

21 November 2018

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PRE GATEWAY-REVIEW APPLICATION FOR PLANNING PROPOSAL FOR 56-72 DUDLEY STREET AND 55-71 CROWGEY STREET DUNDAS

INTRODUCTION

This rezoning review application is lodged for the Planning Proposal for land at 56-72 Dudley Street and 55-71 Crowgey Streets Dundas. This letter provides a summary of the history of this Planning Proposal, details of dealings with Parramatta Council, an inventory and digital copy of the material submitted with this rezoning review application as well as details of the strategic and site specific merit for this Planning Proposal. An updated rezoning review application form is also provided separately.

This Planning Proposal was originally lodged with Parramatta Council in December 2017. Originally the submission proposed the following:

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

Council's Strategic Planner provided a letter on 5 May 2018 raising a significant number of concerns with the proposal requesting the Planning Proposal be withdrawn.

In response to this the Planning Proposal a peer review of the urban design principles for the site was undertaken by Urbis which informed changes to the planning controls sought resulting in the updated submission seeking the following:

- Amending the zoning to partly B4 Mixed Use and partly R4 High Density Residential.
- Amending the maximum building height map to permit a maximum building height of 40 and 80m.
- Amending the maximum floor space ratio to permit a maximum permissible floor space ratio of 4.2:1.

The Planning Proposal was reported to the Parramatta Local Planning Panel on 18 September 2018 where the following recommendation was adopted:

“That the Local Planning Panel recommend to Council:

- (a) That Council resolve not to proceed with the Planning Proposal for land at 56-72 Dudley Street and 55-71 Crowgey Street, Dundas (provided at Attachment 1) which seeks to amend Parramatta Local Environmental Plan (PLEP) 2011, for the following reasons:
 - 1. Inconsistency with State Government planning framework
 - 2. Proposed density on the site is considered inappropriate
 - 3. Built form and urban design concerns
 - 4. Lack of open space provision
 - 5. Potential local and cumulative traffic impacts
 - 6. Insufficient consideration towards the potential social impacts and provision of community facilities
- (b) Further, that the applicant be advised that Council will not be proceeding with this Planning Proposal.
- (c) That in response to the State Greater Parramatta and Olympic Park Peninsula (GPOP) document and the Parramatta Light Rail Stage 1 project, that Council commence a structure plan process for the corridor from Rosehill to Carlingford to inform future land uses, densities and supporting infrastructure.
- (d) Further, that a workshop be held with interested Councillors during the drafting of the structure plan.”

The recommendations of the Local Planning Panel were then reported to the Council meeting on 29 October 2018 where the same recommendation was adopted. Therefore, I would like to formally confirm that the Council has confirmed in writing that the request to prepare a planning proposal is not supported. Thus, this letter along with the supporting information is submitted as a formal rezoning review.

To support this rezoning review a Strategic and Site-Specific Merit Assessment is provided in **Appendix 8**.

Should you require any further details, I can be contacted on 0430 807 921.

Kind regards,

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APPENDIX 1

PLANNING PROPOSAL REPORT SUBMITTED ON 20 DECEMBER 2017

APPENDIX 2

REVISED PLANNING PROPOSAL REPORT 19 JULY 2018

APPENDIX 3

REVISED URBAN DESIGN REPORT JULY 2018

APPENDIX 4

URBIS PEER REVIEW AND VISION REPORT JULY 2018

APPENDIX 5

LETTER FROM CITY OF PARRAMATTA 3 MAY 2018

APPENDIX 6

REPLY TO CITY OF PARRAMATTA 24 JULY 2018

APPENDIX 7

LETTER FROM COUNCIL RE: OUTCOME OF COUNCIL MEETING ON 29 OCTOBER 2018

APPENDIX 8

STRATEGIC MERIT TEST

Is the proposal consistent with 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?

