
Planning Proposal Holdmark Lands Melrose Park Southern Precinct

May 2022

Prepared for



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FIGURE 1.1 Holdmark Sites - Illustrative View East Site

1.0 Introduction

1.0 Introduction

1.1 BACKGROUND

The transformation of Sydney's industrial precincts into new residential, retail and commercial uses, reflects the changes to Australia's economy and the importance of new, high amenity residential development to meet the need for new housing in Sydney's growth.

As the industrial and pharmaceutical manufacturing base declines, Melrose Park's location on Parramatta River, half way between the CBD and Parramatta, and the availability of large contiguous sites makes the industrial areas suitable for renewal.

This Structure Plan examines the framework for change at Melrose Park, the site context, and the land use response, for future redevelopment of this strategic site.

1.2 PURPOSE OF THE REPORT

This Urban Design Report has been prepared for Holdmark NSW Pty Ltd by Cox Architecture in support of the proposed rezoning of riverfront sites at Melrose Park:

- 112 Wharf Road, 30 Waratah Street and 1 Mary Street (East Site)
- 82 Hughes Avenue (West Site)

The transformation of this once light industrial precinct into new residential, retail and commercial uses reflects the changes to Sydney's economy and the importance of new, high amenity residential development to meet the need for new housing in the city's growth.

This potential is reflected in the recent adoption of structure plans for the Melrose Park North Precinct and the Melrose Park South Precinct.

The planning response supports the intensification of existing metropolitan areas and the increase in density identified in the Sydney Metropolitan Strategy.

This report examines the framework for change at Melrose Park, the site context and the built form and land use response for future redevelopment of these strategic sites.

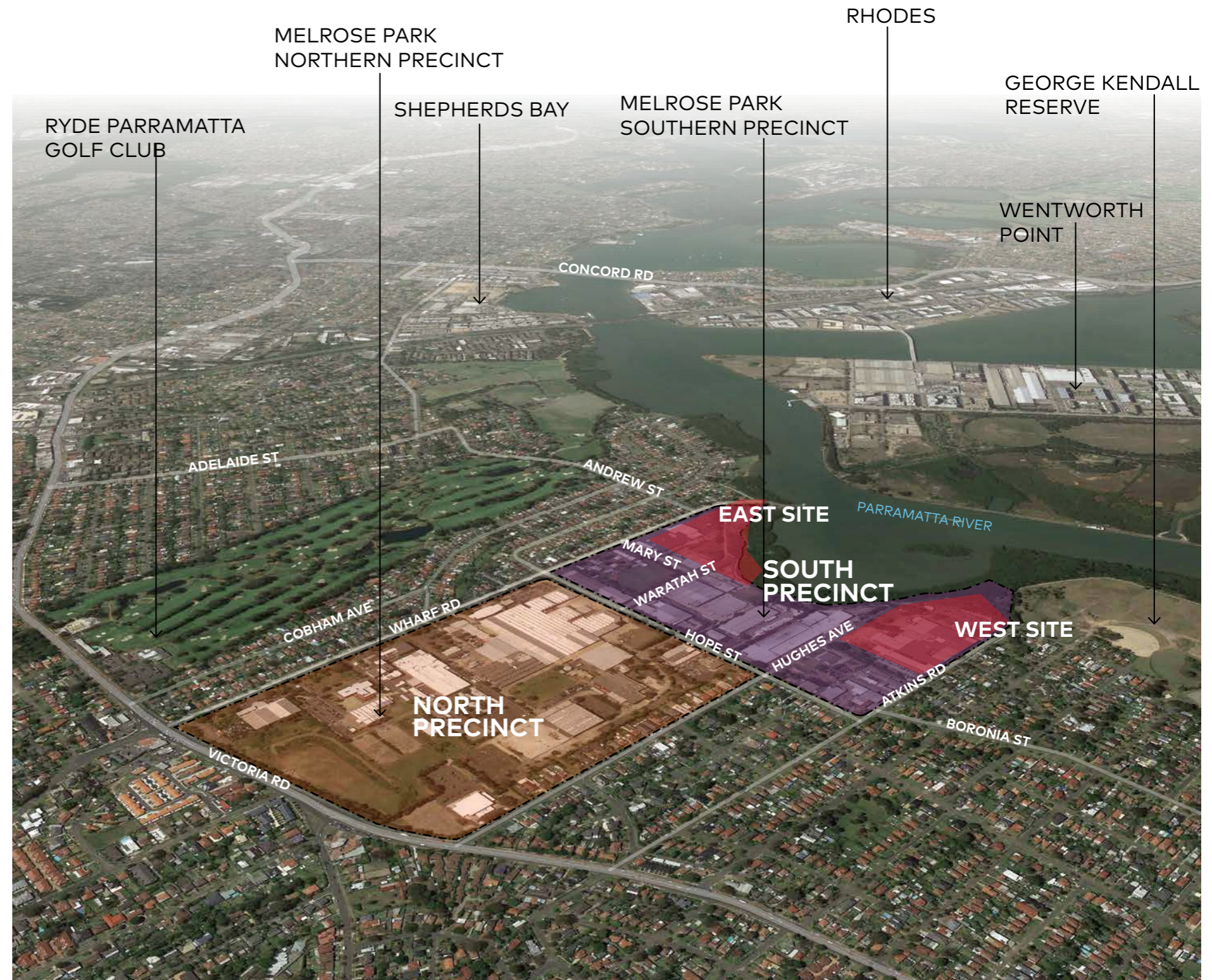


FIGURE 1.2. Melrose Park from North West

1.3 SUBJECT LAND

The Holdmark site comprises three lots at the southern end of the Melrose Park industrial precinct. The three sites enjoy a Parramatta River frontage and good access from Wharf Road or Mary Street.

