALITY DESCRIPTION

SUBJECT SITE

The subject site is situated on the eastern side of the railway line about 150m from the Dundas train station and is identified in the aerial photo below.

The subject site is legally defined as the following:

- Lot 49 DP 12523 (56 Dudley Street)
- Lot 50 DP 12523 (58 Dudley Street)
- Lot 51 DP 12523 (60 Dudley Street)
- Lot 52 DP 12523 (62 Dudley Street)
- Lot 53 DP 12523 (64 Dudley Street)
- Lot 54 DP 12523 (66 Dudley Street)
- Lot 55 DP 12523 (68 Dudley Street)
- Lot 56 DP 12523 (70 Dudley Street)
- Lot 57 DP 12523 (72 Dudley Street)

- Lot 86 DP 12534 (55 Crowgey Street)
- Lot 85 DP 12523 (57 Crowgey Street)
- Lot 84 DP 12523 (59 Crowgey Street)
- Lot 83 DP 12523 (61 Crowgey Street)
- Lot 82 DP 12523 (63 Crowgey Street)
- Lot 81 DP 12523 (65 Crowgey Street)
- Lot 80 DP 12523 (67 Crowgey Street)
- Lot 79 DP 12523 (69 Crowgey Street)
- Lot 1 DP 366713 (71 Crowgey Street).

The subject site subject is approximately 1.05 hectares or 10,500m² in area with approximately 130m length and an average depth of 80m.

The subject land is presently occupied by 17 residential dwellings and 1 small public reserve. The site sits directly to the east of the train line and to the south of the Dundas train station. There is a local shopping precinct located within 50m of the site on Station Street which provides for daily retail conveniences such as a bakery, news agency, post services, hair dresser, vets and take-a-way food and drink premises.

Dundas is located just 3kms to the north east of Parramatta CBD and just 5kms from Sydney Olympic Park. Dundas is found within the Greater Parramatta Olympic Peninsula (GPOP) within the Next Generation Living corridor from Camelia to Carlingford. Development within Dundas as existing is generally low to medium density residential in character with emerging high density and mixed-use character evolving.

The aerial photographs provided at Figures 1, 2 & 3 show the subject site and the immediate context.

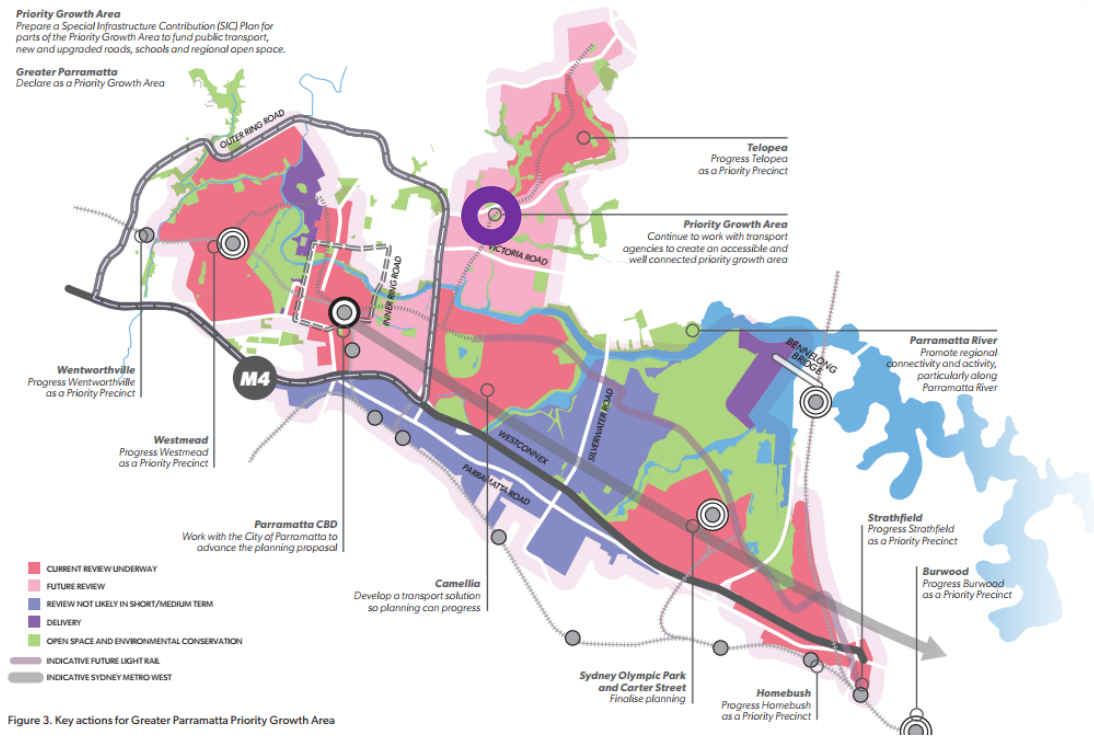
Figure 1: Aerial photograph of the subject site (Source: SixMaps 2017).



Figure 2: Aerial photograph of the subject site showing 100m and 400m radius (Source: Urban Design Study – Aleksander Design Group).



Figure 3: Strategic Context Map (source GOP)



LOCALITY

Dundas is primarily residential in character, and includes existing social housing developments. A local shopping centre known as the Dundas Village Shops is located on Station Street which is less than 40m from the site. The Dundas Village shopping strip has approximately 12 local shops/businesses

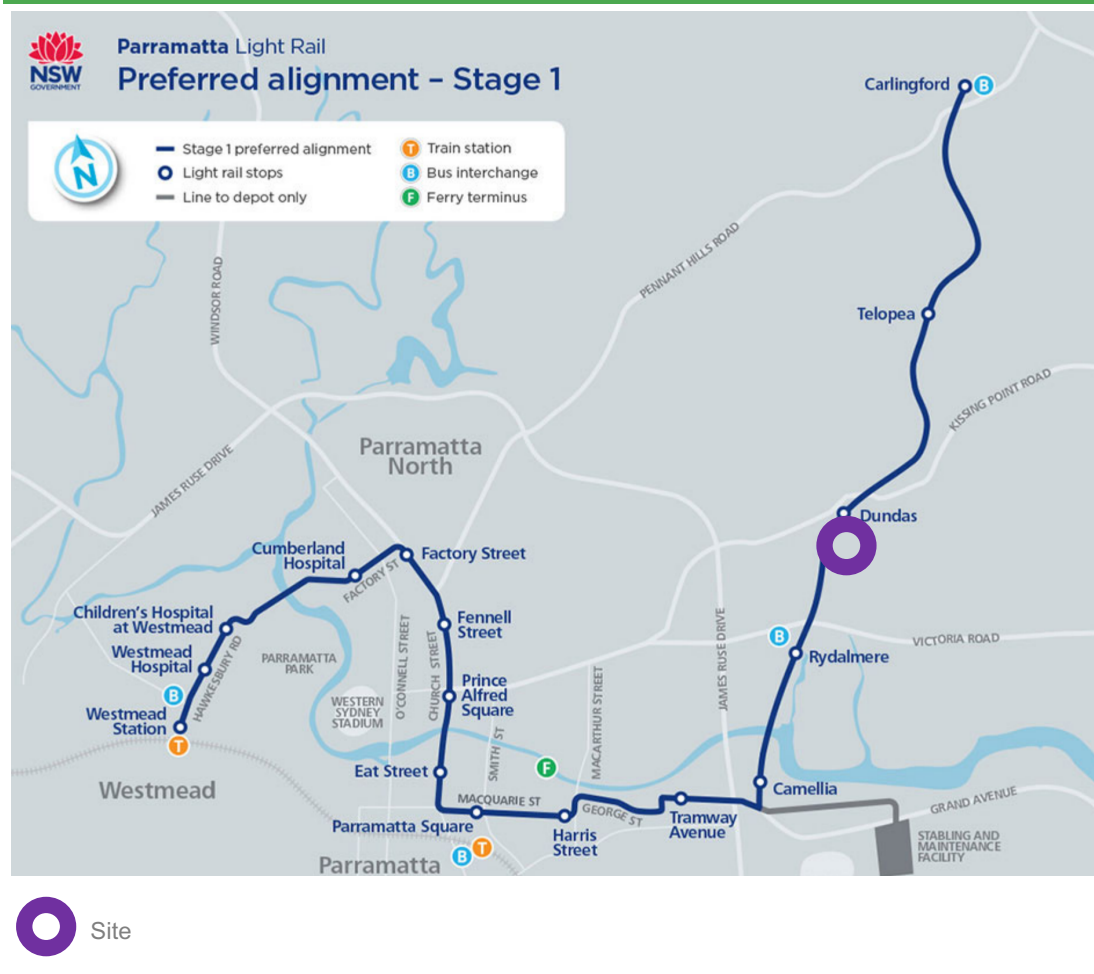
The tallest buildings in Dundas are the new residential flat buildings at 32 Station Street which are 6 storeys in height as permitted under the current planning controls where the maximum building height for this area near the station is 18m. There are various other 3 storey walk-up apartments within Dundas and near the station.

The immediate locality is characterised by traditional 1 and 2 storey residential dwellings with some smaller scale apartment buildings. The site is located 150m from Dundas train station. Dundas station is proposed to be a location for 1 of the new 16 light rail stations as part of the Parramatta Light Rail which has been announced by the NSW Government as a major infrastructure project. The first stage of the Light Rail

project includes the station at Dundas which is expected to be completed in 2023 as shown in Figure 4 below.

The light rail will improve access for existing and future community at Dundas with better connections to jobs, hospitals, universities, entertainment hubs, and sport and leisure areas. The NSW Government is currently suggesting that services to Dundas will operate every 7.5 minutes throughout the day. It is estimated that once the light rail station is operational, the travel time to Parramatta CBD would take less than 10 minutes.

Figure 4: Parramatta Light Rail Stage 1 (Source: Parramatta Light Rail)



The current development within this locality, being mostly single dwellings, represents a significant underutilisation of the land. The site is ideal to deliver high density residential and mixed-use development which has been recognised by the GPDP.

