PLANNING PROPOSAL

BaptistCare Site
264-268 PENNANT HILLS ROAD, CARLINGFORD
### Planning Proposal drafts

**Proponent versions:**

<table>
<thead>
<tr>
<th>No.</th>
<th>Author</th>
<th>Version</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>DFP Planning</td>
<td>February 2015</td>
</tr>
<tr>
<td>2.</td>
<td>DFP Planning</td>
<td>May 2017</td>
</tr>
<tr>
<td>3.</td>
<td>DFP Planning</td>
<td>9 May 2018</td>
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**Council versions:**

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<th>Author</th>
<th>Version</th>
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<td>1.</td>
<td>Parramatta City Council</td>
<td>Reported to Council Meeting 22 August 2016</td>
</tr>
<tr>
<td>2.</td>
<td>Parramatta City Council</td>
<td>Sent to DP&amp;E for Gateway Determination</td>
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<td>3.</td>
<td>City of Parramatta</td>
<td>Reported to 20 June 2017 IHAP Meeting</td>
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<tr>
<td>4.</td>
<td>City of Parramatta</td>
<td>Reported to 12 June 2018 Council Meeting</td>
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INTRODUCTION

This Planning Proposal explains the intended effect of, and justification for, the proposed amendment to Parramatta Local Environmental Plan 2011. It has been prepared in accordance with Section 3.33 of the Environmental Planning and Assessment Act 1979 and the Department of Planning and Environment (DPE) guides, 'A Guide to Preparing Local Environment Plans' (August 2016), 'A Guide to Preparing Planning Proposals' (August 2016) and ‘Guidance for merged councils on planning functions’ (May 2016).

Background and context

On 13 February 2015, Council received an application from BaptistCare relating to land at 264-268 Pennant Hills Road, Carlingford. This site comprises two allotments – Lot 1 DP 1033201 and Lot 2 DP364225 and has a total area of 27,493m². Until recently, the site functioned as an aged care and accommodation facility but is now vacant as previous accommodation no longer met the needs of its users. The site is shown in Figure 1, below.

![Figure 1 – Site at 264-268 Pennant Hills Road, Carlingford subject to the planning proposal](image)

The land is subject to planning controls provided under PLEP 2011. The existing and proposed LEP controls are summarised in Table 1.
Table 1 - Summary of current and proposed controls under Parramatta LEP 2011

<table>
<thead>
<tr>
<th>Control</th>
<th>Current*</th>
<th>Planning Proposal*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zoning</td>
<td>Part R2 Low Density Residential</td>
<td>Part R4 High Density Residential</td>
</tr>
<tr>
<td></td>
<td>Part SP2 Infrastructure</td>
<td>Part SP2 Infrastructure (Classified Road)</td>
</tr>
<tr>
<td>Height</td>
<td>9 metres</td>
<td>Part 14m and Part 16m**</td>
</tr>
<tr>
<td>FSR</td>
<td>0.5:1</td>
<td>Part 1:1**</td>
</tr>
<tr>
<td>Natural Resources</td>
<td>N/A</td>
<td>To map part of site as Natural Resources-</td>
</tr>
<tr>
<td>Biodiversity</td>
<td></td>
<td>Biodiversity to reflect existing Endangered</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Ecological Community (EEC) on the site.</td>
</tr>
</tbody>
</table>

* See Maps in Section 4 ‘Mapping’

**Part of site has nil height or FSR that correlates with SP2 zoning.

A Gateway Determination for a previous version of this Planning Proposal was received from DPE on 12 September 2016 (Appendix 9). This revised Planning Proposal responds to the conditions of the Gateway Determination and the requirement for further studies to inform the planning controls for the subject site.

1. *(f)* reflect the outcome of any additional supporting studies as deemed necessary by Council which will include, at minimum, traffic and transport, urban design analysis, infrastructure needs and an ecological study. Any additional studies are to form part of the exhibition material.

PART 1 – OBJECTIVES OR INTENDED OUTCOMES

The objective of this Planning Proposal is to allow for the redevelopment of the site for higher density residential development in a manner that that provides good amenity for neighbours and future residents but does not result in adverse impacts on the natural and built environment. The Planning Proposal also seeks to achieve biodiversity protection.

In order to achieve this outcome, the provisions of PLEP 2011 as they currently apply will need to be amended. This Planning Proposal seeks to amend the land use zoning, building height and floor space controls in order to achieve the intended outcome.

In addition, and as a separate but concurrent process, an amendment to Parramatta Development Control Plan 2011 (DCP 2011) is also proposed. This amendment will provide more detailed development controls for the site.
PART 2 – EXPLANATION OF PROVISIONS

This Planning Proposal seeks to amend Parramatta LEP 2011 (PLEP 2011) in relation to the zoning, height and floor space ratio controls as detailed below.

Table 2 – Summary required amendments to Parramatta LEP 2011

<table>
<thead>
<tr>
<th>Control</th>
<th>Current*</th>
<th>Planning Proposal*</th>
<th>Required LEP Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zoning</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Part R2 Low Density Residential</td>
<td></td>
<td>• Part R4 High Density Residential</td>
<td>Amend Map Sheet LZN_013</td>
</tr>
<tr>
<td>• Part SP2 Infrastructure (Classified Road)</td>
<td></td>
<td>• Part SP2 Infrastructure (Classified Road)</td>
<td></td>
</tr>
<tr>
<td>Height</td>
<td>9 metres</td>
<td>• Part 16m (no more than 4 storeys)</td>
<td>Amend Map Sheet HOB_013</td>
</tr>
<tr>
<td>• Part 14m (less than 4 storeys)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FSR</td>
<td>0.5:1</td>
<td>• Part 1:1</td>
<td>Amend Map Sheet FSR_013</td>
</tr>
<tr>
<td>Natural Resources</td>
<td>N/A</td>
<td>To map part of site as Natural Resources-Biodiversity to reflect existing Endangered Ecological Community (EEC) on the site.</td>
<td>Natural Resources - Biodiversity Map</td>
</tr>
<tr>
<td>Biodiversity</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* See Maps in Section 4 'Mapping'

2.1 Other relevant matters

2.1.1 Voluntary Planning Agreement

The site and proposed development potential uplift being sought lends itself to the provision of public benefits, consistent with Council’s Voluntary Planning Agreements policy. The proponent has expressed interest in entering into a Voluntary Planning Agreement (VPA). A formal letter of offer was received from the proponent on 7 May 2018 confirming that they are willing to enter into discussions with Council regarding a VPA under Section 93F of the Environmental Planning and Assessment Act 1979.