ADDRESS	DETAILS
HOLDMARK EAST SITE	
112 Wharf Road	Lots 1 - 3 in Deposited Plan 127049 Lot 7 in Deposited Plan 511531
30 Waratah Street	Lot 100 Plan DP853170
1 Mary Street	Lots 1 in Deposited Plan 519737 Lot 6 in Deposited Plan 511531
HOLDMARK WEST SITE	
112 Wharf Road	Lots 1 - 3 in Deposited Plan 127049

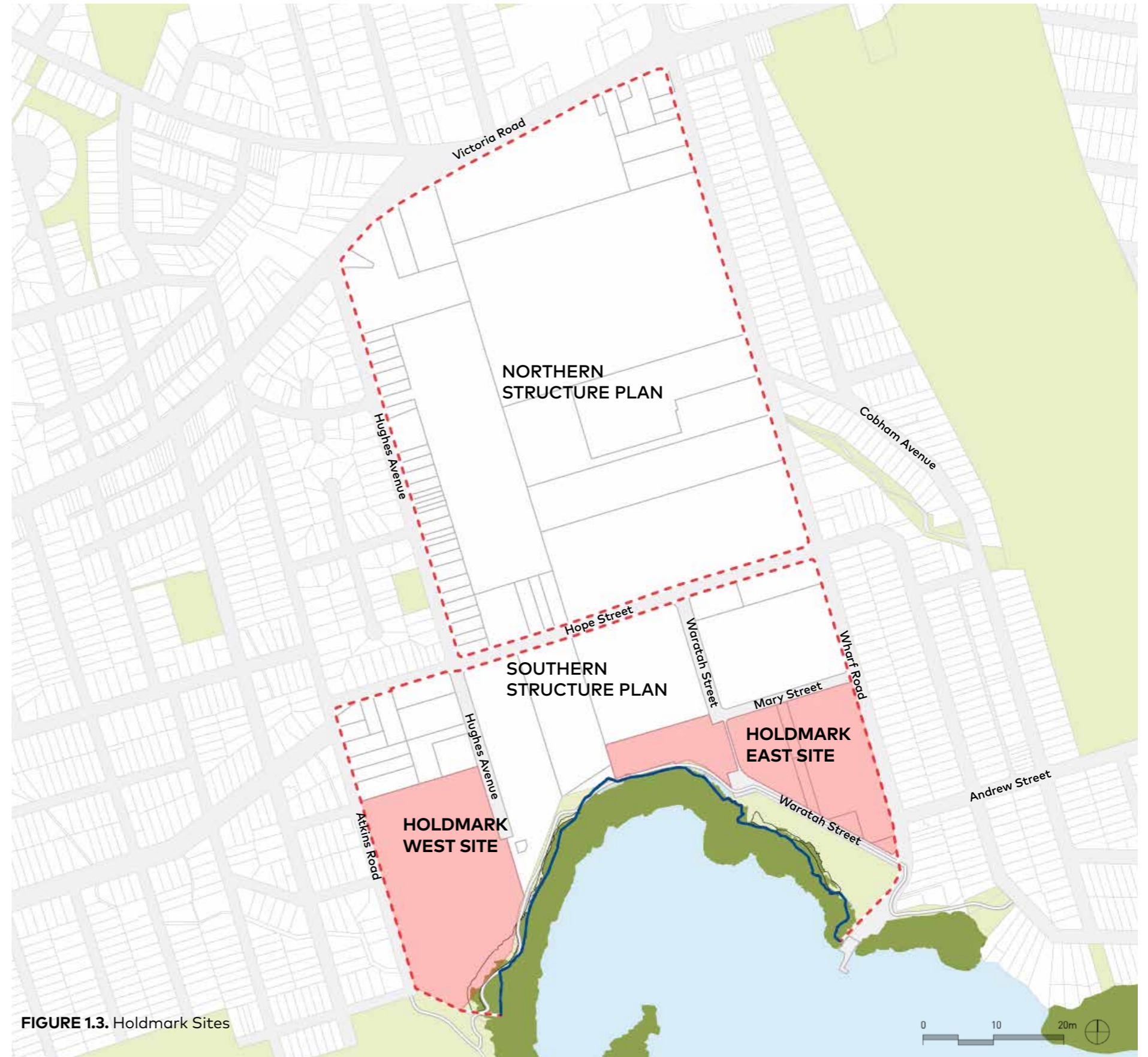


FIGURE 1.3. Holdmark Sites

1.4 SITE CONTEXT

Located on the northern bank of the Parramatta River, Melrose Park is a suburb of some 70 hectares lying 17 kilometres west of the Sydney CBD and 8 kilometres west of Parramatta. Bounded by Victoria Road to the north and the Parramatta River to the south, since the 1950's it has been largely light industrial use with a clustering of Pharmaceutical businesses.

The area was once part of the 1792 Field of Mars. The subdivision in favour of eight marines included John Colthred's grant of 80 acres which extended across Wharf Road.

The site of today's boat ramp at the end of Wharf Road was originally the Pennant Hills Wharf – an important site from which goods and materials from the north-west were transported to Sydney Town.