This location is well serviced by schools, tertiary institutions, child care centres, community services, recreational and sporting facilities and an established commercial

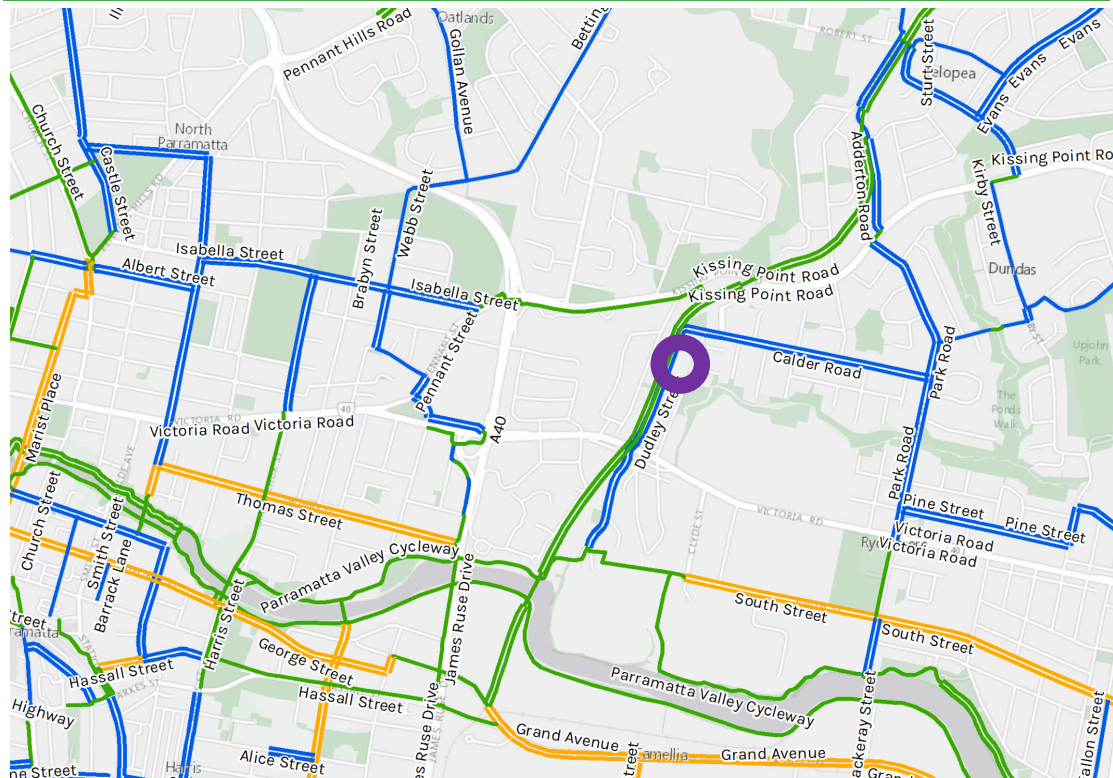
centre. Furthermore, the locality has excellent connectivity with access to several key arterial road networks including Church Street, Parramatta Road and the M4 Motorway as well as regular public transport services.

The site is located just 3kms to the north east of the Parramatta CBD. Parramatta is undergoing a momentous transformation into Metropolitan Sydney's Central City resulting from the policy direction from NSW Department of Planning and Environment, Greater Sydney Commission and the City of Parramatta Council. Changes to the planning controls in Parramatta CBD have resulted in several substantial mixed-use development proposals which have either been approved by the Council or are under consideration. The subject site is located within a 30-minute commuting scenario to Parramatta CBD which is a key factor in the need to deliver an appropriate density on the land.

Dudley Street currently forms part of the Carlingford to Western Sydney University bicycle route. The bicycle route provides access between Carlingford and the Western Sydney University and to the villages surrounding Telopea and Dundas. When the proposed light rail is constructed, Dudley Street will form a key component of the bicycle path from Carlingford to the south and then onto Parramatta CBD. The bike path and surrounding connections are shown in Figure 5 overleaf.

As part of the Parramatta Bike Plan 2017 – 2037, Dudley Street is proposed to be upgraded to provide better bicycle pathways which will include restricting parking on the eastern side of Dudley Street which is one of the site frontages running parallel with the train line and future light rail line. The Bike Plan also proposes to install painted bike lanes with no centre line along Dudley Street as part of the regional bicycle route network.

Figure 5: Parramatta Light Rail Stage 1 (Source: Parramatta Light Rail)



Legend

Proposed Parramatta Cycling Network

- On road - Mixed traffic
- On road - Painted bicycle lane
- On road - Physically separated bicycle lane
- Off road - Shared path
- Off road - Separated

Network components in adjoining LGAs

- On road - Painted bicycle lane
- On road - Physically separated bicycle lane
- Off road - Shared path

■ LGA Boundaries

● Site

This locality is undergoing a significant period of change consistent with the site's proximity to the Parramatta CBD and having benefit of heavy rail. This location is well serviced by public transport and is close to the existing Dundas and Ermington retail and business centres. This offers future residents significant convenience and results in land that is prime for redevelopment for high density residential and mixed-use development.



Photographs overleaf and in the following pages are provided to illustrate the context of the locality.

Photograph 1: Shows 72 Dudley Street with a typical example of a red brick dwelling found within the site





Photograph 2: Shows 62 Dudley Street facing east



Photograph 3: Shows 58 Dudley Street facing east



Photograph 4: Shows 61 and 63 Crowgey Street facing west



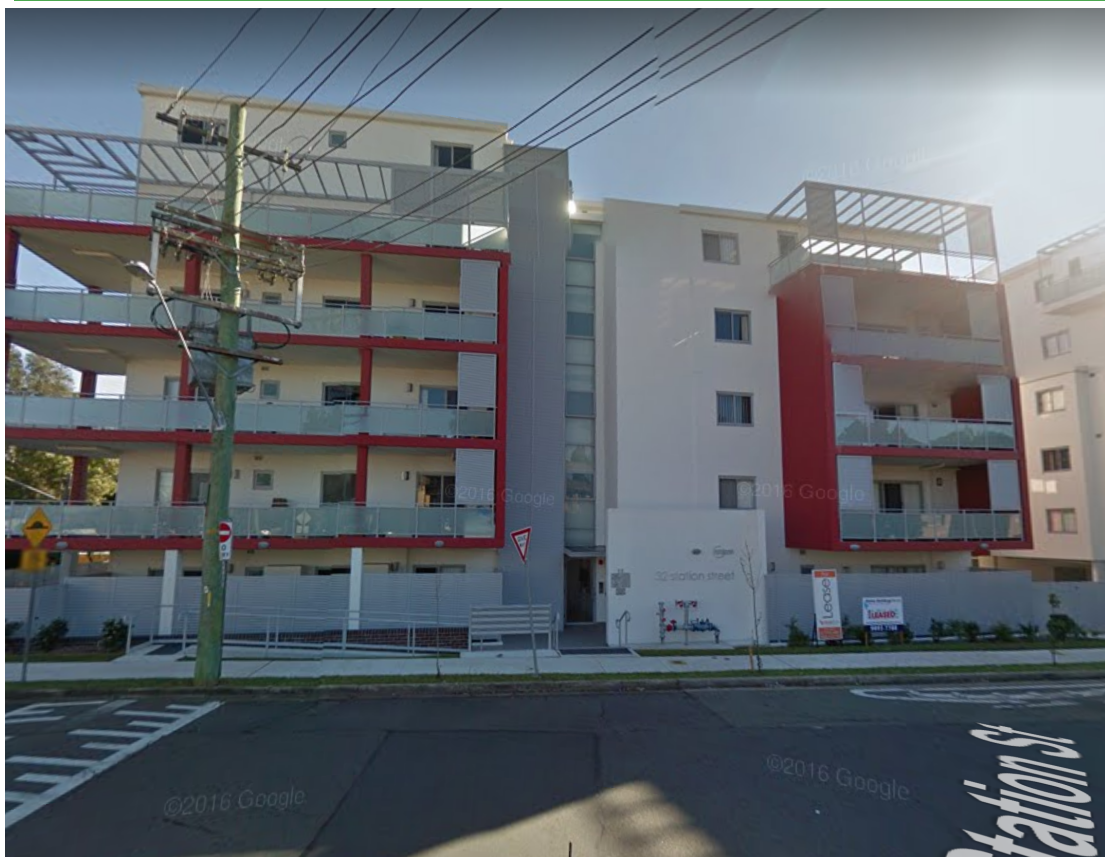
Photograph 5: Shows the public reserve (Winjoy Reserve) at the northern side of Calder Road



Photograph 6: Shows the local shopping precinct at Station Street – Dundas Village



Photograph 7: Shows the newer residential flat development at 32 Station Street Dundas





Photograph 8: Shows the older style residential flat development on Station Street





Photograph 9: Shows the entry to Dundas train station and at grade commuter car parking