The Planning Agreement offer includes the following works:
- Provision of a new north-south road to link with the new east-west road;
- Provision of a new east-west road linking to Pennant Hills Road and Martins Lane;
- Public domain improvement works along the western side of Martins Lane;
- Martins Lane upgrade including – full width road surface upgrade; new street lighting; new fencing along the eastern side of Martins Lane to replace existing dilapidated fencing to properties, subject to agreement by owners;
- Signalisation of the intersection of Pennant Hills Road and Baker Street, including two signalised pedestrian crossings;
- Provision of a new left-in slip lane from Pennant Hills Road to link with the new North-South road connection to the new east-west road; and
- Public access and maintenance of the high ecological constraint area and associated Blue Gum High Forest vegetation at the southern portion of the site.

A draft VPA will be exhibited in conjunction with the Planning Proposal.
2.1.2 Draft Development Control Plan (DCP)

A draft site-specific DCP, which seeks an amendment to the Parramatta DCP 2011, has been prepared by the proponent for 264-268 Pennant Hills Road, Carlingford. The draft site-specific DCP intends to guide any future development on the site as a result of the Planning Proposal. This has also been assessed separately and will be publically exhibited in conjunction with the Planning Proposal and draft VPA.

PART 3 – JUSTIFICATION

This part describes the reasons for the proposed outcomes and development standards in the Planning Proposal.

3.1 Section A - Need for the planning proposal

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

3.1.1 Is the Planning Proposal a result of any study or report?

The Planning Proposal is not the direct result of a strategic study, but rather the result of an evaluation by BaptistCare of its assets.

BaptistCare, in conjunction with the NSW State Government, proposes to establish 162 affordable dwellings on this site under the State Government’s social and affordable housing fund (SAHF). The densities required to fulfil this commitment require the planning controls as they currently relate to the site under PLEP 2011 to be amended.

In order to inform the most appropriate form and density of development for the site, a detailed Urban Design Analysis was undertaken by Urbis in conjunction with block plans prepared by AJ+C Architects. A copy of the Urban Design Analysis is included at Appendix 1.

The Urban Design Analysis considered the site in its immediate and broader context and assessed the development potential of the site having regard to this context and potential impacts on the surrounding environment. As part of the Urban Design Analysis, a concept site reference scheme was prepared.

Figure 2, on the following page, is a reduced version of the concept site reference plan contained in the Urban Design Report at Appendix 1.

Figure 3, on the following page, is a long section through the site (from Pennant Hills Road to the southern boundary) illustrating how future building height and scale changes with the slope of the land.
The building footprints illustrated in Figures 2 and 3 relate to building envelopes. The building envelopes have been derived for the purposes of informing the maximum building height and FSR controls being sought as part of the Planning Proposal; they are not indicative of a master plan or staged development application.

Figure 2 – Site Reference Plan as extracted from the Urban Design Report
3.1.2 Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

The Planning Proposal is the best and most appropriate means of achieving the desired future redevelopment of this land. The land use zoning of the site needs to be changed in order to achieve redevelopment of the land for higher density development as this form of development is currently not permissible on the site. A planning proposal is the only means available to achieve a rezoning of the site.

3.2 Section B – Relationship to strategic planning framework

This section assesses the relevance of the Planning Proposal to the directions outlined in key strategic planning policy documents. Questions in this section consider state and local government plans including the NSW Government’s Greater Sydney Region Plan ‘A Metropolis of Three Cities’, Central City District Plan, Greater Parramatta and Olympic Peninsula (GPOP) Vision, State Environmental Planning Policies, local strategic and community plans and applicable Ministerial Directions.

3.2.1 Is the planning proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy?

A Metropolis of Three Cities


The objective of *A Metropolis of Three Cities* aims to balance growth and deliver the benefits of the Plan more equally and equitably to residents across Greater Sydney. *A Metropolis of Three Cities - The Greater Sydney Region Plan* has been prepared
concurrently with Future Transport 2056 and the State Infrastructure Strategy, and aligns land use, transport and infrastructure planning to reshape Greater Sydney as three connected cities.

There are 10 key directions for Greater Sydney in the Plan. Each key direction includes objectives relevant to that particular direction.

The following directions are relevant to this Planning Proposal:

- **A city supported by infrastructure**

  This Planning Proposal is consistent with the objectives of this direction as the site is less than 800m from Carlingford railway station. Bus stops associated with bus services linking Parramatta and Macquarie Park via Epping and Parramatta and Pennant Hills are immediately adjacent to the site.

  Until recently the BaptistCare site was used for the purposes of a seniors housing development comprising a Residential Aged Care Facility, independent living units, supported living dwelling units and a respite care facility. The site had an estimated population of 315 residents and approximately 165 full time equivalent (FTE) staff.

  Redevelopment of the site in accordance with the Planning Proposal will result in an increase in the resident population, however this is not considered to be significant.

  As part of the Planning Proposal, BaptistCare has offered to enter into a Planning Agreement with Council to upgrade infrastructure in the vicinity of the site, including the provision of traffic signals and associated pedestrian crossings at the intersection of Pennant Hills Road and Baker Street, widening of the carriageway of Martins Lane.
(together with associated public domain improvements) and the provision of an easement for public access to a large (> 2,000m²) of passive open space on the site. Therefore, it is considered that the Planning Proposal is consistent with the objectives of this direction.

- **A collaborative city**
  Development undertaken in accordance with Planning Proposal will result in the development of 162 social and affordable housing dwellings, together with some private residential accommodation on a site which is currently unoccupied.

Given the strategically appropriate location of the site in relation to existing and future public transport infrastructure, it is considered that there are significant benefits in allowing development on the site at a density greater than that permitted by the current planning controls.

Therefore, it is considered that the Planning Proposal is consistent with the objectives of this direction.

- **A city for people**
  As noted above, as part of the Planning Proposal, BaptistCare has offered to enter into a Planning Agreement with Council to upgrade infrastructure in the vicinity of the site, including the provision of traffic signals and associated pedestrian crossings at the intersection of Pennant Hills Road and Baker Street, widening of the carriageway of Martins Lane (together with associated public domain improvements) and provide for public access to a large (> 2,000m²) of passive open space on the site through an easement or other similar mechanism. Therefore, the increased demand for infrastructure will be managed as part of the Planning Agreement to be entered into with Council in conjunction with the Planning Proposal.