The existing industrial precinct is a discreet precinct close to large areas of post-war Housing Commission residential at Ermington and Telopea. Areas to the north around Kissing Point Road and to the east at Ryde have seen the construction of extensive apartment development in the last decade.

The industrial precinct can increasingly be seen as an isolated remnant of mid-20th Century employment. With poor access and no potential for growth, new precincts on the M7 with space for expansion and good links across Sydney are increasingly attractive for light industrial companies. A number of industrial sites at Melrose Park have been repurposed as churches.

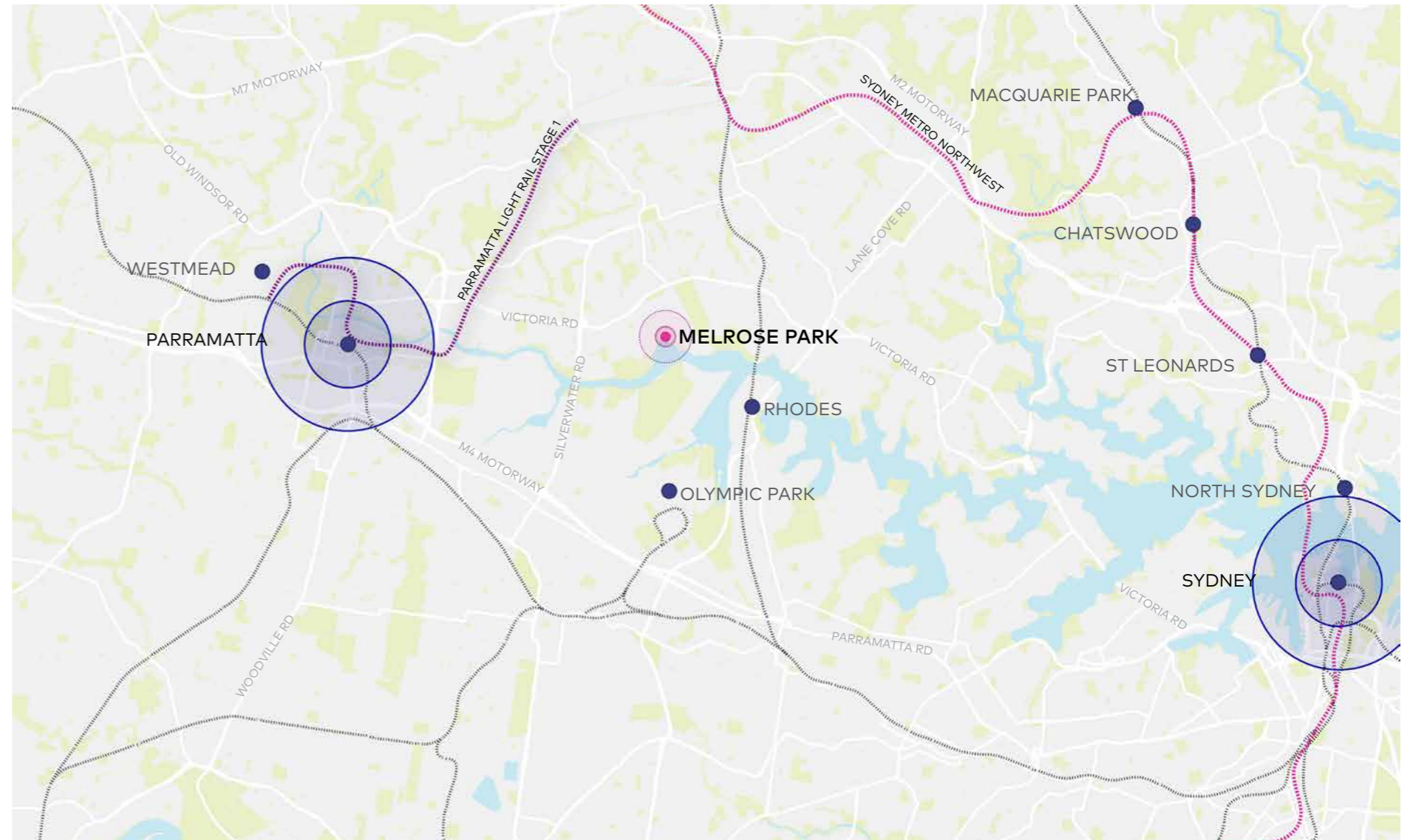


FIGURE 1.4. Melrose Park site context



FIGURE 1.5. Melrose Park site 1943

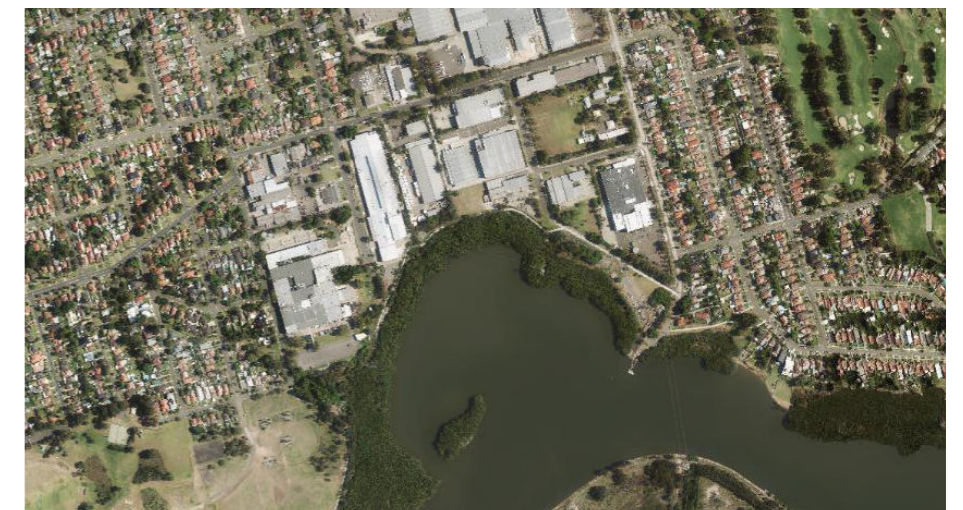


FIGURE 1.6 Melrose Park site 2020

1.5 WATERFRONT RENEWAL

The transformation of the Parramatta River from an industrial waterfront to a high quality residential environment has been underway for almost two decades. In the context of a rapidly growing Sydney, the renewal process has significantly accelerated over the last five years.