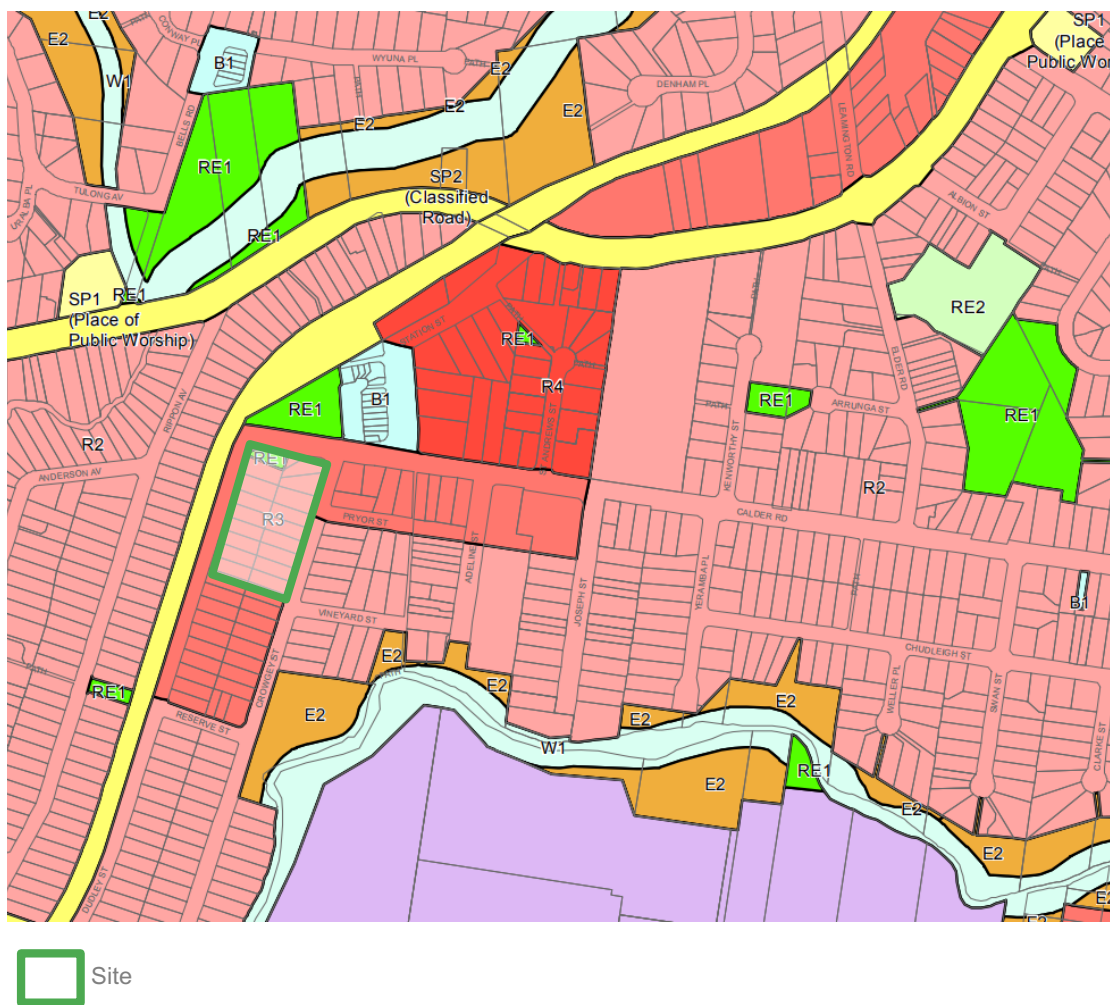


3. LOCAL PLANNING FRAMEWORK

ZONING

The land is currently zoned R3 Medium Density Residential under Parramatta LEP 2011. Among other things, development for multi dwelling housing is permissible with consent in this zone. The planning proposal seeks to alter the land use zone Figure 6 is an extract from the land zoning map for Parramatta LEP 2011.

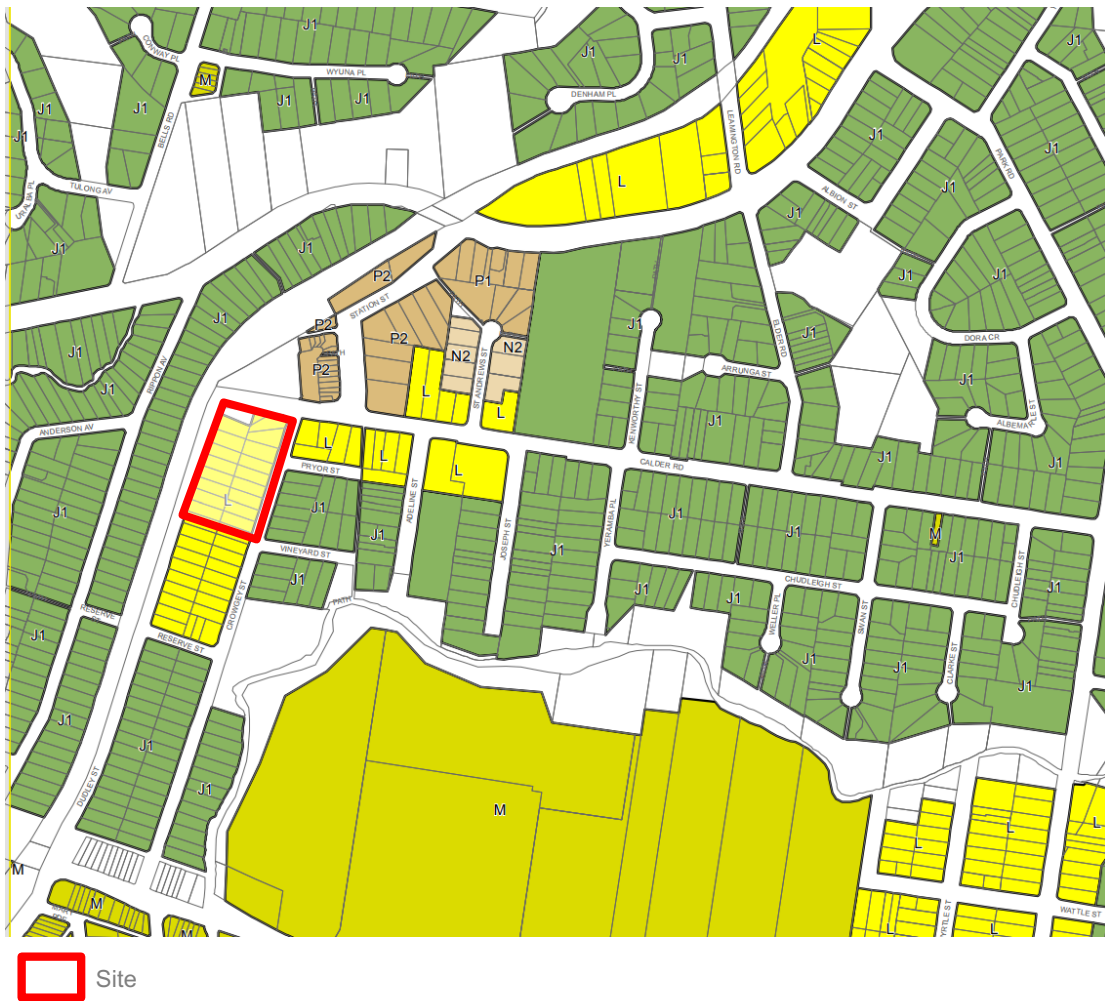
Figure 6: Extract from Parramatta LEP 2011 Land Zoning Map Sheet 14



BUILDING HEIGHT

The Height of Buildings Map for the Parramatta LEP 2011 indicates that the maximum building height permitted on the subject site is 11m.

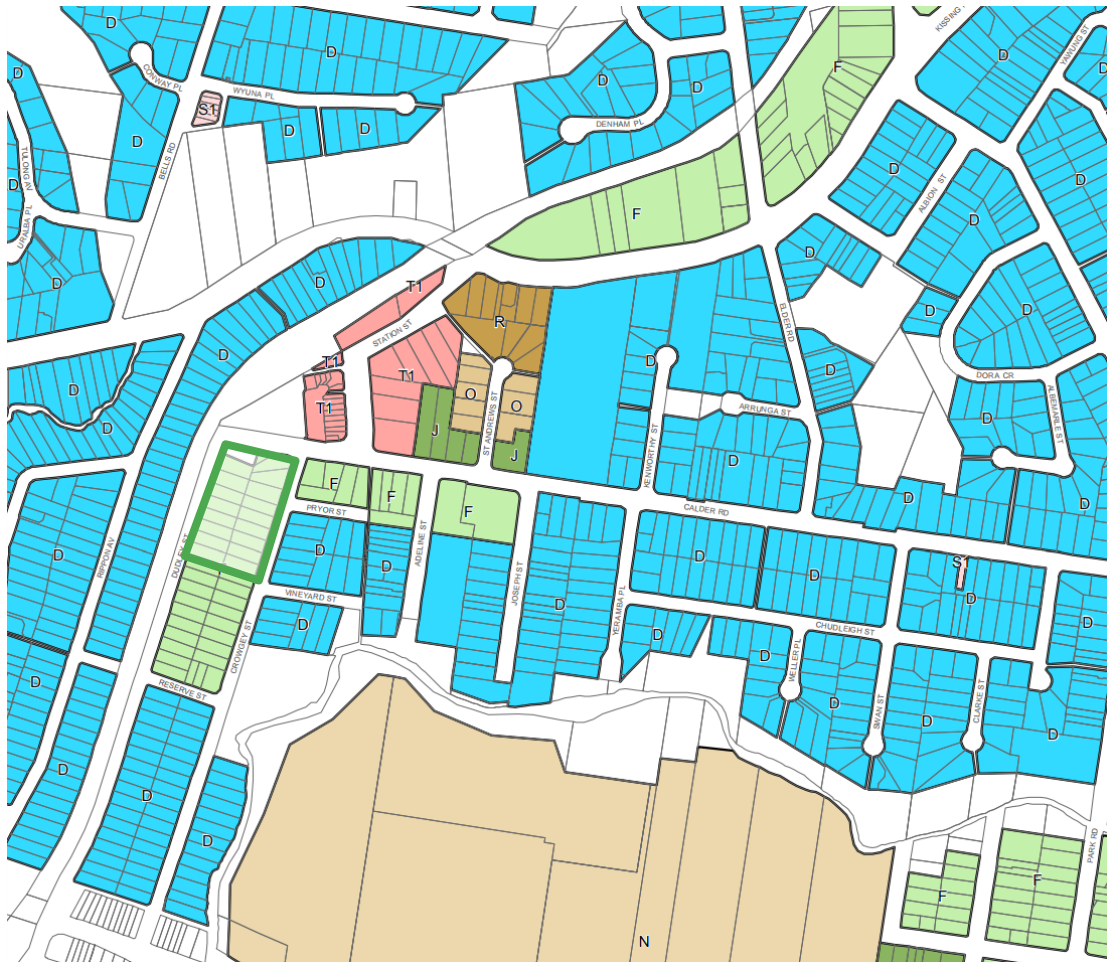
Figure 7: Extract from Parramatta LEP 2011 Height of Buildings Map Sheet 14



FLOOR SPACE RATIO

The current Floor Space Ratio Map for the Parramatta LEP 2011 indicates that the maximum floor space ratio for a building on the subject site is not permitted to exceed 0.6.

Figure 8: Extract from Parramatta LEP Floor Space Ratio Map Sheet 14



 Site

HERITAGE

There are no heritage items located within the site boundaries however, there is a single heritage listed dwelling located directly opposite the site on Crowgey Street. The dwelling is a modest redbrick dwelling of local heritage significance.