The Planning Proposal will facilitate the development of 162 social and affordable housing dwellings together with some private residential accommodation. The colocation of a mix of residents with differing socio-economic circumstances has been identified as an appropriate outcome by the NSW State Government as part of the SAHF.

Therefore, it is considered that the Planning Proposal is consistent with the objectives of this direction.

- **Housing the city**
  The site reference plan which accompanies the Urban Design Analysis prepared for the Planning Proposal, identifies that, if development proceeds in accordance with that plan, approximately 323 dwellings could be developed. Of these, 162 dwellings will be provided as social and affordable housing dwellings.

Therefore, it is considered that the Planning Proposal is consistent with the objectives of this direction.

- **A city in its landscape**
  As part of the Planning Proposal, an ecological assessment of the biodiversity values of the site, including vegetation communities on the site, has been undertaken.
That assessment found that the site contains intact and modified native vegetation, and planted vegetation. The site also contains Sydney Blue Gum High Forest (BGHF) which is a Critically Endangered Ecological Community (CEEC) under the Biodiversity Conservation Act 2016.

The assessment found that if development proceeds in accordance with the site reference plan, the impacts on the remnant Sydney BGHF would be minimal.

The assessment also notes that the site reference plans provides for retention of much of CEEC on the site and that this could be enhanced through additional planting and management.

The site reference plan identifies large communal open spaces areas and generous setbacks to boundaries. These areas will provide opportunities to undertake replacement planting and landscaping using locally endemic species as opposed to the mainly exotic species which currently occupy the site.

Therefore, it is considered that the Planning Proposal is consistent with the objectives of this direction.

Implementation of the Plan across the five Districts that form the metropolitan area will occur through the District Plans. The site is within the Central City District.

Central City District Plan
The Central City District Plan provides a 20-year plan to manage growth and achieve the 40-year vision for the Central City District. It is a guide for implementing A Metropolis of Three Cities - the Greater Sydney Region Plan at a District level and is a bridge between regional and local planning.

The Structure Plan for the Central City District identifies the area around the Carlingford-Clyde railway line (and future light rail line route) as an urban renewal area. The mapped area includes the subject site.

The District Plan includes the same 10 Directions as detailed in A Metropolis of Three Cities, however the District Plan expands on these by identifying Planning Priorities to assist in achieving the Plan Directions. The District Plan also contains four key themes of infrastructure and collaboration, liveability, productivity and sustainability. The liveability theme is potentially the most relevant to this Planning Proposal.

The District Plan notes that the Central City District will be the fastest growing District over the next 20 years with demand for an additional 207,500 dwellings. This will be provided through urban renewal, land release and infill development.

The focus of growth will be on well-connected walkable places that build on local strengths and deliver quality public places.

The site is within an area identified as an urban renewal area. Based on the site reference plan, development undertaken in accordance with the Planning Proposal could contribute around 350 dwellings, including 162 social and affordable dwellings on a site which is well located in terms of proximity to services and public transports.
The District Plan notes the following in relation to the provision of social and affordable housing:

*This includes creating communities where social housing is part of the same urban fabric as private and affordable housing, has good access to transport and employment, community facilities and open spaces which can therefore provide a better social housing experience.*

In view of the above, this Planning Proposal is considered to be consistent with the directions and themes of the Central City District Plan.

**Greater Parramatta and the Olympic Peninsula (GPOP)**

In October 2016, the NSW Government through the Greater Sydney Commission released the *Greater Parramatta and the Olympic Peninsula (GPOP) Vision*. GPOP has been identified as a new priority growth area in *A Plan for Growing Sydney*. GPOP is an urban renewal area spanning from Strathfield to Westmead and from Carlingford to Lidcombe and Granville, along the planned Parramatta Light Rail corridor. The subject site has been identified in the GPOP Vision as being within the ‘Next Generation Living Camellia to Carlingford’ (see Figure 5 below).

The following directions in the GPOP Vision are relevant to the proposal:

- Design Parramatta as our central ‘30-minute city’, with good connectivity within GPOP and beyond to the north, south, east and west;
- Deliver a rich mix of housing to create inclusive and diverse ‘inner-city’ liveability across GPOP, to attract and retain talent; and
- Shape attractive and effective built environments and public spaces that reflect a focus on great urban design and environmental excellence.

![Figure 5 - Subject site identified within the Parramatta CBD](image-url)
Comment:
The Planning Proposal is generally consistent with the GPOP Vision. It provides new higher density housing in Carlingford within close proximity to public transport, local schools, amenities and services. The future light rail stop at Carlingford is approximately 800m from the site (walking distance) and will provide direct regular services to the Parramatta CBD and Westmead.

Parramatta Light Rail
In order to accommodate the rapid growth of the GPOP region, a vision to deliver an integrated light rail service has been proposed within walking distance of the site (see Figure 6 below). The proposed Parramatta Light Rail Corridor will improve the connectivity between Parramatta and Carlingford and create a greater connection between Carlingford to other key precincts, such as Telopea, Camellia, Newington, Burwood and Macquarie Park.

Comment:
The subject site is situated within ten minutes walking distance to two future light rail stops at Telopea and Carlingford Station. An increase in density on the site will provide more housing close to transport and services.

Figure 6 - Subject site identified near Parramatta Light Rail
Source: Parramatta Light Rail
3.2.2 Is the planning proposal consistent with the local council’s Community Strategic Plan or other local strategic plan?

The following strategic planning documents are relevant to the Planning Proposal:

Parramatta 2038 Community Strategic Plan

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

The Planning Proposal is considered to meet the strategies and key objectives identified in the plan by facilitating the redevelopment of this site for the purposes of higher density residential development.

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

The following State Environmental Planning Policies (SEPPs) are of relevance to the site (refer to Table 3 below).