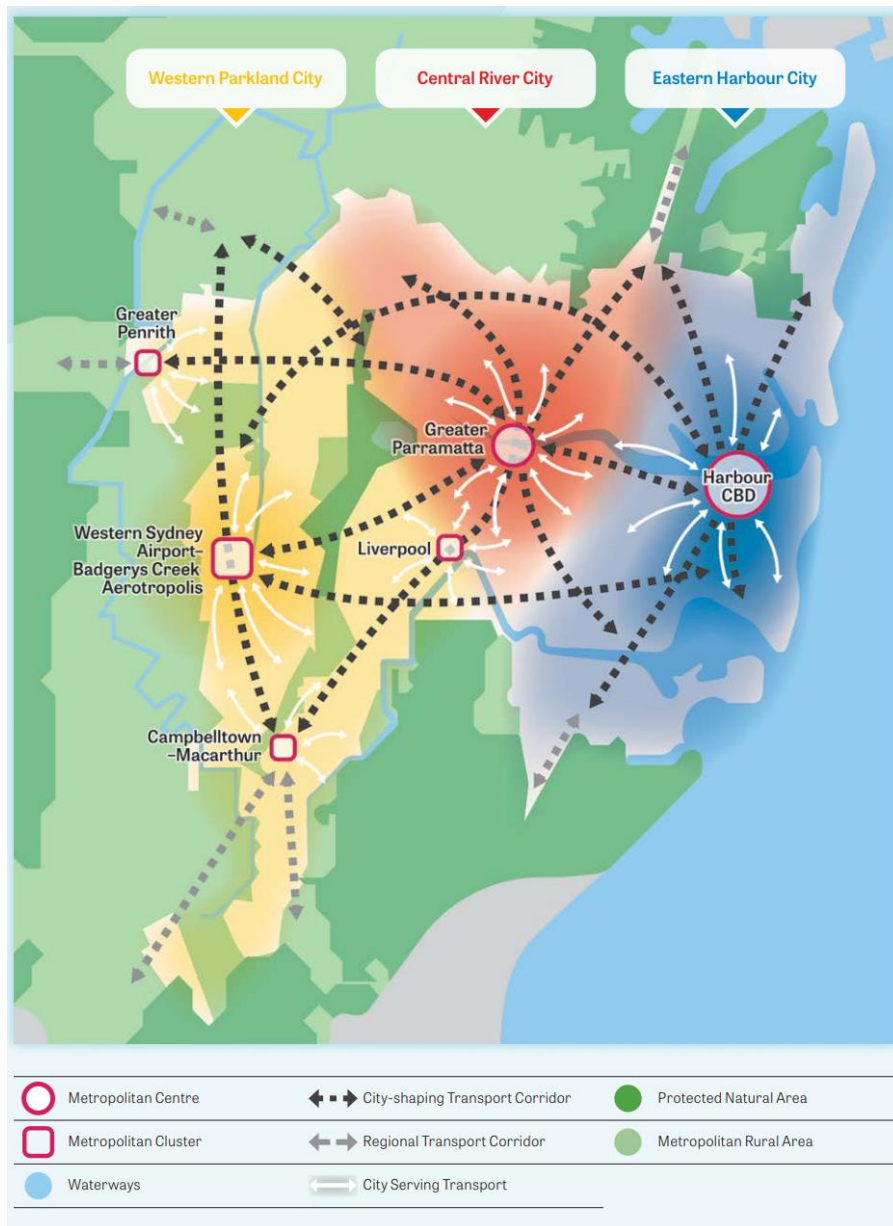
Yes. The relevant strategic plans for consideration include the Metropolis of Three Cities – Greater Sydney Region Plan 2018, the Central City District Plan 2018 and the Parramatta Road Corridor Urban Transformation Strategy 2016.

A Metropolis of Three Cities – Greater Sydney Region Plan

The A Metropolis of Three Cities - Greater Sydney Region Plan provides the framework for the predicted growth in Greater Sydney over the coming 40 years.

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 1 overleaf.

Figure 1: Extract from A Metropolis of Three Cities March 2018



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 have 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.

Central City District Plan (Greater Sydney Commission March 2018)

The 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 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 Central City District Plan by:

1. Increasing diversity of housing choice and providing housing supply that is affordable and has access to jobs, services and public transport.
2. Facilitating the deliver an integrated land use and transport planning to achieve a truly 30-minute city.
3. 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.
4. Expediting the delivery of new housing stock to ease the pressure of demand resulting in a generally more affordable housing product.
5. Fostering health, creative and culturally rich and socially connected communities.
6. 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.
7. Enhancing the role of Greater Parramatta as the economic anchor within the Greater Parramatta Olympic Peninsula vision by delivering both jobs and housing.
8. Increasing the urban tree canopy cover and delivering new Green Grid connections through the delivery of high quality open space.
9. 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 seek 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.

These strategic plans have been considered in further detail under the heading Part 3 - Justification of the Planning Proposal report.

Is the proposal consistent with a relevant local strategy that has been endorsed by the Department?

Yes. The relevant local planning strategy document is the **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.

Is the proposal responding to a change in circumstances, such as the investment in new infrastructure or changing demographic trends that have not been recognised by existing planning controls?