The subject site is demonstrably physically separated from heritage listed dwelling by Crowgey Street and is unlikely to impact on the heritage significance of this property. Detailed consideration of the impact of heritage would be undertaken as part of any future development application and this planning proposal does not seek to amend the heritage and conservation protections contained within the current LEP and DCP.

Figure 9: Extract from Parramatta LEP 2011 Heritage Map Sheet



PROPOSED PLANNING CONTROLS

Zoning

The proposed zoning for the subject land is partly B4 Mixed Use and partly R4 High Density Residential as shown below. The proposed B4 Mixed Use zone is within 100m of the Dundas station creating a highly activated precinct around the transport hub which will be the future light rail stop serviced by light rail every 7.5 minutes.

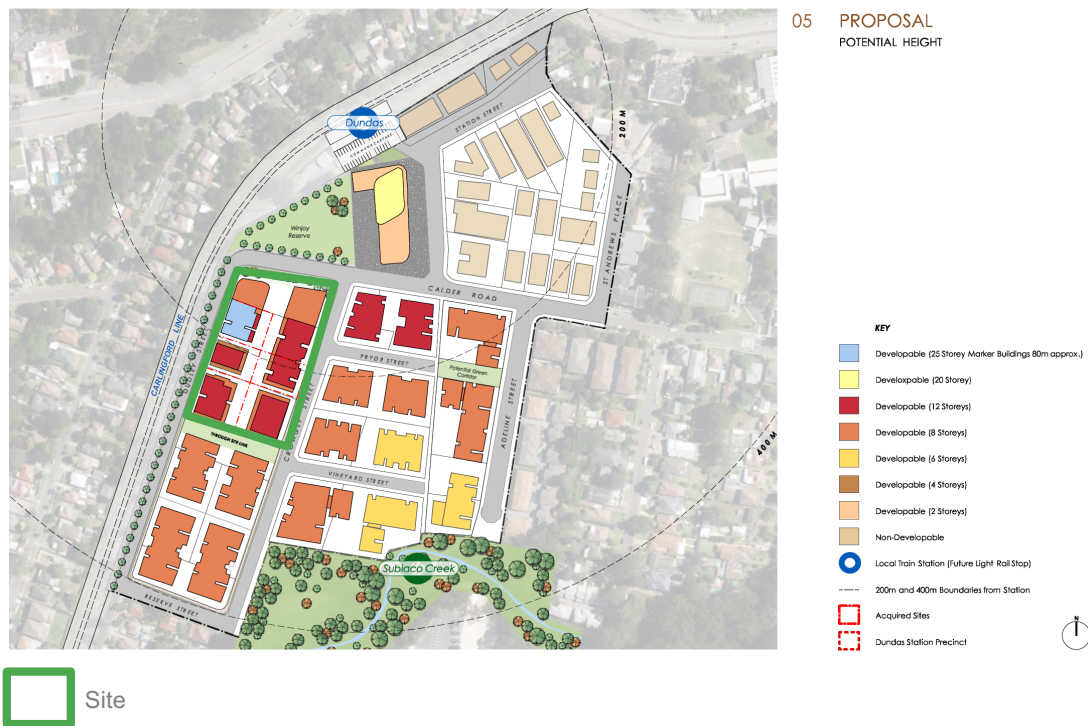
Figure 10: Extract from Parramatta LEP 2011 Land Zoning Map Sheet 14 – showing proposed zone. Source: Urban Design Study Aleksander Design Group



Building Height

This planning proposal seeks to permit development with a maximum building height of up to 26m (8 storeys) directly opposite the train station along the proposed green edge and Calder Road. Then stepping up to 80m (25 storeys) to permit the delivery of an iconic “marker” building and then further stepping down to 40m (12 storeys) for the remainder of the development block. The proposed stepping down of building heights is shown in the plan below.

Figure 11: Extract from Parramatta LEP 2011 Height of Buildings Map Sheet 14 – showing the proposed maximum building height. Source: Urban Design Study Aleksander Design Group



Floor space ratio

This planning proposal seeks to permit development with a maximum floor space ratio of up to 4:1 at the northern edge of the site directly opposite the train station along the proposed green edge and Calder Road. Then stepping up to 5:1 where the “marker” building is proposed and then further stepping down of density to 4:1 for the remainder of the development block. The proposed stepping down of maximum floor space ratios is shown in the plan overleaf.

Figure 12: Extract from Parramatta LEP Floor Space Ratio Map Sheet 14 showing proposed maximum floor space ratio permitted



Maximum Floor Space ratio (n:1)

A 0.33	Z 5.0
B 0.4	AA1 6.0
D 0.5	AA2 6.4
F 0.6	AA3 6.5
H 0.7	AB 7.2
J 0.8	AC 8
K 0.89	AE1 10
N 1.0	AE2 10.2
O 1.1	AG 12
P 1.2	AL 19
R 1.4	Refer to Clause 4.4 (2A)
S1 1.5	
S2 1.52	
S3 1.7	
S4 1.75	
T1 2.0	
T2 2.1	
T3 2.4	
U1 2.5	
U2 2.6	
V1 3.0	
V2 3.3	
V3 3.4	
W 3.5	
X1 4.0	
X2 4.2	
Y1 4.5	
Y2 4.8	

4. BACKGROUND

MEETINGS WITH COUNCIL

Prior to submission of the planning proposal a meeting with Council staff was held seeking discussion, input and guidance on the CBD Planning Proposal and the key issues to address in the planning proposal.

- The key issue for this planning proposal to consider is the local traffic impacts resulting for the increased number of vehicular movements and whether there becomes a need to contribute towards road upgrades/infrastructure.
- The planning proposal and urban design study should review the controls for the entire development block, rather than just the land that has been acquired to date. Building massing models to be studied in the urban design documentation for the entire development block.
- The idea of creating a large area of public/civic space directly opposite Winjoy Reserve was considered and discussed with Council however, Council's preference is that the area of the north of the subject land needs to be highly activated at the street level rather than reserved for public space. The activation of this area will create the preferred interface with the existing reserve.

Further to this meeting with Council the planning proposal was also discussed with the Catherine Van Laeren the Director of the Sydney Region West from the Department of Planning and Environment, specifically relating to the issue of the scale and depth of traffic study necessitated by the proposal. Further to this meeting we were advised that the RMS would not require a regional traffic analysis for the subject planning proposal and it was recommended that Parramatta Council provide further guidance of the level of traffic analysis required.

TECHNICAL REPORTS

Urban Design Study

An urban design study has reviewed the planning context, considered key urban design principles Strategy and identifies the proposed floor plates and elevations and highlights how this proposal responds to its context through transition and design excellence.

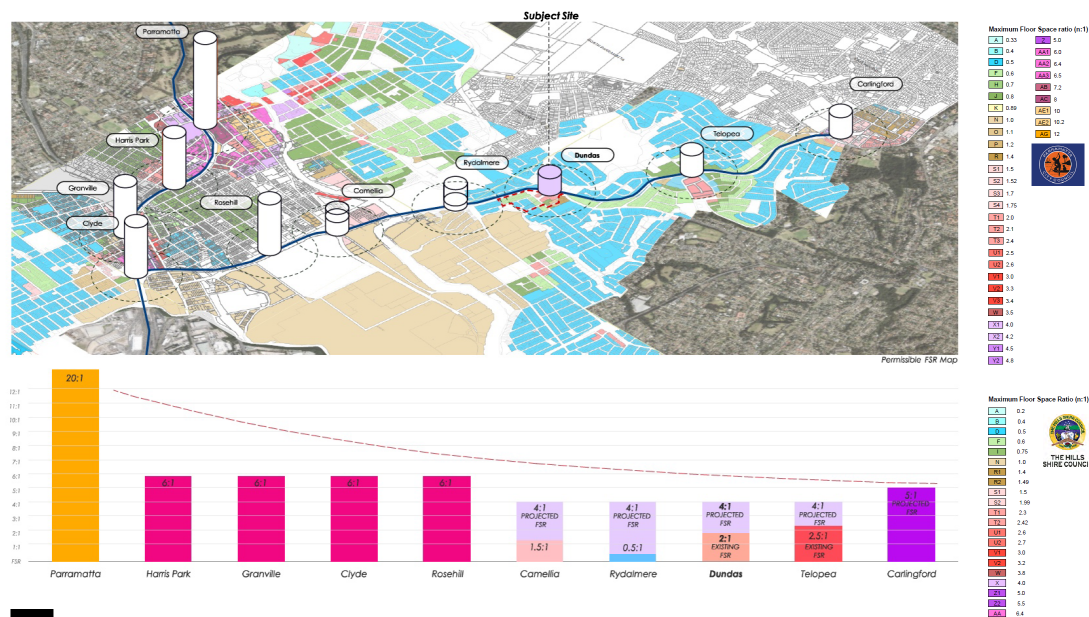
The urban design study has completed a review of the proposed maximum floor space ratio controls within the vicinity of Dundas and along the proposed light rail corridor which is depicted in Figure 13 below. The comparison reveals the following key considerations which are further detailed in the urban design study:

- The floor space ratio proposed at Carlingford is up to 5:1 within a 500m radius of the station.
- Telopea – building adjacent to the station have a floor space ratio up to 3.7:1 plus additional site-specific bonuses for the delivery of community facilities.
- Camellia – floor space ratios ranging from 1:1 and up to 4:1.
- Granville – floor space ratio up to 6:1 within a 500m radius of the train station.
- Clyde – floor space ratios up to 6:1, again within a 500m radius of the train station.

The proposed floor space ratio controls presented in this planning proposal closely align with the draft controls of the Telopea Precinct Proposal and sit comfortably within the established hierarchy with the locality and in particular when compared to other precincts that are centred around key transport nodes.

The proposed floor space ratio is lower than other urban renewal projects within the Parramatta Local Government Area such as Granville and Clyde.