Table 3 – Comparison of planning proposals with relevant SEPPs

<table>
<thead>
<tr>
<th>State Environmental Planning Policies (SEPPs)</th>
<th>Consistent: Yes - ✓ No - ✗ or N/A</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>SEPP No 1 Development Standards</td>
<td>N/A</td>
<td>SEPP 1 does not apply to Parramatta LEP 2011</td>
</tr>
<tr>
<td>SEPP No 55 Remediation of Land</td>
<td>Yes</td>
<td>The site is currently used for residential purposes so the use of the site is fundamentally unchanged. The site is not likely to be contaminated, with this further considered as part of a future DA.</td>
</tr>
<tr>
<td>SEPP 64 – Advertising and Signage</td>
<td>Yes</td>
<td>Not relevant to proposed amendments. No advertising signage will be proposed. Existing signage from the aged care facility would be removed if a residential flat development is constructed.</td>
</tr>
<tr>
<td>SEPP No 65 Design Quality of Residential Flat Development</td>
<td>Yes</td>
<td>This is considered as part of the planning proposal assessment (discussed on pages 27-28). Detailed compliance with SEPP 65 will be undertaken at DA stage.</td>
</tr>
<tr>
<td>SEPP No.70 Affordable Housing (Revised Schemes)</td>
<td>Yes</td>
<td>Not relevant to proposed amendments. This will continue to apply however the proposed rezoning does not affect its application to the site.</td>
</tr>
<tr>
<td>SEPP (Affordable Rental Housing) 2009</td>
<td>Yes</td>
<td>The Planning Proposal will facilitate redevelopment of the site and allow BaptistCare to deliver 162 social and affordable housing dwellings on the site. See Section 8 of this report.</td>
</tr>
<tr>
<td>SEPP (BASIX) 2004</td>
<td>Yes</td>
<td>Any future development will need to comply with the provisions of the SEPP.</td>
</tr>
<tr>
<td>SEPP (Exempt and Complying Development Codes) 2008</td>
<td>Yes</td>
<td>Not relevant to proposed amendments.</td>
</tr>
<tr>
<td>SEPP (Infrastructure) 2007</td>
<td>Yes</td>
<td>The provisions of the SEPP will apply to any redevelopment of the site.</td>
</tr>
</tbody>
</table>
3.2.4 Is the planning proposal consistent with applicable Ministerial Directions (s.9.1 Directions)?

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

- Employment and resources
- Environment and heritage
- Housing, infrastructure and urban development
- Hazard and risk
- Regional planning
- Local plan making
- Metropolitan planning

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

**Table 4 – Comparison of planning proposals with relevant Section 9.1 Directions**

<table>
<thead>
<tr>
<th>Section</th>
<th>Comment</th>
<th>Compliance</th>
</tr>
</thead>
<tbody>
<tr>
<td>2. Environment and Heritage</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Direction 2.1 – Environmental Protection Zones</td>
<td>The site is not within an environmental protection zone however some existing vegetation on site is part of an endangered ecological community (EEC), namely trees that comprise part of the Sydney Blue Gum High Forest EEC.</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>The concept scheme for the subject site (Figure 2) has been designed to avoid impacts on existing blue gums.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>The potential impacts of any redevelopment on existing vegetation, including an assessment of whether that vegetation is part of an EEC will be required to be assessed upon receipt of a development application. Further discussion regarding EECs is provided in Section 3.3.1 of this report.</td>
<td></td>
</tr>
<tr>
<td>Direction 2.3 - Heritage Conservation</td>
<td>Neither the site nor any buildings or landscape items on the site are items of environmental heritage. The site is not within a heritage conservation zone.</td>
<td>N/A</td>
</tr>
</tbody>
</table>

3. Housing, Infrastructure and Urban Development
### Section | Comment | Compliance
--- | --- | ---
**Direction 3.1 - Residential Zones** | This Direction applies as the planning proposal will affect land within an existing residential zone. The objectives of the Direction are:  
- to encourage a variety and choice of housing types to provide for existing and future housing needs,  
- to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and  
- to minimise the impact of residential development on the environment and resource lands.  
The planning proposal is considered to be consistent with the objectives because:  
- It will allow for the development of a range of housing types on the site including residential flat buildings, thus providing more housing choice in a location which has good access to public transport.  
- An increase in density on this site can be achieved without impacting adversely on the natural and built environment as demonstrated in this report and the attached Urban Design Analysis.  
- The site is adequately serviced by essential infrastructure. | Yes

**Direction 3.4 - Integrating Land Use and Transport** | The objectives of this Direction are as follows:  
- improving access to housing, jobs and services by walking, cycling and public transport, and  
- increasing the choice of available transport and reducing dependence on cars, and  
- reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and  
- supporting the efficient and viable operation of public transport services, and  
- providing for the efficient movement of freight.  
This site is well located in terms of access to public transport and other services and therefore there will be opportunities for future residents to use alternative forms of transport and reduce dependence on private cars. The location of the subject site within 800m of the Carlingford Train Station and future Parramatta Light Rail provides opportunities for future residents to take public transport.  
The transport report at Appendix 2 discusses the opportunities to utilise alternative forms of transport. | Yes

**4. Hazard and Risk**

**Direction 4.1 - Acid Sulfate Soils** | The objective of this direction is to avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulfate soils.  
Council has no Acid Sulfate Soil information relating to the subject site. Nonetheless, clause 6.1 (Acid Sulfate Soil) of Parramatta LEP 2011 will be required to be addressed as part of any future development application for the site, including the potential requirement for the preparation of Acid Sulfate Soils Management Plan where relevant. | Yes

**Direction 4.3 – Flood Prone Land** | The subject site is not flood prone. | Yes

### 6. Local Plan Making
Section Comment Compliance
---
Direction 6.2 – Reserving Land for a Public Purpose
The site is affected by an SP2 zone which provides for road widening along part of the Pennant Hills Road frontage. This planning proposal does not seek to remove or alter the SP2 zone as it affects the site. The proposed slip lane into the site will be located on land zoned SP2.
The concept scheme provides sufficient flexibility to allow for this road widening to be provided in the future, if required.
Yes

Direction 6.3 - Site Specific Provisions
This Planning Proposal does not include any proposed site or development specific provisions. A site specific chapter in Parramatta DCP 2011 is proposed to be implemented and those provisions will apply to any future redevelopment of the site for residential flat buildings.
Yes

7. Local Plan Making
Direction 7.1 - Implementation of the Metropolitan Plan for Sydney 2036
As discussed above, this planning proposal is consistent with the current metropolitan plan - A Metropolis of Three Cities – The Greater Sydney Region Plan.
Yes

Direction 7.5 - Implementation of Greater Parramatta Interim Land Use and Infrastructure Implementation Plan
As discussed above, this Planning Proposal is consistent with the objectives of the Greater Parramatta Interim Land Use and Infrastructure Implementation Plan.
Yes

3.3 Section C – Environmental, social and economic impact
This section considers the potential environmental, social and economic impacts which may result from the Planning Proposal.

3.3.1 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?