Yes. The Planning Proposal is essentially responding to Government's \$2 billion investment in the Parramatta Light Rail project. This is a significant investment by Government which will re-shape the community around Dundas and it is undoubtable that the existing planning controls have considered the investment in light rail. There is no strategic planning justification for delaying this Planning Proposal.

- The proposal is consistent with all the Strategic Planning documents of the State.
- The proposal is consistent with the Governments technical document and analysis of the infrastructure required to make a Precinct work.
- The proposal is consistent with the 9.1 Direction relating to the Greater Parramatta Priority Growth Area.
- The proposal is consistent with the nomination of Dundas as being within the Next Generation Living Corridor.
- The proposal is consistent with the government's announcement of a levy (SIC) to fund the Parramatta Light Rail through the levying of new apartments around stations.
- The proposal is consistent with the fundamental planning principle of locating higher density at the core of centres, where there is immediate access to transport, that connects people with places of work, education and social opportunities.
- The proposal is consistent with the very next step in the planning process after a LUIP is published (July 17), which is the rezoning of land by Government or the Council or through "Land Owner Initiated Rezoning Proposals".

The State Government has indicated in policy and statements that it intends for the areas adjacent to Light Rail Stations to have increased densities. That process has begun in places like Telopea. Any delay by the Council, will mean that the Light Rail will open without increased densities. The delay by Council also increases the potential for the State Government to initiate rezoning through the Review Process, or identification of a Precinct, effectively forcing Councils hand.

This Planning Proposal is made with the intent to work collaboratively with Council and the Council Officers to a renewed and energised Dundas Town Centre. This Planning Proposal can be the catalyst for many improvements including –

- Provision of retail space fronting the existing park (allowing for the redevelopment of the existing and dated shops at the station);
- Provision of community facilities in the form of a Cycling Node with commuter bicycle parking, bicycle repair workshop, etc; and
- Establishing an appropriate urban form and urban framework for the Precinct.

SITE SPECIFIC MERIT TEST

Does the proposal have site-specific merit, having regard to:

The natural environment (including known significant environmental values, resources or hazards)?

Yes. The anticipated environmental effects associated with the higher-density development that will be permitted by the Planning Proposal include:

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:

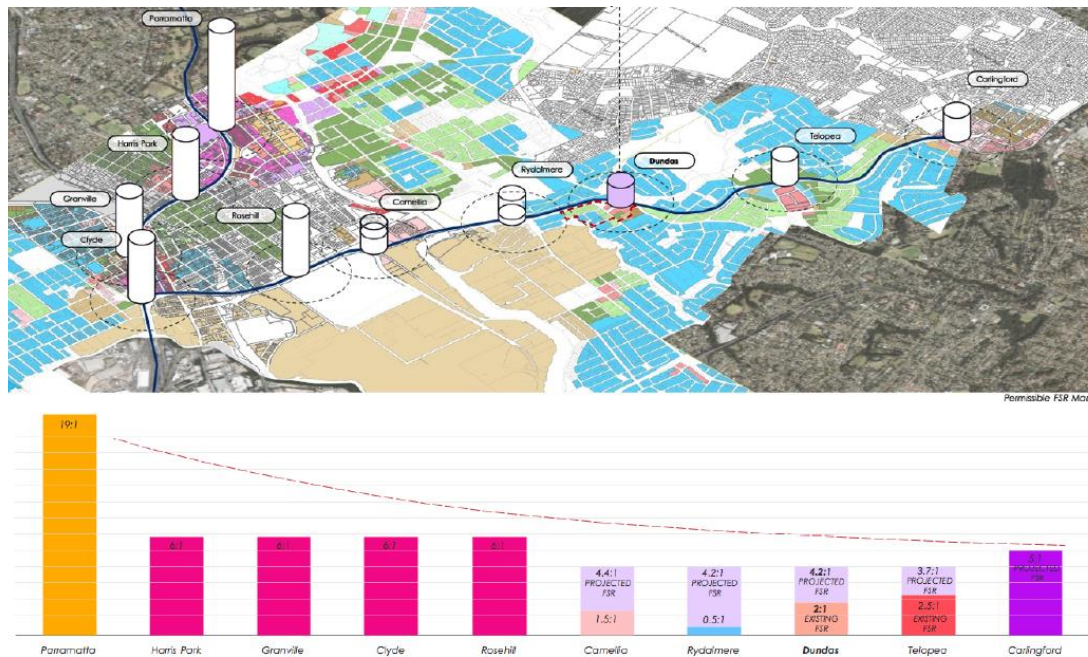
- The floor space ratio proposed at Carlingford is up to 5:1 within a 500m radius of the station.
- Telopea – building adjacent to the station have a floor space ratio of 3.7:1 (or 4.44:1 when applying in-built provisions for greater FSR based on provision of affordable housing) plus additional site-specific bonus 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 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 2: Recommended FSRs around transport hubs (Source: Urban Design Study Aleksander Design Group)