The scale of development along the Parramatta River and the relationship of built form to the water has been constantly evolving as both changes to in the residential market occur and more sophisticated planning evolves.

Three key elements underpin new waterfront development along the Parramatta River:

- The creation of a publicly accessible waterfront
- The creation of an appropriate scale along the waterfront
- Opportunities for increased height across wider precincts.

A series of previously industrial sites have been renewed or are currently in the process of regeneration. These areas include:

- Balmain Power Station
- Breakfast Point
- Cabarita
- Shepherds Bay
- Rhodes Peninsula
- Wentworth Point
- Ermington
- Camellia.

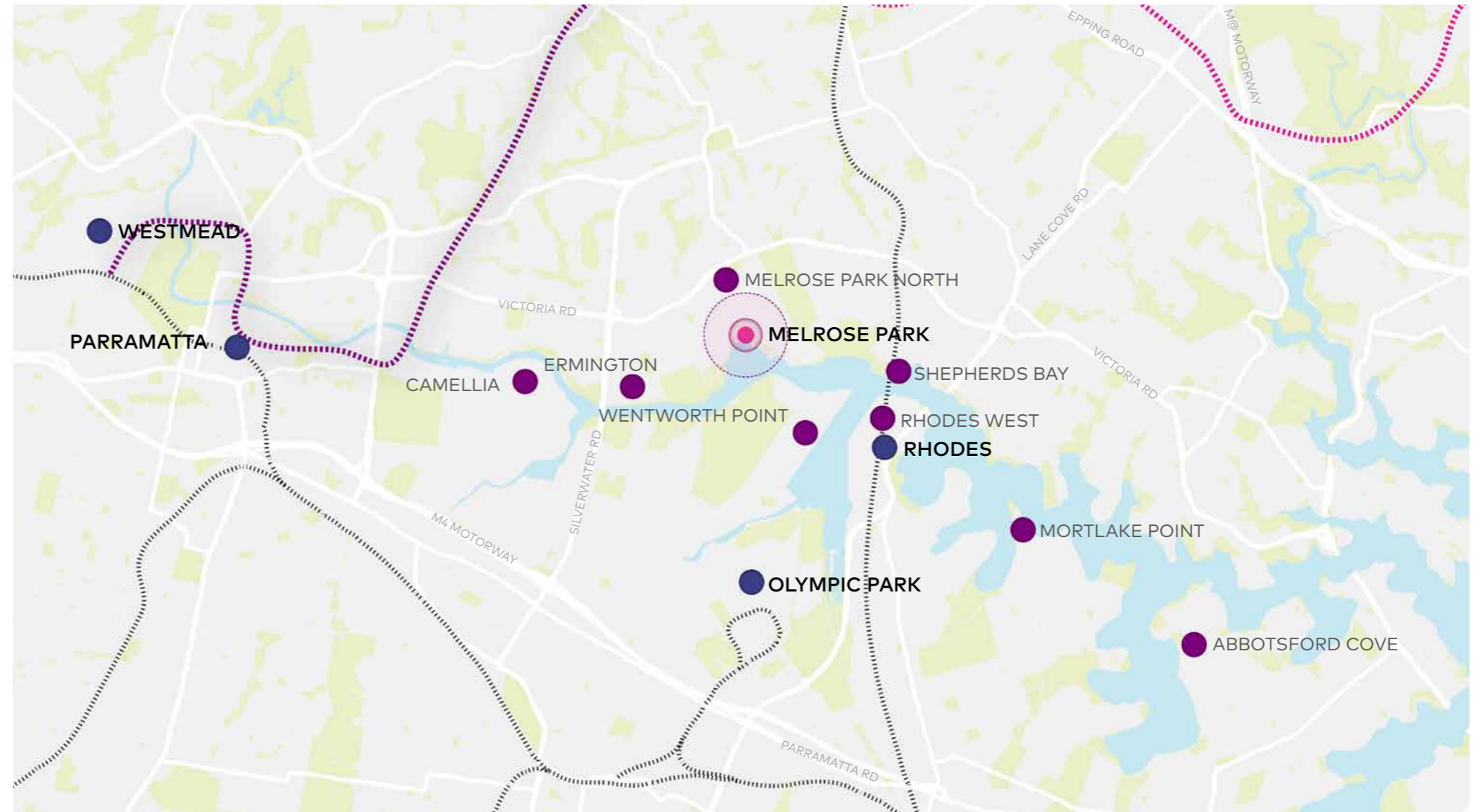


FIGURE 1.7. Melrose Park site development context



FIGURE 1.8. Rhodes precinct overlooking the Parramatta River



FIGURE 1.9 Looking south on Wharf Road to Rhodes

1.6 SOUTHERN PRECINCT LAND OWNERSHIP

The Southern Precinct comprises land to the south of Hope Street to the Parramatta River extending from Wharf Road in the east to Atkins Road in the west.