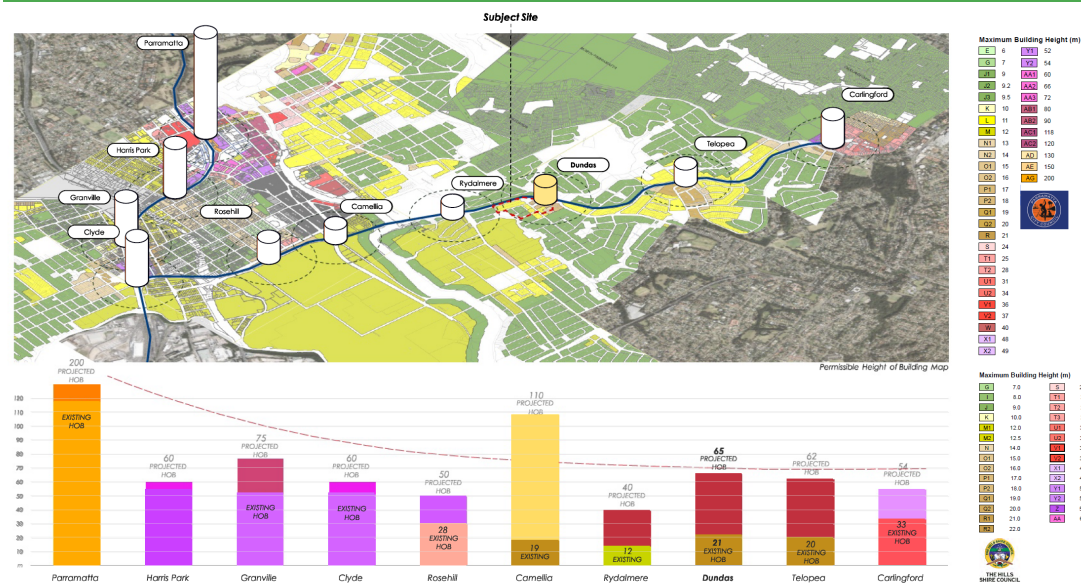
Figure 13: Recommended FSRs around transport hubs (Source: Urban Design Study Aleksander Design Group)



The urban design study has also completed a review of the proposed maximum building heights within the vicinity of Dundas and along the proposed light rail corridor which is depicted in Figure 14 below. The comparison reveals that proposed building heights presented in this planning proposal (again) closely align with the draft controls of the Telopea Precinct Proposal and sit comfortably within the established hierarchy with Parramatta CBD being the primary centre or River City within the Central City.

The proposed building heights are also lower than other urban renewal projects within the Parramatta Local Government Area such as Granville and Camellia, even though Dundas will benefit from the Parramatta Light Rail with services every 7.5 minutes – the same level of service for Camellia. The proposed building height and density controls are based on careful and strategic analysis of many urban design related factors including this crucial comparison of centres.

Figure 14: Recommended height of buildings around transport hubs (Source: Urban Design Study Aleksander Design Group)



The urban design study recommends potential building heights of 8 storeys to interface with Winjoy Reserve to the north. This proposed height is commensurate with the established built form context within Dundas with the recently constructed residential flat development at Station Street which is 6 storeys in height and the older style brick apartment buildings to the east of the Dundas Village shopping strip. The proposed lower height limit in this location will create a human scale development where the redevelopment precinct interfaces with Dundas station and the future light rail precinct.

Traffic and Parking Assessment

A Traffic and Transport Assessment report was prepared by Traffix and is provided with this planning proposal.

The Assessment has reviewed the planning context, analysed public transport availability and servicing, considered the proposed development and assessed its impacts, and reviewed the likely parking and access requirements.

The report identifies the existing conditions in the precinct relating to public transport, traffic and pedestrian and cycling conditions. Dundas train station is located just to the north of the site and this station is serviced by the T6 Carlingford Line, which connects to the T1 North Shore, Northern and Western Line connecting Dundas to the Sydney CBD, Parramatta, Emu Plains, Richmond and Hornsby.

Services to Dundas train station run hourly in each direction during the day, with some additional services in the weekday peak, noting that the shortest wait is half an hour.

The site is connected to the Sydney bus network with 545 – Parramatta to Chatswood via Eastwood, Macquarie University and Macquarie Park. Services are 4 per hour during the peak period. There is also the 520, 521, 523, 524, 525 and the M52 which operates every 15 minutes between the Sydney CBD and Parramatta CBD as well as the N61 night bus service.

The key findings of the assessment include:

- The subject site is in a prime public transport corridor where there is an extensive variety of sustainable transport options available, including trains, buses, walking and cycling.
- The projected increase in traffic generation potential because of the planning proposal is minimal and will clearly not have any unacceptable traffic implications in terms of road network capacity.
- The site can accommodate the vehicle access, passing bay, loading and car parking layout which complies with the relevant requirements specified in Australian Standards.

Finally, the traffic statement concludes that the planning proposal will not have any unacceptable traffic and parking implications.

The proposal comprises a bike repair shop or depot at the ground floor of the proposed landmark building to ensure this part of the site is highly activated. The future of transport in Western Sydney will rely on greener forms of transport including both cyclist commuting and public transport. Future generations are expected to have a significantly lower car ownership rate. As the population increases and cities become denser, congestion will become unmanageable to a point where there is no option but for a major modal shift. Worldwide there is a growing trend for ride sharing, bike sharing, carpooling, on-demand services and public transport use. Private car ownership, as we currently know it will decline over the coming years with an emphasis in accessible areas such as Dundas on bicycle transport. Thus, the proposal comprises an innovative bike repair shop/depot.

Bike repair shop/bike depot

In keeping with the green travel aspirations of the development, there is a proposed bike repair shop to be located within the ground level of the proposed landmark building. The bike repair shop will ideally be modelled on the Town Bike Pitstop in Redfern and the London Bike Kitchen or similar repair shops. The bike repair shop could evolve into a DIY workshop where you can work on your own bike and learn about bike repair and maintenance. The shop will contribute an interesting and innovative community focal point.

The vision to bring a bike repair shop to this site is founded on the premise that bicycles are the vehicle for change for the future. Bicycle transport has the power to transform travel within Western Sydney. There are examples of bike repair shops that have worked in Sydney (BarCycle – Walsh Bay and The Redfern Bike Depot), Canberra (New Acton) and throughout Europe. In Canberra there is a fantastic example of a bike repair shop which serves as a community mecca. Some images are provided below.

Image 1: Bike repair shop, New Acton, Canberra





Image 2: Bike repair shop, New Acton, Canberra





Image 3: The Redfern Bike Depot



Image 4: The Redfern Bike Depot and Cafe



Image 5: Millennial Generation of Cyclists



The proposal will also include electric bike charging points that can be incorporated into the bike repair shop/depot as well as within the basement of proposed buildings.

The proposed bike repair or depot will make a significant contribution to the community of Dundas while also encouraging residents to use this green mode of transport. It is expected that over time this repair shop would become a meeting place for cyclists on weekends who come in for a pitstop then continue onto using the vast network of cycle paths proposed by the City of Parramatta Council in their Parramatta Bike Plan 2017-2037.

The proposal incorporates bicycle storage for the use of persons within the broader precinct who ride to Dundas heavy and light rail stations. This planning proposal provides bicycle focus, services and facilities not only for the residents of the immediate site; but intentionally provides services and facilities (in particular secure bicycle short term storage) for the Precinct. The proposal encourages not only transit oriented development for an 800m walking distance; but intentionally seeks to serve a broader cycling catchment, providing the facilities and services that will enable a broader catchment to connect to public transport of light and heavy rail.

Expanding transit oriented development beyond a walking catchment is inherent to this proposal. This proposal seeks to provide a facility that serves a broader cycling catchment.

Overshadow impact analysis

The overshadowing impacts of the proposal have been tested for the winter solstice (21 June) and the analysis has revealed that there are no overshadowing impacts to the residential area to the north of the site or the existing public reserve in that location. The majority of the overshadowing impacts are experienced across the railway line and related infrastructure.

The overshadowing impact analysis shows that properties to the south receive satisfactory solar access between the hours of 9am and 3pm as the shadows cast are fast moving due to the building massing and design.

5. THE PLANNING PROPOSAL

PART 1 – OBJECTIVES OR INTENDED OUTCOMES

The objective of the planning proposal is:

To provide suitable zoning, building height and floor space ratio which facilitate urban renewal of the subject site along with the provision of high-density housing commensurate with State Government planning strategies. The planning proposal seeks to locate additional residents within 150m of Dundas train station which is planned to become a future stop on the Parramatta Light Rail.

PART 2 – EXPLANATION OF PROVISIONS

The stated objective will be achieved by:

- Amending the zoning to partly B4 Mixed Use and partly R4 High Density Residential
- Amending the maximum building height map to permit a maximum of 26m, 80m and 40m.
- Amending the maximum floor space ratio to permit a maximum permissible floor space ratio of partly 5:1 and 4:1.

PART 3 – JUSTIFICATION

Section A – Need for the planning proposal

Q1. Is the planning proposal the result of any strategic study or report?

The planning proposal has been initiated following the key directions and strategies described in the Plan for Growing Sydney, the GPOP, draft Central City District Plan and the draft Greater Sydney Region Plan.

The Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure highlights that infill development around new light rail stops are envisioned. Specifically focusing on areas on within 1km of a future light rail stop. Dundas as a whole will deliver urban infill opportunities, including knockdown-and-rebuild options for duplexes, triplexes, terrace housing or small secondary dwellings like granny flats.

The planning proposal is the result of detailed and evolving site specific urban design testing to determine the most appropriate development for the site along with commensurate building height and floor space ratio controls. Discussion on the consistency of the planning proposal with these strategies is contained in the response to *Question 3*.

Q2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

It is considered that the planning proposal is the best means of achieving the stated objective of urban revitalisation of this land. The planning proposal is certainly the most efficient mechanism available for stimulating urban renewal and accelerating delivery of high-density housing in a manner consistent with the strategic directions established in the documents the Plan for Growing Sydney, the draft Central City District Plan and the GPOP.

It is envisaged that these urban design concept plans will form part of a site-specific development control plan for the subject site and adjoining land. The urban design concepts have considered relevant requirements of the Apartment Design Guide inter alia setbacks, separation and over shadow impacts. The concepts reveal that the variation to the site frontage requirement is of no consequence and the land can be developed to its full potential under a future development application.

Section B – Relationship to strategic planning framework

Q3. Is the planning proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?

The stated objective of the planning proposal closely aligns with several State Government strategies, specifically the Plan for Growing Sydney, the draft amendments to the Plan for Growing Sydney, GPOP and the draft Central City District Plan.