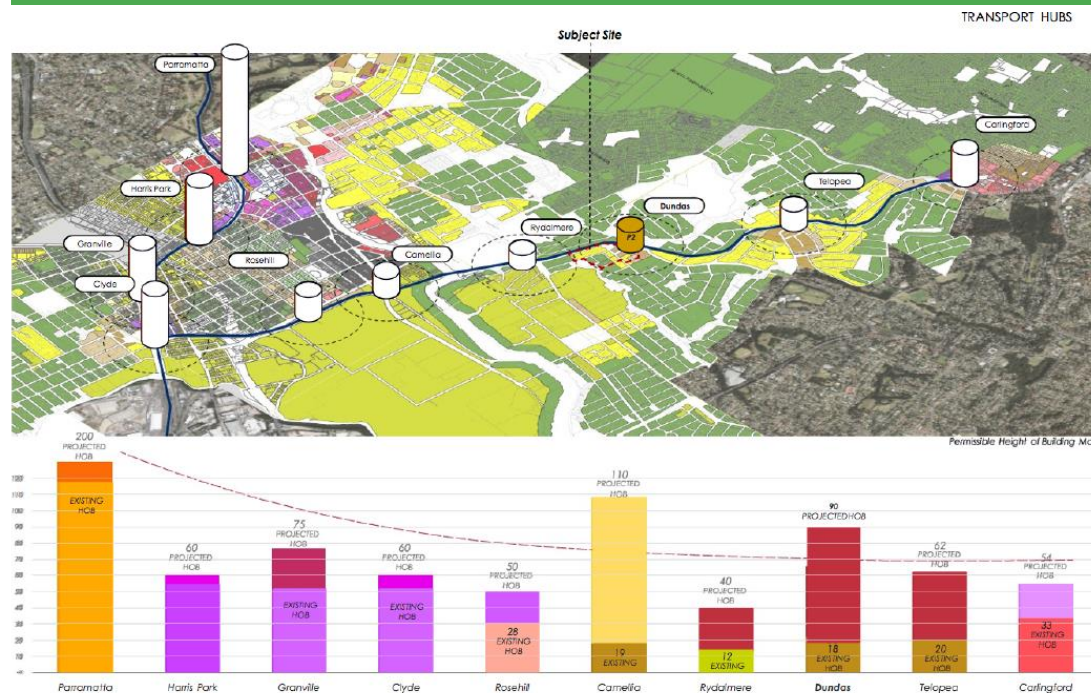


The urban design study has also completed a review of the proposed maximum building heights within the vicinity of Dundas and along the proposed light rail corridor which is depicted in Figure 14 below. The comparison reveals that proposed building heights presented in this planning proposal (again) 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 3: 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 cyclists 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





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.

The existing uses, approved uses and likely future uses of land in the vicinity of the land subject to a proposal?

Yes. The Planning Proposal seeks to amend the land use zone to partly B4 and partly R4 part does not seek to change the permitted uses on this site. The land is currently zoned R3 Medium Density Residential. The proposed zoning will enable the land to be developed for mixed uses and high density living which aligns with the proposed Light



Rail Corridor and future train station at Dundas. The proposed zoning will permit a better strategic outcome for this ideally located land. The proposed density responds to more recent policies of the Greater Sydney Commission and the NSW Department of Planning and Environment where high density development is to be delivered in existing urban centres.

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?

Yes. The site located within the existing Dundas centre and is therefore ideally positioned to act as a focus for significant urban transformation. The area 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 the Great Western Highway and the M4 Motorway as well as regular public transport services.

The proposed amendments are driven by a desire to deliver a superior urban design outcome for the site, ensure the maximum building height control and maximum floor space ratio control are aligned to facilitate development that is consistent with the desired future character of Dundas. The proposed amendments to planning controls will facilitate the delivery of catalytic development contributing to much needed housing supply and public domain improvements at the street within this strategic corridor.

The land owner is keen to commence discussions with Council about entering into a Voluntary Planning Agreement which can also include contribution to affordable housing on the site. The specific details of this agreement can be formalised during the Gateway process for this Planning Proposal.