The wider Southern Precinct includes existing public roads, the boat ramp and park at the end of Wharf Road, and the Melrose Park Public School.

Unlike the Northern Precinct which is predominantly under single ownership, the Southern Precinct Structure Plan area is made up of 18 properties held by numerous landowners.

While there are five sites in excess of 15,000m², the north west corner of the precinct is fragment ownership with some 12 parcels over 24,390m². The property at 71-73 Atkins Road is in strata ownership.

SITE	AREA
1. HOPE STREET	6,740 m ²
2. GOODMAN	25,593 m ²
3. HOLDMARK EAST	42,694 m ²
4. DIRECT FREIGHT EXPRESS	16,472 m ²
5. GEORGE WESTON FOODS	22,823 m ²
6. HOLDMARK WEST	51,607 m ²
7. MIXED PRECINCT	24,390 m ²
TOTAL AREA	190,319 m²



FIGURE 1.10 Melrose Park Southern Precinct ownership

1.7 SOUTHERN PRECINCT STRUCTURE PLAN

The Melrose Park Southern Structure Plan was adopted by the City of Parramatta Council on 16 December 2019.

The Structure Plan anticipates the transition of industrial land to a new high density residential community. The Structure Plan identifies the density, scale and road and open space networks for the emerging precinct.

Among the principles are:

- location of uses reflects the site topography, public transport services and relationship to the river
- a fine-grain street network with a clear hierarchy to establish identity for the precinct
- building typologies and heights that reinforce the street hierarchy
- buildings that define and align with streets and open space
- maximise accessibility
- provide view corridors to the sky and open space
- approximately 20% of the site is open space

The Indicative Floor Space Distribution adopted by Council in December 2019 is as follows:

SITE	GROSS AREA	GROSS FSR	GROSS GFA
1. HOPE STREET	6,740 m ²	1.81:1	12,330m ²
2. GOODMAN	25,593 m ²	1.78:1	45,436m ²
3. HOLDMARK EAST	42,694 m²	1.66:1	70,805m²
4. DIRECT FREIGHT EXPRESS	16,472 m ²	1.96:1	32,256m ²
5. GEORGE WESTON FOODS	22,823 m ²	1.82:1	41,506m ²
6. HOLDMARK WEST	51,607 m²	1.79:1	92,353m²
7. MIXED PRECINCT	24,390 m ²	1.36:1	33,064m ²
TOTAL	190,319 m²	1.72:1	327,649m²