The Plan for Growing Sydney (Department of Planning and Environment, December 2014)

The Plan for Growing Sydney outlines the State Government's plan to deliver homes, jobs and infrastructure to support a growing population. Key directions described in the Plan relate to accelerating housing supply and urban renewal across Sydney, with a focus on providing homes in areas well serviced by existing or planned infrastructure.

The Plan identifies that there is a significant gap between current housing production and future housing needs and that it is critical to remove the barriers to increased housing production to facilitate accelerated housing supply. The Plan explains that the Government intends to work with councils and the development sector to put in place flexible planning controls which enable housing development in feasible locations.

The Plan states that the Government intends to focus on the urban renewal in existing centres, within which the subject site is situated. As noted, Dundas has superior access to employment, a rail network and a range of social infrastructure. Furthermore,

the construction of WestConnex will improve local amenity by reducing through-traffic on surface roads, and allowing for enhanced local connectivity.

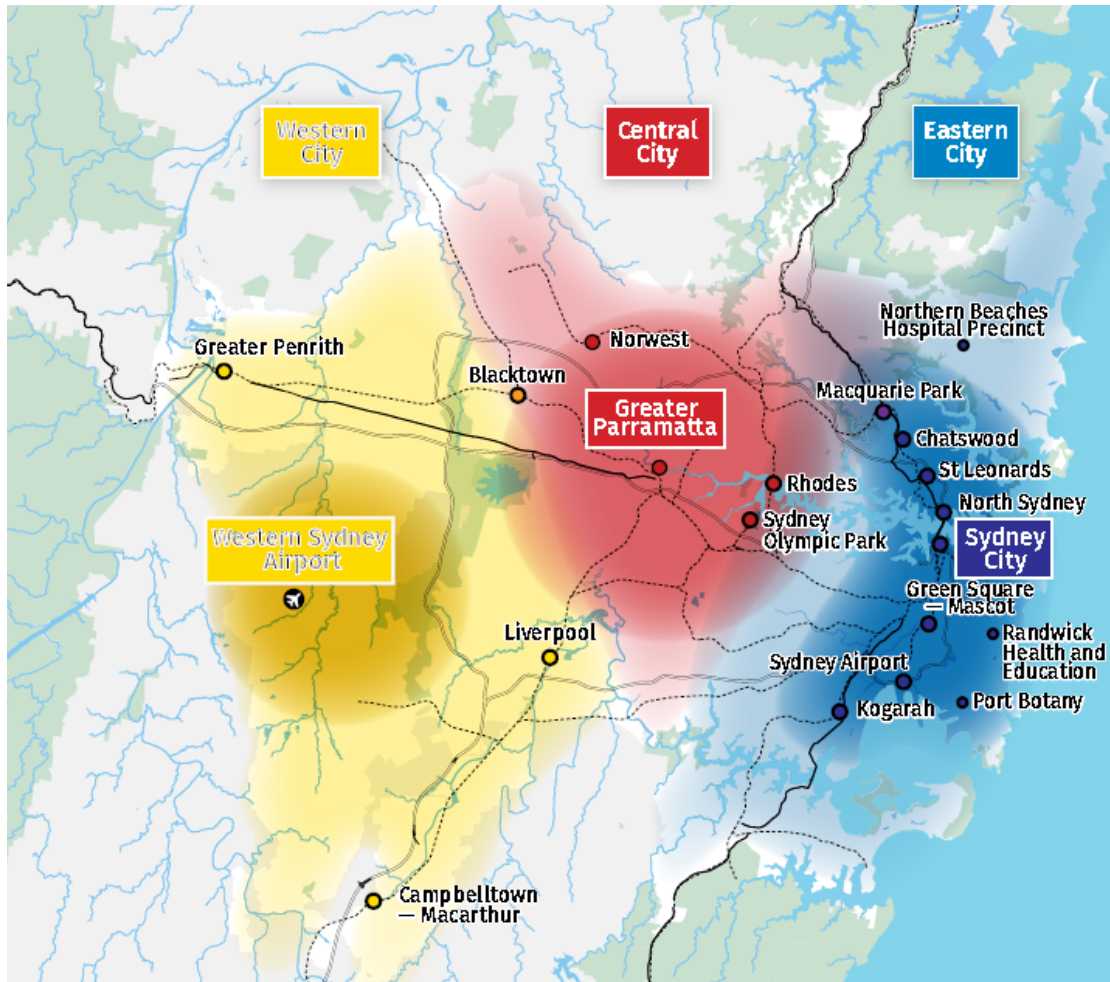
The planning proposal seeks to revise the existing zoning and building height and floor space ratio controls to allow the delivery of high-density housing in an area that can accommodate increased population.

Draft Amendment to the Metropolitan Strategy: The Plan for Growing Sydney (Greater Sydney Commission, November 2016)

On 21 November 2016, the Greater Sydney Commission published a draft amendment to the Plan for Growing Sydney to revise the Plan to ensure it aligns with the draft District Plans that were released on the same day.

The critical component of the amendment is the reconceptualisation of Sydney and the vision for Greater Sydney as a metropolis of three cities. This is an important step and shift away from previous thinking that envisioned Sydney with only a single central business district or monocentric approach. The revised vision is depicted in the extract below and as can be seen Parramatta is to become the Central City.

Figure 15: Extract from draft amendment to the Plan for Growing Sydney November 2016



This amendment presents polycentric approach to Sydney which re-enforces the significant role of Greater Parramatta as the Central City within Greater Sydney. Greater Sydney experiences a step change in population growth, with population growth levels being revised even further upwards since the release of the Plan for Growing Sydney. To accommodate this population growth and respond to issues of housing affordability housing supply in key locations such as Parramatta need to be accelerated.

Urban renewal is a key priority particularly with the focus of new housing in existing centres with frequent public transport that can carry large number of passengers and in locations that have already the community infrastructure in place such as medical services, social services, educational facilities, recreational opportunities and employment. This clearly places emphasis on the proposed revitalisation of Parramatta as an ideal location to deliver this accelerated housing, more affordable housing typologies and a greater variety of housing choice. This housing can be

brought forward only if the planning controls are made contemporary as represented in this planning proposal.

Draft Central City District Plan (Greater Sydney Commission October 2017)

The draft Central City District Plan sets out the priorities and actions for this District and these are structured around 3 key themes of a Productive City, a Liveable City and a Sustainable City. As relevant to the subject site the importance of Parramatta's CBD and growing this CBD in terms of both jobs and housing are continually emphasised in the draft District Plan. Particularly with reference to the 30-minute city. The planning proposal seeks to deliver both additional housing but also jobs within a 30-minute city scenario.

Expediting the delivery of housing brings more dwellings to the market which in turn drives prices down. Delivering more dwellings and within shorter timeframes aims to respond to the current housing crisis in Western Sydney where scarcity has resulted in an affordable housing shortage. The planning proposal seeks to deliver housing to the market quickly and in a highly liveable location which is well within the 30-minute city scenario and in fact within walking/cycling distance of the Parramatta CBD.

In summary, this planning proposal seeks to deliver on the vision set forward in the draft Central City District Plan by:

1. Increasing diversity of housing choice.
2. Delivering housing to meet both the need for an additional 207,500 homes in the period between 2016 to 2036. This is an ambitious target that can only be met with significant increases to permitted building heights and FSRs.
3. Expediting the delivery of new housing stock to ease the pressure of demand resulting in a generally more affordable housing product.
4. Contribution to energy efficiency through aims to deliver a development that meets environmental performance criteria.
5. Reduced emissions through both building environmental performance but also through reduction in reliance on private vehicle travel. Focusing increased housing on the subject site which is highly accessible to local bus and train services means that future residents are more likely to walk, cycle and use integrated public transport systems.
6. Enhancing the role of Greater Parramatta as the economic anchor within the Greater Parramatta Olympic Peninsula vision by delivering both jobs and housing.
7. The objectives of the planning proposal are considered to align closely with the documented priorities for the Central City District.

Greater Parramatta and the Olympic Peninsula Plan (Greater Sydney Commission October 2016)

The GPOP has been identified as a new priority growth area in the Plan for Growing Sydney 2014. The GPOP sets forward a vision to build upon 4 quarters identified within the area. Each quarter of the GPOP is linked by the Parramatta River and the planned Parramatta Light Rail.

The Precinct are key focus precincts within the GPOP where urban renewal is to be concentrated. Again, within this Plan the 30-minute city approach is adopted ensuring that access to all modes of transport connections are optimised. The GPOP advocates a break in the traditional west to east movement to make Parramatta CBD the central city within Greater Sydney.

The subject land is located within the “Next Generation Living” corridor which runs from Camellia through to Carlingford. The GPOP places a strong emphasis on the 30-minute city with the Parramatta Light Rail connecting Dundas to Westmead, Parramatta CBD, Silverwater and Olympic Park.

The planning proposal is aligned with the GPOP in that it seeks to deliver a mix of housing, enabling residents of all kinds to settle and move as their needs change from student to entrepreneur, medico or executive.

The proposed zoning, FSR and building height controls will ensure that a vibrant, cohesive community that appeals to a diverse population can be delivered within Dundas as the planning proposal facilitates the revitalisation of Dundas into a vibrant, cohesive and connected community with good access to public transport, improved open space and attractive landscape features including the proposed shared bike/pedestrian pathway which will run parallel with the railway line.

Permitting additional density of this land will enable the delivery of more homes and housing choice to assist with bringing to this community a greater mix of housing types for a range of households living in the same community.

More homes close to public transport seeks to capitalise on the benefits of the future Parramatta Light Rail. The Parramatta Light Rail will improve accessibility for the precinct with an anticipated train to stop at Dundas every 7.5 minutes providing direct access and frequent services to Parramatta’s fast-growing CBD, Westmead Health District and new Western Sydney Stadium. This will benefit the residents with improved access to jobs, recreation and health care.

Providing more homes close to the proposed light rail stop will provide greater transport choice for residents and visitors. Improved connections and better access throughout the Dundas will make it easier to get around on foot, bike and public transport.

The planning proposal will be a clear catalyst for the revitalisation of Dundas. This planning proposal also seeks to deliver new and upgraded public recreation space and pedestrian through-site link to the south of the land which will align with Vineyard Street, to meet the needs of the existing and new community.