An ecological assessment of the area (including the BaptistCare site) was undertaken by Cumberland Ecology in May 2018 and is included at Appendix 3. This assessment identified the following on the subject site:

- Areas of ‘High’ constraint are present within patches of Blue Gum High Forest (Critically Endangered Ecological Community) located at the southern and south-eastern areas of the site (shown in dark blue in Figure 7).
- Areas of ‘Moderate’ constraint area present on the site and consist of mature vegetation containing tree hollows, or large trees potentially containing hollows (shown below in light blue in Figure 7).
- Areas of ‘Low’ constraint are present throughout the site and offer little constraint to future development.
To minimise impacts on the biodiversity values of the site as a result of future development, it is recommended that all areas of ‘High’ and ‘Moderate’ constraint be avoided where possible. Avoiding all areas of ‘High’ and ‘Moderate’ constraint will result in reduced impacts on biodiversity. As these high and medium constraint areas only comprise a small portion of the site, it is therefore considered reasonable to implement this recommendation.

An arborist assessment commissioned by BaptistCare as part of its ongoing maintenance program for the existing seniors housing development identified a number of Sydney Blue Gums (*Eucalyptus saligna*) on the site.

The arborist report states:

No heritage listed trees were found on site. There were no individual tree species identified on site that are listed as endangered, critically endangered or vulnerable under the TSC Act and EPBC Act. There is a significant group of *E. saligna* trees on this site towards the southern boundary which may constitute Blue Gum High Forest. These do not appear on the local Parramatta LEP 2011 plans as biodiversity. These are protected and would require further application to the department of land and water conservation for approved works in intervention and reduction of risk.

The site reference plan (*Figure 2*) has had regard to existing trees, including the stand of Blue Gums adjacent to the southern boundary of the site. As far as possible, the site reference plan makes provision for trees identified in the report to be retained.
Cumberland Ecology has confirmed that development undertaken in accordance with the Planning Proposal could result in the clearance of approximately 0.07 ha of the CEEC Blue Gum High Forest listed under the Biodiversity Conservation Act (BC Act). Approximately 0.03 ha (one mature tree) of the 0.09 ha that could be affected has been previously approved for removal under DA/689/2017 (which related to the demolition of existing structures). Conditions of consent relating to DA/689/2017, require the removal of the one remnant Eucalyptus saligna tree to be offset through the planting of three Eucalyptus saligna saplings in the southern end of the subject site within areas mapped as Blue Gum High Forest. However, Cumberland Ecology also note that the potential removal of 0.07 ha of BC Act listed Blue Gum High Forest is unlikely to be considered as significant given that areas of the community will be retained within the subject site.

An additional 0.70 ha of Planted Native and Exotic Vegetation will be required to be removed (based on the site reference plan), 0.64 ha of which has been previously approved for removal (under DA/689/2017).

Council’s Open Space and Natural Area officer has provided the following comments on the Planning Proposal:

“A review of the report confirms the presence of 0.28ha of Blue Gum High Forest (BGHF) in 2 distinct areas comprising:

- Area 1 (11 x Eucalyptus saligna) located along the southern edges of the site;
- Area 2 (3 x Eucalyptus saligna) located along the south-eastern edges of the site.

A number of these trees feature hollows, which provide important habitat for local native fauna. Whilst a modified understorey exists, these BGHF areas are consistent with the NSW Scientific Committee Determination for Critically Endangered Blue Gum High Forest (Threatened Species Conservation Act 1995). BGHF has been reduced to less than 5% of its original extent, with the remaining patches being fragmented, lacking native understorey and surrounded by urban development.

The report therefore regards the BGHF within the site to be of ‘moderate conservation significance’ and that ‘its removal could be considered significant given that the community is listed as critically endangered’ and ‘will contribute to the cumulative loss of what is considered to be an over-cleared vegetation community’.

The report notes that ‘the planning proposal has the potential to cause a significant impact on Blue Gum High Forest through facilitation of future urban development of the subject site’ and ‘has the potential to cause a significant impact on the community within the subject site if avoidance measures aren’t taken’.

It recommends that ‘any development facilitated by the Planning Proposal avoids the removal of Eucalyptus saligna trees where possible’ and ‘that characteristic shrub and understorey BGHF plant species may be incorporated into the landscape plan to further increase the ecological functioning of the community within the subject site’.

Recommendations

i. In recognition of the conservation significance of the BGHF within the site, it is recommended that the BGHF Areas 1 & 2 (Figure 3.1) are included within the Natural Resources - Biodiversity Map (as this is consistent with other Critically Endangered Ecological Communities located on non-public land within Parramatta LGA);
ii. Buildings (and other infrastructure) are to be located and designed to ensure the retention and ongoing health of the 14 x Eucalyptus saligna trees in Areas 1 & 2 (Figure 3.1);

ii. Landscaping within the site in proximity to the BGHF Areas 1 and 2 is to incorporate the use of BGHF understorey plant species."

The Planning Proposal includes a draft map showing the area to be included in the Natural Resources Biodiversity Layer – see Part 4 of this document. The site-specific DCP for the site also includes controls relating to the specific retention of the existing Blue Gum High Forest trees and other areas of high and moderate ecological value.

In view of this assessment, it is considered that there is no ecological impediment to the Planning Proposal proceeding. As part of any future application for the development of the site an assessment of potential impacts on the CEEC and threatened species in accordance with the Biodiversity Conservation Act would need to be undertaken.

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

The main potential environmental impacts to be examined in detail with any future development proposal for the site are:

- Traffic, Access and Transport
- Urban Design
- Overshadowing and Privacy
- Noise
- Topography
- Stormwater Management

Traffic, Access and Transport

The subject site is located approximately 800 metres (10 minutes' walk) from Carlingford and Telopea train stations. Both stations are on the Carlingford line which offers connectivity to Clyde and on to the wider rail network. The Carlingford train service is proposed to cease when the Parramatta Light Rail replaces heavy rail between Camellia and Carlingford. The light rail will provide more regular services and connect the subject site with the Parramatta CBD and Westmead. The site is also serviced by several bus stops along Pennant Hills Road that provide frequent services. In addition, the site has good pedestrian links to surrounding areas. Access to the pedestrian and cycle network and to nearby train stations is shown below in Figure 8.

The subject site adjoins Pennant Hills Road and is subject to a road widening reservation, to be acquired by the RMS. Given this affectation, the Planning Proposal has been referred to RMS for comment. The Planning Proposal (Appendix 1) considers the road widening reservation on the subject site and other sites in the Study area and the proposed built form is adequately setback from Pennant Hills Road as a result.
Colston Budd Rogers and Kafes (CBRK) was engaged by BaptistCare to assess the potential impacts redevelopment of the site for higher density residential development may have on the local and regional road network. A copy of the CBRK assessment is included at Appendix 2 to this report.