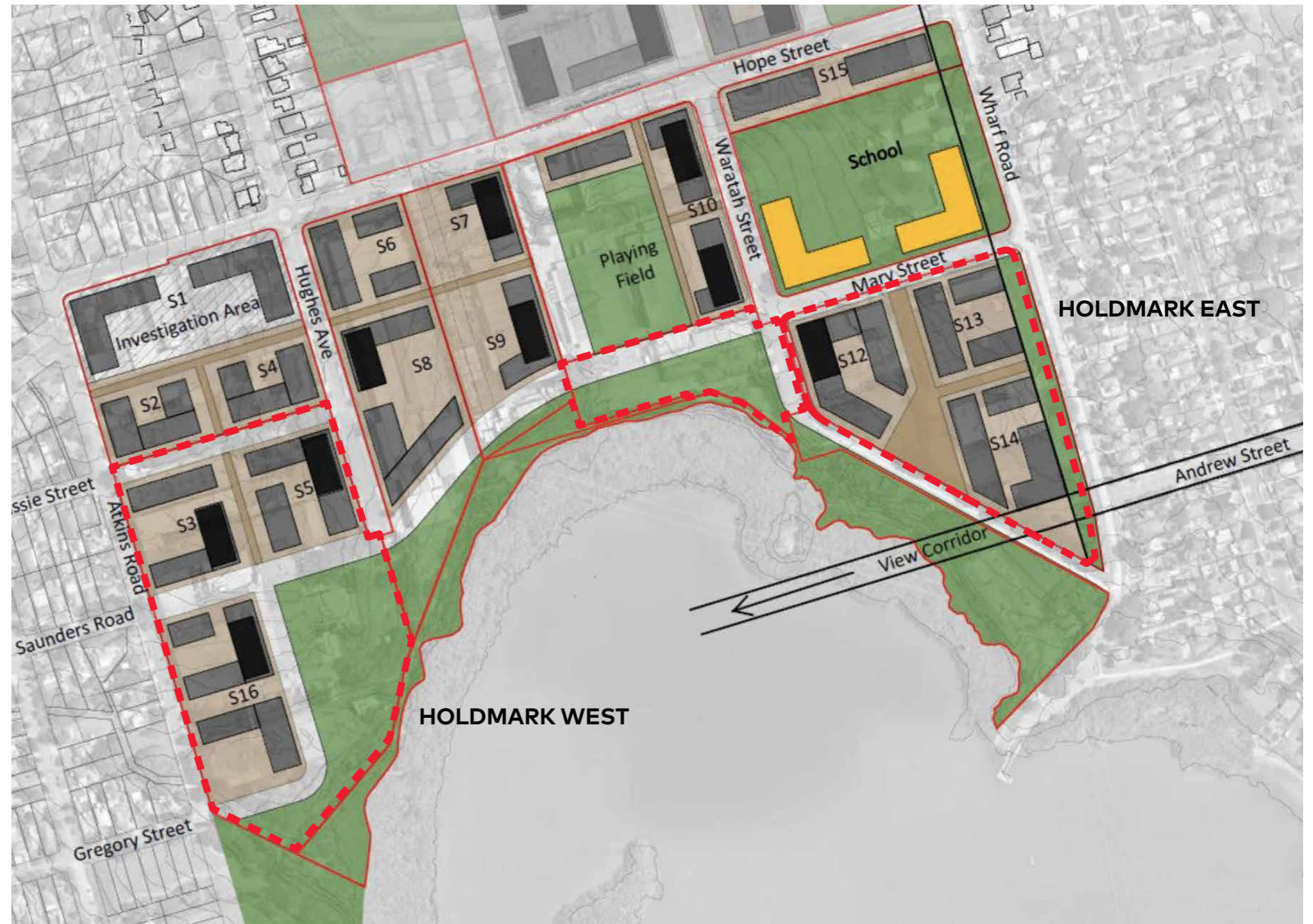


FIGURE 1.11. City of Parramatta Council Southern Structure Plan December 2019

1.8 CITY OF PARRAMATTA PRIORITIES

As major industrial users relocate to more accessible and more economic land in Sydney's west, the City of Parramatta has acknowledged the potential for transformation of the whole Melrose Park industrial precinct.

Parramatta's Employment Lands Study released in 2016 identifies the need to carefully manage the transition of jobs.

In 2016 Council considered an overall framework for future planning of Melrose Park. Both the Northern and Southern precincts have responded to this.

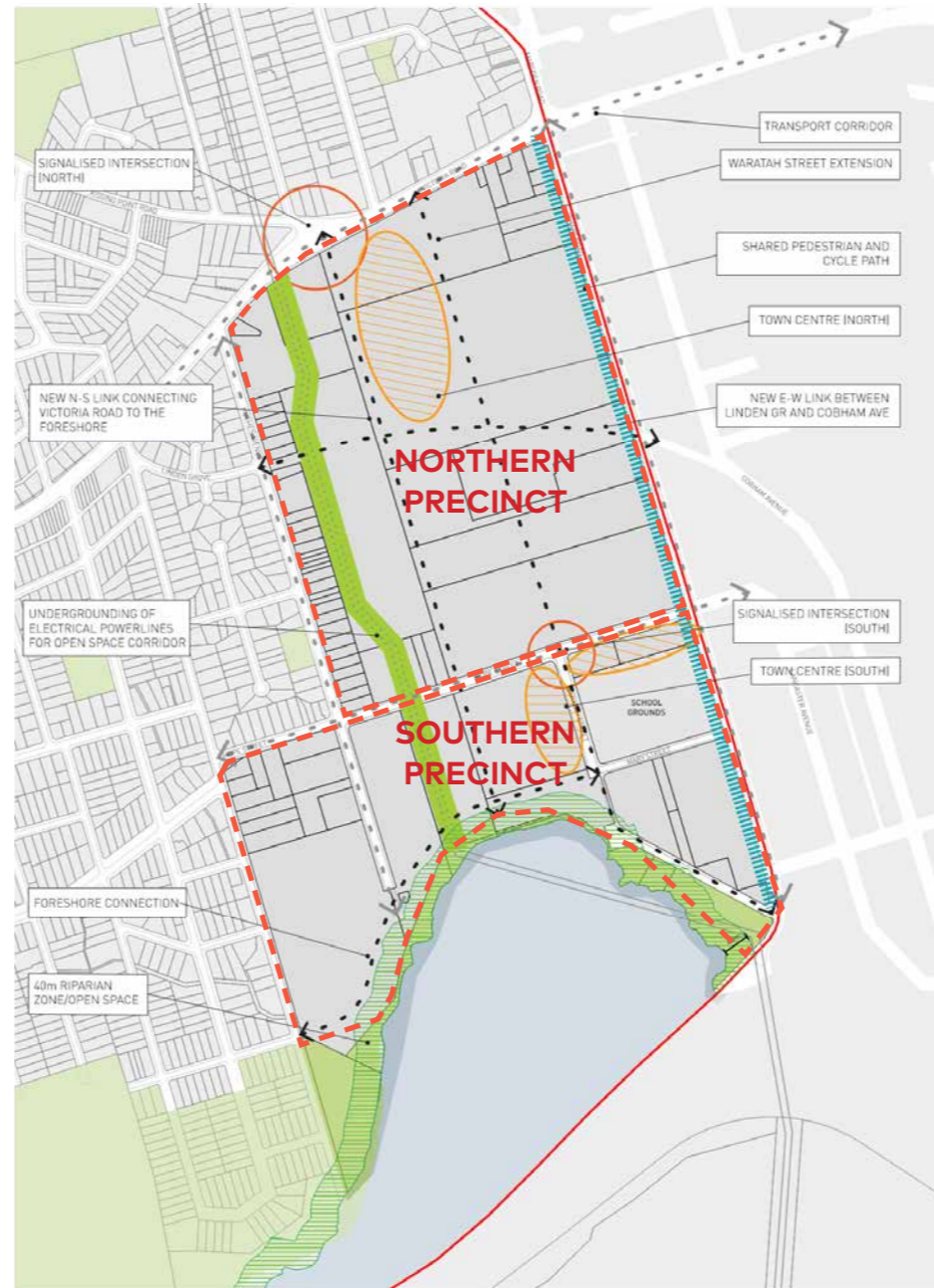


FIGURE 1.12. City of Parramatta Melrose Park planning principles diagram, 2016

1.9 PLANNING PROCESS

Adopted in December 2019, the Southern Precinct Structure Plan has provided a strategic planning framework to guide future Planning Proposals (rezoning applications) within the precinct.