Sydney Region Plan

The draft Sydney Region Plan provide a framework for the predicted growth in Greater Sydney.

Key themes based on delivering a metropolis of three 30-minute cities which are a follow on from the ten directions envisioned by the Greater Sydney Commission. This vision is set out in the draft structure plan shown in Figure 16 overleaf.

Figure 16: Extract from draft Great Sydney Region Plan November 2017

A metropolis of three cities



	Metropolitan City Centre		Protected Natural Area and Open Space
	Metropolitan City Cluster		Metropolitan Rural Area
	Health and Education Precinct		Urban Area
	Strategic Centre		Waterways
	Economic Corridor		Existing Train Link
	Trade Gateway		Committed Train Link
	Western Sydney Employment Area		Mass Transit Investigation
	Land Release Area		Light Rail Existing and Committed
	Urban Renewal Area		Motorway Existing and Committed
	Transit Oriented Development		Road Investigation
	Urban Investigation Area		Freight Rail Investigation
	Priority Growth Area Investigation		

The four key themes are focused on infrastructure and collaboration, liveability, productivity and sustainability. The planning proposal is aligned with these key themes, directions, metrics and objectives by:

1. Infrastructure and collaboration. The subject land is located within an identified priority growth area. The proposed Parramatta Light Rail will put Dundas in a highly accessible location with trains through to Parramatta every 7.5 minutes during peak travel times. The site is located just 3km to the north east of Parramatta CBD which is well within the 30-minute city scenario.
2. Liveability. The reference architectural design drawings provided with this planning proposal and the urban design study show that liveability for the future residents is a primary consideration for the future building design. Solar access and cross ventilation has been maximised along with general compliance with the requirements of the Apartment Design Guide. The proposed activated green frontage along the northern site boundary connects through to the existing park at Winjoy Reserve which will facilitate the delivery of an attractive pedestrian environment connecting the residents through to Dundas light rail stop. Permitting ground floor commercial uses will ensure the future building permits activated uses that will provide for the daily conveniences of residents such as coffee shops and small scale commercial uses.
3. Productivity. The proposal capitalises on the Parramatta Light Rail which is transformational infrastructure maximising economic opportunities for the Central City. The proposal creates a more accessible and walkable city with new pedestrian links and bike paths as well as promoting additional local jobs through the implementation of a B4 Mixed Use zone.
4. Sustainability. The planning proposal facilitates building capacity based on existing and committed infrastructure. This seeks to shape strong, connected community making the revitalised precinct at Dundas more resilient.

Q4. Is the planning proposal consistent with a council's local strategy or other local strategic plan?

Parramatta 2038 – Community Strategic Plan (June 2013)

Parramatta 2038 is the Community Strategic Plan for the City of Parramatta. *Parramatta 2038* is described as a long-term vision for the Parramatta Local Government Area and links to the long-term future of Sydney. The planning proposal will contribute toward achieving the goals identified in the plan.

Parramatta 2038 identifies six strategic objectives to deliver the vision for Parramatta and the intended outcome of the planning proposal is consistent with these objectives. Specifically, the redevelopment of the subject site will contribute to the economic

growth of Parramatta, will encourage diversity and liveability of places and will enhance the status of Parramatta as a City in which people want to reside.

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

The following table provides a brief assessment of consistency against each State Environmental Planning Policy (SEPP) relevant to the planning proposal.

Table 2: Consideration of SEPPs		
Consideration of SEPPs	Relevance	Comment
SEPP No. 1 - Development Standards	-	This SEPP does not apply to land subject to Parramatta Local Environmental Plan 2011.
SEPP 14 – Coast Wetlands	-	This SEPP does not apply to land subject to Parramatta Local Environmental Plan 2011.
SEPP 19 – Bushland in Urban Areas	-	The site does not contain any significant vegetation.
SEPP 21 – Caravan Parks	-	Not relevant to the proposal.
SEPP 26 – Littoral Rainforests	-	Not relevant to the proposal.
SEPP 30 – Intensive Agriculture	-	Not relevant to the proposal.
SEPP 33 – Hazardous or Offensive Development	-	Not relevant to the proposal.
SEPP 36 – Manufactured Home Estates	-	Not relevant to the proposal.
SEPP 44 – Koala Habitat Protection	-	The site does not contain koala habitat.
SEPP 47 – Moore Park Showground	-	Does not apply to land within Dundas.
SEPP 50 – Canal Estate Development	-	Not relevant to the proposal.
SEPP 52 – Farm Dams	-	Not relevant to the proposal.
SEPP No. 55 - Remediation of Land	✓	<p>The existing uses of the site include residential development which are unlikely to result in contamination of the land.</p> <p>The planning proposal is consistent with the aims and provisions of this SEPP.</p> <p>In any case, future redevelopment of the site will need to address the requirements of the SEPP.</p>

		The proposal is consistent with the provision of this SEPP.
SEPP 62 – Sustainable Aquaculture	-	Not relevant to the proposal.
SEPP No. 64 - Advertising and Signage	-	The planning proposal is consistent with the aims or provisions of this SEPP. Where future development incorporates signage, the provisions of this SEPP will need to be considered.
SEPP No. 65 - Design Quality of Residential Apartment Development	✓	The planning proposal seeks to facilitate high-density housing in the form of a residential flat building. An urban design study submitted with this planning proposal considers potential design options which address the provisions of SEPP 65.
SEPP 70 – Affordable Housing Schemes	-	This SEPP does not apply to this land.
SEPP 71 – Coastal Protection	-	This SEPP does not apply to this land.
SEPP (Building Sustainability Index: BASIX) 2004	✓	The planning proposal is consistent with the aims or provisions of this SEPP. Future development incorporating a BASIX affected buildings will be subject to the provisions of this SEPP.
SEPP (Affordable Rental Housing) 2009	-	The planning proposal is consistent with the aims or provisions of this SEPP. Future development may incorporate housing delivered under this SEPP and relevant provisions will be given detailed consideration during the assessment of a development application.
SEPP (Building Sustainability Index: BASIX) 2004	✓	The planning proposal is consistent with the aims or provisions of this SEPP. Future development incorporating a BASIX affected buildings will be subject to the provisions of this SEPP.
SEPP (Exempt and Complying Development Codes) 2008	-	The planning proposal is consistent with the aims or provisions of this SEPP. This SEPP is not relevant in the context of the planning proposal.
SEPP (Infrastructure) 2007	✓	Future development may constitute traffic generating development and trigger an assessment under this SEPP.
SEPP (Housing for Seniors or People with a Disability) 2004	-	It is not proposed to carry out development under the provisions of this instrument.
SEPP (Integration and Repeals) 2016	-	Not relevant to this planning proposal.
SEPP (Kosciusko National Park) 2007	-	This SEPP does not apply to this land.
SEPP (Kurnell Peninsular) 1989	-	This SEPP does not apply to this land.

SEPP (Mining and Extractive Industries) 2007	-	Not relevant to this planning proposal.
SEPP (Miscellaneous Consent Provisions) 2007	-	Not relevant to this planning proposal.
SEPP (Penrith Lakes Scheme) 1989	-	Not relevant to this planning proposal.
SEPP (Rural Lands) 2008	-	Not relevant to this planning proposal.
SEPP (State and Regional Development) 2011	✓	It is likely that future development of the site will constitute Regional Development and be determined by the Sydney West Planning Panel.
SEPP (State Significant Precincts) 2005	-	This SEPP does not apply to this land.
SEPP (Sydney Drinking Water Catchment) 2011	-	This SEPP does not apply to this land.
SEPP (Sydney Region Growth Centres) 2006	-	This SEPP does not apply to this land.
SEPP (Three Ports) 2013	-	This SEPP does not apply to this land.
SEPP (Urban Renewal) 2010	-	This SEPP does not apply to this land.
SEPP (Western Sydney Employment Area) 2009	-	This SEPP does not apply to this land.
SEPP (Western Sydney Parklands) 2009	-	This SEPP does not apply to this land.

The following table provides a brief assessment of consistency against each Deemed SEPP relevant to the planning proposal.

Table 3: Consideration of Deemed SEPPs		
Consideration of Deemed SEPPs	Relevance	Comment
REP (Sydney Harbour Catchment) 2005	✓	The planning proposal is not inconsistent with the aims or provisions of this deemed SEPP. Future development will be subject to the provisions of this deemed SEPP.

Q6. Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?

The following table provides a brief assessment of consistency against each s.117 direction relevant to the planning proposal.

Table 4: Consideration of Section 117 Directions		
Consideration of s. 117 Directions	Relevance	Comment
1. Employment and Resources		
1.1 Business and Industrial Zones	-	The planning proposal does seek to amend the existing residential zoning of the site to permit partly mixed-use development and high-density housing. The mixed-use zone will assist with bringing new local based jobs to Dundas. The proposal is consistent with this Direction.
1.2 Rural Zones	-	The planning proposal does not relate to rural zoned land.
1.3 Mining, Petroleum Production and Extractive Industries	-	The planning proposal does not relate to land that is likely to be useful for extractive industries.
1.4 Oyster Aquaculture	-	The proposal will not impact on any priority oyster aquaculture areas.
1.5 Rural Lands	-	The planning proposal does not relate to rural land.
2. Environment and Heritage		
2.1 Environment Protection Zones	-	The site is not currently zoned for environmental protection purposes.
2.2 Coastal Protection	-	The land is not within a coastal zone.
2.3 Heritage Conservation	✓	The proposal does not seek any changes to the existing heritage conservation provisions of the LEP and DCP.
2.4 Recreation Vehicle Areas	-	The planning proposal does not relate to recreation vehicles or land with a high conservation value.
3. Housing, Infrastructure and Urban Development		
3.1 Residential Zones	✓	<p>The planning proposal is consistent with the direction. The planning proposal seeks to facilitate the development of high-density housing through the application of appropriate zoning, floor space ratio and building height controls.</p> <p>The planning proposal represents a more efficient use of existing infrastructure and services and reduces the consumption of land for housing through urban renewal.</p>