As part of that assessment, consideration of the existing development and its traffic generation potential was taken into account. In addition, functionality of the local road network and in particular those roads immediately adjoining the site were also considered. CBRK observed that due to the narrow width of the Martins Lane road reserve, this road effectively operates as a one-way street at its northern end, with the only traffic movement permitted at the intersection of Martins Lane and Pennant Hills Road being a left turn from Martins Lane into Pennant Hills Road.

The CBRK assessment found that if this intersection was improved (and the road carriageway widened at its northern extent) to allow for left in (from Pennant Hills Road) and left out (from Martins Lane), the development illustrated in the site reference plan would have negligible impacts on the local and regional road network. The widening of Martins Lane will also provide an opportunity to improve pedestrian safety and connectivity by allowing for the creation of public pathway linking Homelands Avenue with Pennant Hills Road.

The roads to be provided as part of any redevelopment of the site incorporate shared pedestrian/cycle paths. These pathways will provide an alternative link to Pennant Hills Road.
CBRK also found that the site was well located to encourage public transport use and the provision of safe pathways linking residents to Pennant Hills Road and bus stops on this road, together with the proposed signalisation of the intersection of Pennant Hills Road and Baker Street (and the provision of associated pedestrian crossings) will further encourage the use of the public transport options available in the vicinity.

As part of any future redevelopment of the site, the applicant proposes to rationalise vehicular access to the site. Currently the existing development has three driveway crossings along the Pennant Hills Road frontage of the site. Given the number of vehicles using Pennant Hills Road on a daily basis, these driveways pose a significant safety hazard.

The concept scheme proposes to eliminate the existing crossings to Pennant Hills Road and instead provide a slip lane off Pennant Hills Road which will allow for left-in traffic movements into the site only. The provision of the slip lane has been considered by RMS and RMS has no objection to its provision. The widening of Martins Lane will also allow for left in/left out traffic movements from this road to Pennant Hills Road. CBRK considers the provision of the slip lane and the widening of Martins Lane will result in significant improvements in terms of traffic movements into the site compared to the current situation. Figure 9 below shows the proposed slip lane, new access roads and widening of Martins Lane.

![Figure 9 - Public Domain Set-out Plan](source: Urbis, 2018)
The revised Planning Proposal has also taken into consideration the road widening reservations along Pennant Hills Road and the proposed built form is adequately setback from the road reserve as a result.

Council’s Service Manager Traffic and Transport has reviewed the revised Planning Proposal and advised that it is acceptable, subject to the following:

- Further detailed design work should be undertaken at a later stage to ensure that there is adequate space for pedestrians to cross at the intersection of Pennant Hills Road and Baker Street;
- Clarification as to how the parallel parking spaces along Martins Lane are to be regulated as they are within private property but have the appearance of being on a public road; and
- Ensuring that the slip lane from Pennant Hills Road can continue to operate should the RMS widen Pennant Hills Road in the future.

The above matters can be dealt with through further consultation with Council and the RMS at the detailed design stage.

**Urban Design**

In order to inform the most appropriate form and density of development for the site, a detailed Urban Design Analysis was undertaken by Urbis in conjunction with block plans prepared by AJ+C Architects. A copy of the Urban Design Analysis is included at Appendix 1. The Urban Design Analysis considered the site in its immediate and broader context and assessed the development potential of the site having regard to this context and potential impacts on the surrounding environment. As part of the Urban Design Analysis, a concept site reference scheme was prepared, shown below in Figure 10.
Council officers have worked extensively with the applicants to refine the revised site reference plan and address previous comments and concerns raised by Council. The revised Planning Proposal will result in a number of residential apartment buildings predominantly 4 storeys in height with one 3 storey apartment building at the northern part of the site along Pennant Hills Road, identified above as “Building 2N”. These buildings will be surrounded by large communal open space areas and a street network. This will result in a dwelling yield of approximately 323 apartments which has been calculated based on 27,493m² residential GFA at an FSR of 1:1 and an average of 85m² for each apartment as shown in Table 5 below.

Table 5 - Development yield under the proposed development concept

<table>
<thead>
<tr>
<th>Site: 264-268 Pennant Hills Road (Baptist Care)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total site area*</td>
</tr>
<tr>
<td>GFA (FSR of 1:1)</td>
</tr>
<tr>
<td>Indicative number of dwellings</td>
</tr>
</tbody>
</table>

*Excludes land zoned SP2

Long sections through the subject site is shown below in Figures 11 and 12. These sections from Pennant Hills Road to the southern boundary and from Azile Court to Charles Street illustrate how future building height and scale changes with the slope of the land.

![Figure 11](image1.jpg)

Figure 11 – North-South edge sections for subject site illustrating building heights and response to slope

Source: Urbis, 2018
The revised Planning Proposal allows for a part 14m height control on the northern part of the site and a part 16m height control on the southern part of the site. This would allow for less than 4 storeys on the part 14m height control and no more than 4 storeys on the part 16m height control of the site as seen below in Figure 13. The reason for the 2m difference in height controls is to allow for the topography and steep slope of the southern site, which would otherwise not permit 4 storeys. If the building height is set at 14m on the southern site, there would be numerous breaches of the building height limit in order to achieve the FSR of 1:1 as stipulated in Council’s resolution of 9 April 2018.
The proposed height controls have been reviewed by Council’s Urban Design team, who are supportive of the proposed heights, subject to the following:

- The draft DCP is to specify a maximum of 4 floors at any given point consistent with the Council resolution.
- When viewed from adjoining streets and adjacent properties the buildings should appear no higher than 4 floors.
- The ground floor and the entries to the buildings should follow the topography in order to provide a better interface with the public domain and to maximize the level of passive surveillance.

The Planning Proposal and Draft DCP includes a street and generous setbacks to separate the buildings to adequately address the transition to lower density areas. As seen in Figure 14 below, a 14.4m distance will be provided from the rear of the lower density properties along Azile Court to the proposed buildings on the BaptistCare site and a 32m distance will be provided from the rear of the properties on Homelands Avenue to the proposed buildings on the BaptistCare site.

As shown in the site reference plan, the buildings on the site are surrounded by a street network which provides improved vehicle and pedestrian access across the site and a street address to each building. In addition, the inclusion of a street along the length of the western boundary assists in providing the transition to the lower density areas, increases pedestrian connectivity and could also allow for a connection through to Grace Street in the future if desired. It should be noted that the proposed north-south road along the western boundary will be one way and is not expected to carry high traffic volumes. It is likely to be used mostly by local residents accessing the site and will have a minimal impact on the amenity of properties on the eastern side of Azile Court.