Landowners can now prepare and lodge individual Planning Proposals with Council to rezone and seek the necessary legislative amendments to the planning controls (e.g. land use zone, heights and FSR controls) in the Parramatta Local Environmental Plan 2011.

The timing of this process will be determined by each individual landowner. Landowners will therefore be able to remain in place and continue to operate their businesses, until they are ready to lodge a Planning Proposal.

Once the legislative amendments have been gazetted, landowners will be able to lodge Development Applications for the approval and construction of individual buildings within the precinct.

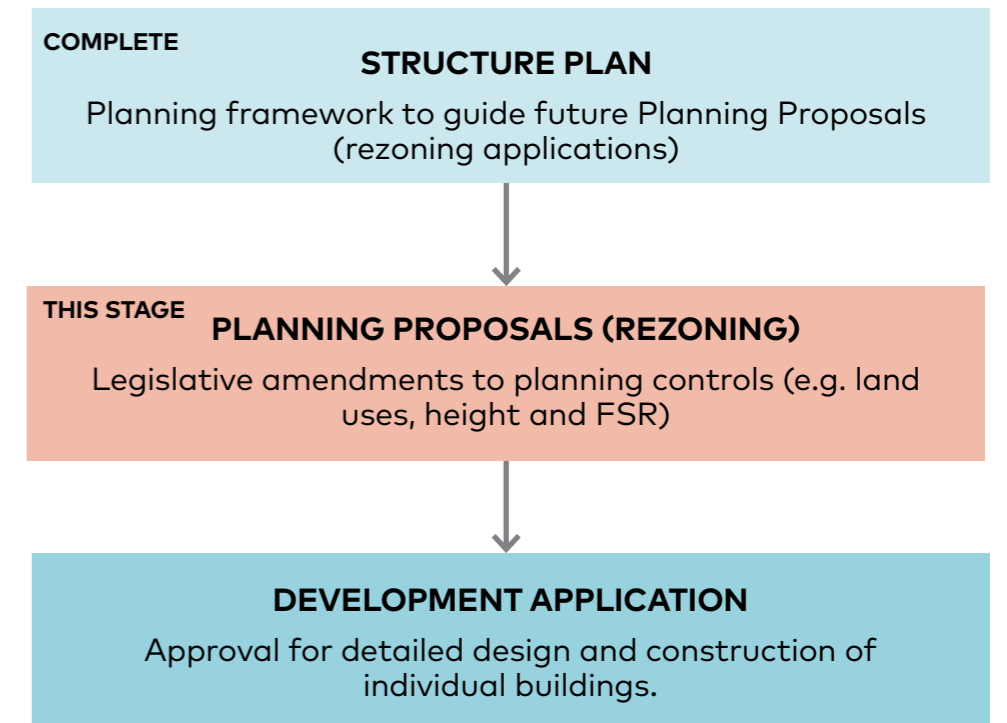


FIGURE 1.13 Melrose Park Southern Precinct Structure Plan planning process

2.0 Precinct Assessment

2.0 Precinct Assessment

2.1 EXISTING USES

Employment

Developed in the 1960's of what was then agricultural land, the Melrose Park light industrial area provided employment within the growing Ermington area. The site saw the co-location of a number of drug and pharmaceutical companies including Glaxo Smith Kline, Pfizer, Eli Lilly and Reckitt Benckiser. Some light manufacturing occurred in the area however there was a large component of storage and distribution.

With the shift in the economy and the relocation of major industrial uses to the M7 corridor, there has been a gradual decline in the extent of employment within Melrose Park.

The large sites within the precinct have allow efficient consolidation into future residential and mixed use development sites.

While there are a number of sites with large office support, most are manufacturing or warehouse facilities with low employment densities. Many are vacant. The site with the largest office component - Pfizer - lies close to Victoria Road.



FIGURE 2.1 Existing land uses in the Melrose Park precinct



FIGURE 2.2 Existing form and landscape in Melrose Park Southern Precinct, 2016

Residential

Melrose Park's residential area is located east of Wharf Road through to the edge of the Ryde Parramatta Golf Course and Adelaide Street. In 2011, there were 519 dwellings housing a population of 1,471 (2011 Census) with a median age of 38 years.

The Melrose Park Public School (K to 6), located on Wharf Road, was founded in 1945. It currently has 194 enrolments for 2016.

Housing stock in the adjoining Ermington area dates largely from the 1950's and 1960's with large component of Housing Commission properties.

The site's proximity to the city and to Parramatta has seen residential prices increase across surrounding areas.



Open Space

As a largely industrial suburb, Melrose Park has limited open space. While bounded by parks and a golf course to the east and open space, within the precinct the only open space is located on the Parramatta River.

The newly upgraded George Kendall Riverside Park (a rehabilitated landfill site) provides important active recreation opportunities.

Significant work has been undertaken along the riverfront with the construction of the Parramatta Valley Cycleway.