3.2 Caravan Parks and Manufactured Home Estates	-	The planning proposal does not seek amend the current prohibition of caravan parks on this site.
3.3 Home Occupations	-	No changes to the existing provisions.
3.4 Integrating Land Use and Transport	✓	The planning proposal is consistent with the direction. The subject site is within 150m of Dundas train station and future light rail stop. The site is well serviced by transport infrastructure and has optimal access to employment opportunities within the core of the Parramatta CBD, Westmead and related employment precincts.
3.5 Development Near Licensed Aerodromes	-	The land is not within the vicinity of an aerodrome.
3.6 Shooting Ranges	-	There are no shooting ranges near the subject site.
4. Hazard and Risk		
4.1 Acid Sulfate Soils	✓	The Acid Sulfate Soils Map for Parramatta LEP 2011 indicates that there is a probability that the subject site contains acid sulfate soils. An acid sulfate soils study is not necessary at planning proposal stage. Future development of the site will require detailed consideration of this issue as per clause 6.1 of the Parramatta LEP 2011.
4.2 Mine Subsidence and Unstable Land	-	The site is not within a mine subsidence district.
4.3 Flood Prone Land	-	It is understood the site is not flood affected. The planning proposal does not seek to change the existing Council controls relating to flooding. Flood impact is to be further considered in detail at development application stage.
4.3 Planning for Bushfire Protection	-	The site is not affected by bushfire planning provisions.
5. Regional Planning		
5.1 Implementation of Regional Strategies	-	The site is not located within an area affected by a regional strategy.
5.2 Sydney Drinking Water Catchments	-	This direction does not apply to land within Parramatta local government area.
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	-	This direction does not apply to land within Parramatta local government area.
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	-	This direction does not apply to land within Parramatta local government area.
5.8 Second Sydney Airport: Badgerys Creek	-	The site is not near the Second Sydney Airport: Badgerys Creek.

5.9 North West Rail Link Corridor Strategy	-	This direction only applies to land within Hornsby, the Hills and Blacktown.
6. Local Plan Making		
6.1 Approval and Referral Requirements	✓	The planning proposal is considered to be consistent with the direction. The planning proposal does not trigger the need for any additional concurrence, consultation or referral to a Minister or Public Authority.
6.2 Reserving Land for Public Purposes	-	The planning proposal does not seek to change the current zoning provisions and therefore does not impact on land reserved for public purposes.
6.3 Site Specific Provisions	-	The proposal is relating to zoning, building height, and FSR thus the proposal is consistent with this direction.
7. Metropolitan Planning		
7.1 Implementation of A Plan for Growing Sydney	✓	The planning proposal is consistent with the direction. The planning proposal is consistent with the principles, directions and priorities prescribed in the Plan for Growing Sydney and this has been discussed in detail in the response to Q3.
7.2 Implementation of Greater Macarthur Land Release Investigation	-	This direction does not apply to land within the City of Parramatta Council.
7.3 Parramatta Road Corridor Urban Transformation Strategy	-	The site is not located on land subject to the Parramatta Road Corridor Urban Transformation Strategy.
7.4 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	-	The site is not located within the North West Priority Growth Area.
7.5 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure	✓	<p>The planning proposal is consistent with the Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan. The land is identified as a potential precinct targeted for growth, particularly within 1km of the new light rail stops. The land is within the “Next Generation Living” corridor from Camellia to Carlingford which is within the 30-minute city with the planned Parramatta Light Rail with swift connections access to Westmead, Parramatta CBD, Silverwater and Olympic Park.</p> <p>The planning proposal is entirely consistent with this Direction.</p>
7.6 Implementation of Wilton Priority Growth Area Interim Land Use	-	The site is not located in the Wilton Priority Growth Area.

Section C – Environmental, social and economic impact

Q7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

The subject site does not contain habitat of any description. There is no likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the planning proposal. No further assessment is considered necessary.

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

The planning proposal seeks to revise the zoning, maximum permitted building height and floor space ratio controls contained within Parramatta LEP 2011 in order to facilitate the redevelopment of the subject site for the purpose of high-density residential development. The anticipated environmental effects associated with the higher-density development that will be permitted by the amendment are discussed below.

Traffic and access

The Traffic Statement has reviewed the planning context, analysed public transport availability and servicing, considered the proposed development and assessed its impacts, and reviewed the likely parking and access requirements.

The proposed parking and loading facilities satisfy the relevant requirements specified in both Council's requirements, the RMS guidelines as well as the Australian Standards and therefore it can be concluded that the site can be developed at the density and height proposed under this planning proposal.

The proposal includes a bike repair shop/depot in the ground floor of the landmark building. The bike repair shop is to provide a community focal point and to further encourage reduced private car ownership. A green travel plan is to be adopted for the future development site that will facilitate the adoption of policies to introduce a modal shift to greener forms of transport including public transport and cycling.

Built character

The proposed amendments to building height and floor space ratio controls are informed by a detailed urban design study. The study is included as an attachment to this planning proposal and presents an urban design analysis of the site and its context as well as potential design options for future redevelopment.

The urban fabric of Dundas is experiencing a period of transition and the potential design options for the future redevelopment of the subject site as illustrated in the urban design study reflect this change. A number of projects are taking place which are shaping the scale and context of development in areas around the subject site.

The planning proposal demonstrates that potential development of the subject site is consistent with the scale of urban renewal envisioned by the draft Central City District Plan, the Plan for Growing Sydney and the Parramatta CBD Strategy. A more generous building height and floor space ratio will lead to development that respects the changing context of Parramatta without any unreasonable impact on the amenity of surrounding land.

Overshadow impact study

An overshadow impact assessment has been undertaken and is submitted for consideration with this planning proposal, this is included in the urban design study. The proposed concept plan has been analysed and the overall maximum building height proposed has been determined after consideration of the key principle that the proposal did not detrimentally increase the shadow impact to the adjoining land.

The principle reasons for this is that more slender buildings reduce the size of shadows and importantly the time these shadows are cast on an area. Fast moving shadows are cast for a shorter period.

All units with a northern aspect will receive 2 hours of sunlight in mid-winter and the overshadowing of neighbouring properties is minimal during mid-winter. The proposed communal open space can be orientated to the north to ensure this receives more than 2 hours of sunlight in mid-winter.

In summary and conclusion, the shadow analysis of the proposed concept plans reveals the potential to cause significant or unacceptable further shadow is limited.

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

The social and economic effects of the planning proposal are most appropriately described in the context of the challenges associated with a growing population as described in the State Government document the Plan for Growing Sydney. Among other things, the Plan explains that to meet the needs of a larger population and to

maintain economic growth, urban renewal in combination with infrastructure delivery must occur in strategic urban centres.

As previously described, the objective of the planning proposal aligns closely with the strategic direction identified in the Plan for Growing Sydney. The delivery of high-density housing in a location that is well serviced by infrastructure and where there are minimal existing environmental site constraints is considered to represent a positive social outcome. The planning proposal will facilitate future development that will result in higher population densities in a suburb that is within the GPOP. In this regard, the planning proposal will support the emergence of Parramatta as Metropolitan Sydney's Central City which will in turn contribute to continued economic growth.

In a local context, the planning proposal will facilitate the urban renewal of a key precinct in the GPOP, providing a much-needed injection of new dwellings to catalyse and accommodate anticipated population growth. Additional housing stock will also improve the affordability of housing in the locality. A key component of the preferred future development option for the subject site incorporates an area of public open space. The public open space will have excellent connectivity to public transport and will serve to promote healthy lifestyles and social interaction.

Section D – State and Commonwealth interests

Q10. Is there adequate public infrastructure for the planning proposal?

The GPOP identifies this site as suitable for high density development due to its superior access to transport and employment opportunities in the Parramatta CBD. The site is located not only within 3km of the Parramatta CBD but also is within 150m walking distance from Dundas train station.

Given the proximity of the subject site to public transport services including bus services it is anticipated that a significant proportion of new residents would opt to use public transport rather than private vehicle.

The subject site benefits from access to a variety of health, education and emergency services. In a broader context, the subject site is proximate to Westmead Hospital and the Western Sydney University which are regional institutions.

The City of Parramatta Council has endorsed a value sharing policy. It is anticipated that the delivery of community infrastructure will be agreed with Council through this policy and provided on the development site or an alternative site nominated by the Council. This will make a significant contribution to the local community while ensuring there is adequate public infrastructure to cater for the increase in local population.

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

The planning proposal has not yet received Gateway determination and consultation with the public authorities has not yet commenced.

Part 4 – Mapping

It is understood that mapping will be prepared by the City of Parramatta Council to accord with the standard instrument mapping layouts prior to the planning proposal being reported to the Council for consideration. The planning proposal seeks amendments to the Land Use Zone Map, Height of Buildings Map, Floor Space Ratio and Map.

Part 5 – Community consultation

Community consultation will be undertaken in accordance with the requirements prescribed by the Gateway determination.

Part 6 – Project timeline

A project timeline is yet to be determined however will be formulated following discussions with the City of Parramatta Council and confirmation of any additional information required to allow consideration of the planning proposal.

An indicative timeline for the planning proposal includes:

Milestone	Timeframe
Council report to endorse the PP for Gateway Determination	February 2018
PP submitted to the Department of Planning and Environment seeking Gateway	April 2018
Gateway issued	May 2018
Public exhibition and agency consultation	June 2018
Consideration of submissions and report back to Council	July 2018
Submission back to Department of Planning and Environment to finalise LEP amendments	September 2018
Amendments to be published	October 2018

6. CONCLUSION

This planning proposal explains the intended effect of and provides a justification for a proposed amendment to the *Parramatta Local Environmental Plan 2011* (Parramatta LEP 2011). The planning proposal has been prepared in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979* and the Department of Planning and Environment document '*A guide to preparing planning proposals*' (August 2016).

The planning proposal relates to multiple contiguous allotments situated in the Dundas and seeks to amend the Parramatta LEP 2011 by rezoning the land and revising limitations relating to building height and floor space ratio to allow for the redevelopment of the site.

The planning proposal describes how the intended outcome of the proposed LEP amendments align closely with the strategic directions established in State Government documents the Plan for Growing Sydney, the draft Central City District Plan and the GPOP.

It is considered that the LEP amendments sought by the planning proposal will allow for the accelerated delivery of both mixed use and high-density residential development in an area which is well serviced by public transport and infrastructure and has been identified as a key urban renewal precinct. The planning proposal is considered to have strong merit based on a sound analysis of relevant planning considerations and is submitted to Parramatta City Council for consideration.