Compliance with Apartment Design Guide and SEPP 65
To examine the feasibility of layout and building footprint plans, the proposed building envelopes were tested against ADG criteria to ensure that the building envelopes
proposed can satisfy the design principles in SEPP 65 and deliver appropriate built form outcomes, SEPP 65 compliance, solar access and cross ventilation.

- Deep soil is easily achieved as all car parking proposed to be basement parking
- Communal open space meets the requirements of the ADG – 25% site area minimum
- Separation of buildings are in accordance with ADG.
- 2 hours of Solar access to a minimum 50% communal open space is achieved as illustrated in the shadow diagrams for the BaptistCare site.
- Any future development proposal of the site will need to address the design principles in SEPP65 and the ADG design criteria.

### Overshadowing and Privacy

Access to sunlight within apartments and private open spaces is measured at midwinter (21 June) from 9 am to 3 pm, as this is when the sun is lowest in the sky. This represents the ‘worst case’ scenario for solar access.

A shadow analysis during the winter solstice is provided at Figure 15 below which shows that communal open space areas within the site will maintain at least 50% solar access between 10am and 2pm. Overshadowing of the adjacent Charles Street dwellings is limited to after 3pm and overshadowing of the backyards of properties in Azile Court is limited to before 9am. Mature trees and dense canopies occurring on Martins Lane and the southern boundary of the BaptistCare site already generate existing shadow impacts. The impact of shadows and solar access to residential units will be assessed in detail as the design for residential buildings is further developed at DA stage.

![Figure 15 – Overshadowing on June 21 between 9am and 3pm](Source: Urban Design Report, Urbis, 2018)

### Noise

The main source of external noise that could impact on the amenity of future residents of a higher density development on this site is traffic flow along Pennant Hills Road, which carries in excess of 40,000 vehicles per day.
BaptistCare commissioned an assessment of road traffic noise in order to assess traffic noise levels at the site and to ascertain if any acoustic treatments will be required. A copy of the acoustic report prepared by Acoustic Logic is included at Appendix 4 to this report.

The report noted that implementation of a 15m landscaped setback to Pennant Hills Road would result in a lower noise level on the northern façade of any buildings fronting that road. Notwithstanding, in order to achieve acceptable internal noise levels, specific treatments to the construction of the building and glazing will need to be implemented to achieve acceptable internal noise levels. These treatments will satisfy the relevant Council, Infrastructure SEPP and Australian Standards.

**Topography**

The site slopes steeply from Pennant Hills Road to Homelands Avenue at the south of the site. The slope from north to south is approximately 23m. The topography of the site allows for a variety of building heights and forms to be considered.

The building footprints in the site reference plan (Figure 2 above) have been positioned to minimise re-contouring of the land and to take advantage of the district views. The slope of the land allows for buildings to follow the slope and will ensure that structures are not a dominant feature in the skyline.

**Stormwater Management**

Calibre Consulting, on behalf of BaptistCare, undertook an analysis of current stormwater discharge from the site. A copy of the Calibre Consulting assessment is included at Appendix 4 to this report.

Calibre Consulting found that:

*Stormwater drainage and treatment measures for any redevelopment of the site will be required to be designed to incorporate Environmentally Sustainable Design (ESD) and Water Sensitive Urban Design (WSUD) principles in order to reduce peak stormwater discharge and runoff volume, improve stormwater runoff quality and reduce demands on potable water. Measures to achieve these aims could include overland flow paths and in-ground drainage systems, Onsite Stormwater Detention (OSD), rainwater harvesting and re-use, gross pollutant traps and bio-retention systems.*

The Parramatta DCP 2011 requires the implementation of Water Sensitive Urban Design (WSUD) principles as part of any redevelopment of a site. This process will ensure that the quality of stormwater leaving the site is improved and that the quantity of stormwater discharge from the site post development is not greater than existing levels.
3.3.3 How has the planning proposal adequately addressed any social and economic effects?

The Planning Proposal will allow for the site to be developed for higher density residential development which will add to the supply of housing available in a location accessible to a range of public transport services.

The potential ‘loss’ of the existing seniors housing has been assessed by BaptistCare, the current provider. BaptistCare is a recognised and respected community housing provider in NSW and they have a number of other aged care and seniors housing facilities within the catchment of the Carlingford site which are better suited and more in keeping with the community’s expectations for this form of housing. The applicant has advised that the upgrades required to the existing services at Carlingford in order to satisfy BaptistCare’s benchmark of high quality residential accommodation and current licensing requirements are not feasible given the availability of alternative accommodation and the age of the existing assets at Carlingford. Therefore, the removal of the existing seniors housing from the site is unlikely to result in adverse social impacts.

Previous residents have been relocated to BaptistCare’s state of the art facility at Kellyville.

There are currently some 315 beds and dwellings at Carlingford. Including previous residents, staff and visitors, the daily ‘population’ of the site was in the order to 397 persons.

As part of any redevelopment of the site in accordance with the Planning Proposal, BaptistCare proposes to provide 162 social and affordable housing dwellings on the site. The majority of these will be made available to seniors. In addition, the amendments to Parramatta LEP 2011 will not negate the development of the site for seniors housing; the amendments will however, provide an opportunity to increase the density of residential development on the site.

The applicant has calculated that the removal of the seniors housing will result in the ‘loss’ of approximately 100 direct and indirect jobs from the site. However, the applicant has advised that displaced residents have been relocated to alternative facilities in which case those jobs will not be lost, just relocated. The removal of these jobs from the site is unlikely to result in adverse economic impacts in the locality. Further, redevelopment of the site for the purposes of residential flat buildings has the potential to generate jobs in the construction industry.

As part of the Planning Proposal and any future development of the site for the purposes of residential flat buildings, BaptistCare is prepared to enter into a planning agreement with The City of Parramatta Council. Part of the agreement will relate to the provision of 162 social and affordable housing dwellings on the site.
3.4 Section D – State and Commonwealth Interests

3.4.1 Is there adequate public infrastructure for the planning proposal?

In order to consider the capacity of the site to accommodate higher density residential development, the applicant undertook an assessment of the local and regional road network together with an assessment of stormwater discharge from the existing development on the site.

The transport report at Appendix 2 has confirmed that, subject to traffic movements at the intersection of Martins Lane and Pennant Hills Road being augmented to provide for left in/left out movements and the provision of a slip lane off Pennant Hills Road to facilitate left in movements into the site, there will be negligible impacts on the road network. Further, the transport review also acknowledged that the site is well located to encourage use of public transport by future residents which will further minimise traffic generation from the site.

As part of the VPA, BaptistCare has offered to provide traffic signals at the intersection of Pennant Hills Road and Baker Street, together with associated pedestrian crossings.

RMS has been consulted in relation to the proposed slip lane access off Pennant Hills Road and the signalisation of the intersection of Pennant Hills Road and Baker Street and has no objection provided RMS is not required to contribute towards either piece of infrastructure.

In relation to stormwater drainage, the hydraulic assessment at Appendix 5 notes that any future development of the site will be required to implement WSUD initiative in which case the quality of stormwater leaving the site will be improved and the quantity of stormwater discharge from the site post development will be no more than, and potentially less than, that currently experienced.

The site is currently serviced by essential infrastructure. Should any services require augmentation as a result of any redevelopment, this would be the responsibility of future developers.

Therefore, it is considered that the site has the environmental capacity to accommodate more intensive development.

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

A Gateway determination for the Planning Proposal was issued on 12 September 2016 and an extension was provided on 20 April 2018. A copy of the Gateway determination and extension is provided at Appendix 7 and Appendix 8 to this report.

The following State and Commonwealth public authorities will be consulted as part of the exhibition of the Planning Proposal:
Office of Environment and Heritage
Department of Education and Communities
Transport for NSW
Roads and Maritime Services
Endeavour Energy
Sydney Water
Telstra
The Hills Shire Council

Each public authority will be provided with a copy of the planning proposal and any relevant supporting material, and given at least 21 days to comment on the proposal.
PART 4 – MAPPING

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

4.1 Existing controls

This section contains map extracts from PLEP 2011 which illustrate the current controls applying to the site.

Zoning

Figure 16 below illustrates the existing part R2 Low Density Residential, and part SP2 Infrastructure zones applying to the site.

Figure 16 – Existing land zoning extracted from PLEP 2011 Land Zoning Maps
Maximum Height of Buildings

Figure 17 below illustrates the existing part 9m height of building control applying to the site. As can be seen below, the land zoned SP2 has no height control.

Figure 17 – Existing height of building extracted from PLEP 2011 Height of Building Maps
**Maximum Floor Space Ratio**

Figure 18 below illustrates the existing 0.5:1 FSR applying to the site. As can be seen below, the land zoned SP2 has no FSR control.

*Figure 18 – Existing floor space ratio extracted from PLEP 2011 Floor Space Ratio Maps*
4.2 Proposed controls

The figures in this section illustrate the proposed zoning, maximum building height and maximum floor space ratio controls sought by this planning proposal.

Proposed Zoning

Figure 19 below illustrates the proposed part R4 High Density Residential and part SP2 Infrastructure (Classified Road) across the site.

Figure 19 – Proposed amendment to PLEP 2011 Land Zoning Map
Proposed Height of Buildings
Figure 20 below illustrates the proposed maximum height of building controls across the site. As can be seen, the proposed maximum building heights on the site range from 9 metres – 21 metres with the SP2 land along Pennant Hills Road without a maximum building height control. The council resolved on 12 June 2018 to increasing the height standard on the site from part 9m to part 16m (such that the height shall be no more than 4 storeys) and part 14m (such that the height shall be less than 4 storeys).

Figure 20 – Proposed amendment to PLEP 2011 Height of Buildings

Proposed Floor Space Ratio

(RZ/2/2015) 37
Figure 21 below illustrates the proposed maximum floor space ratio (FSR) controls across the site. As can be seen, the proposed maximum FSR shown as “N” below provides for an FSR of 1:1 on the site. The land zoned SP2 (Classified Road) will continue to be without an FSR control.
Proposed Natural Resources Biodiversity

Figure 22 below illustrates the proposed Natural Resources – Biodiversity on the site.

Figure 22 – Proposed amendment to PLEP 2011 Natural Resources Biodiversity
PART 5 – COMMUNITY CONSULTATION

In accordance with Section 57(2) of the EP&A Act 1979, the Director-General of Planning must approve the form of the planning proposal, as revised to comply with the gateway determination, before community consultation is undertaken.

Public exhibition is likely to include:

- newspaper advertisement;
- display on the Council’s website; and
- written notification to surrounding landowners.

As per the Gateway determination dated 12 September 2016, the Planning Proposal will need to be publicly exhibited for a minimum of 28 days; and Council must comply with the notice requirements for public exhibition of planning proposals and the specifications for material that must be made publicly available along with planning proposals as identified in Section 5.5.2 of A Guide to Preparing LEPs (Department of Planning and Environment 2013).

Pursuant to Clause 4 of Schedule 1 of the EP&A Act 1979 the Planning Proposal Authority must consider any submissions made concerning the proposed instrument and the report of any public hearing.

PART 6 – PROJECT TIMELINE

An extension of time to complete the Planning Proposal was recently granted by NSW Department of Planning and Environment.

The detail around the project timeline is expected to be prepared following the referral to the Minister for review of the Gateway Determination. The Planning Proposal is required to be completed by 12 September 2018.

Following exhibition of the Planning Proposal, the following steps are anticipated:

The following steps are anticipated:

- Referral to the Department of Planning and Environment and confirmation that Planning Proposal has met the conditions of the Gateway determination
- Commencement and completion dates for public exhibition period and government agency notification
- Consideration of submissions
- Consideration of proposal post exhibition and reporting to Council
- Submission to the Department to finalise the LEP
- Notification of Instrument
Attachment 1 - List of Planning Proposal Attachments

Appendix 1 – Urban Design Analysis

Appendix 2 – Traffic and Parking Assessment

Appendix 3 – Ecological Assessment

Appendix 4 – Acoustic Assessment

Appendix 5 – Hydraulic Assessment

Appendix 6 – Gateway Determination dated 12 September 2016

Appendix 7 – Gateway Extension dated 20 April 2018

Please note: The attachments listed above have not been included in Council’s Business Paper due to their large size. For access to any of these documents, please contact Kieren Lawson, Project Officer – Land Use Planning on klawson@cityofparramatta.nsw.gov.au or 9806 5879
Appendix 1 – Urban Design Analysis
Appendix 2 – Traffic and Parking Assessment
Appendix 3 – Ecological Assessment
Appendix 4 – Acoustic Assessment
Appendix 5 – Hydraulic Assessment
Appendix 6 – Gateway Determination
Appendix 7 – Gateway Extension
Prepared by City of Parramatta Council