FIGURE 2.3 Existing form and landscape in Melrose Park Southern Precinct

2.2 EXISTING CONTROLS

Land Use

IN1 – General Industrial

SP2 – Educational Establishment

W2 Recreational Waterway

Floor Space Ratio

Industrial 1.0:1

Building Heights

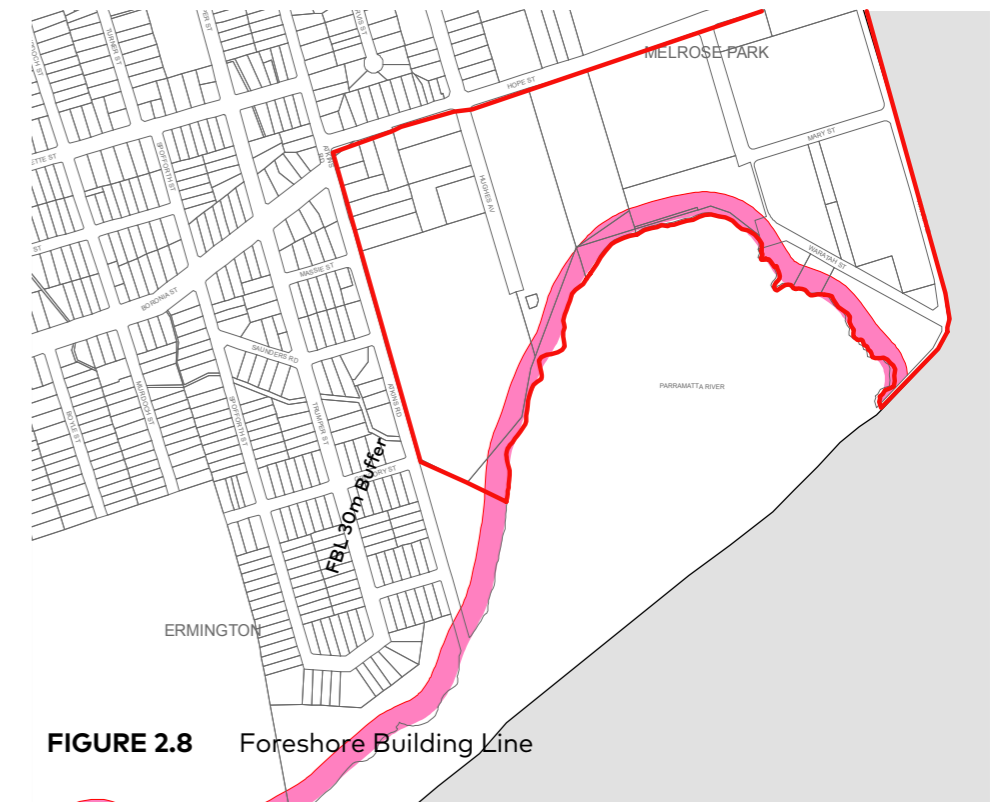
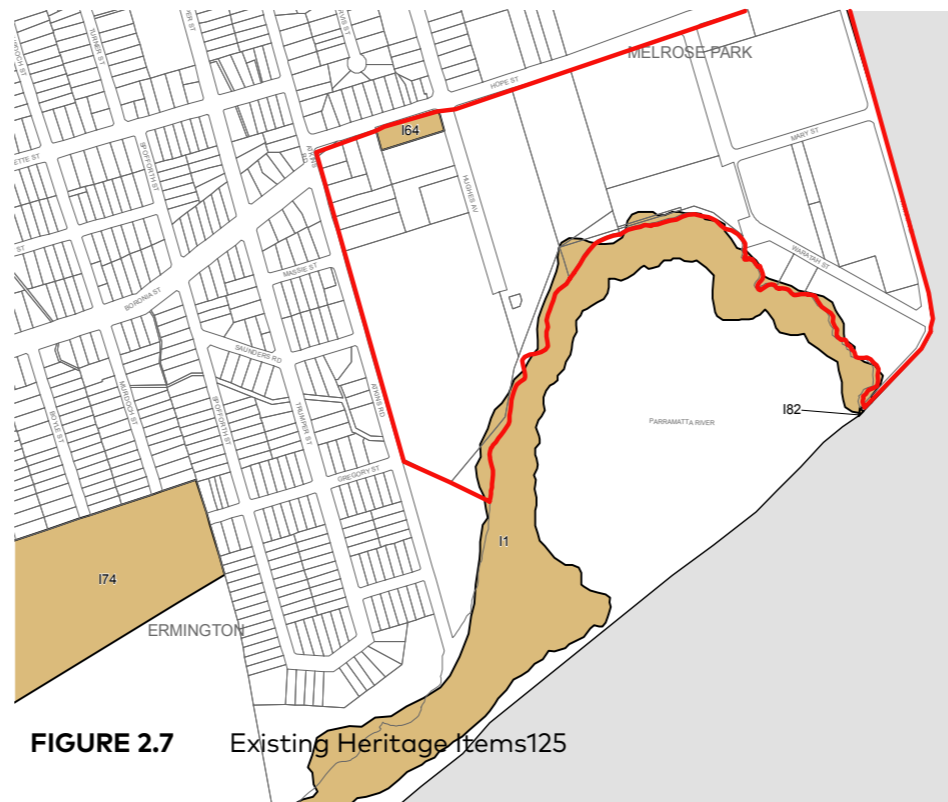
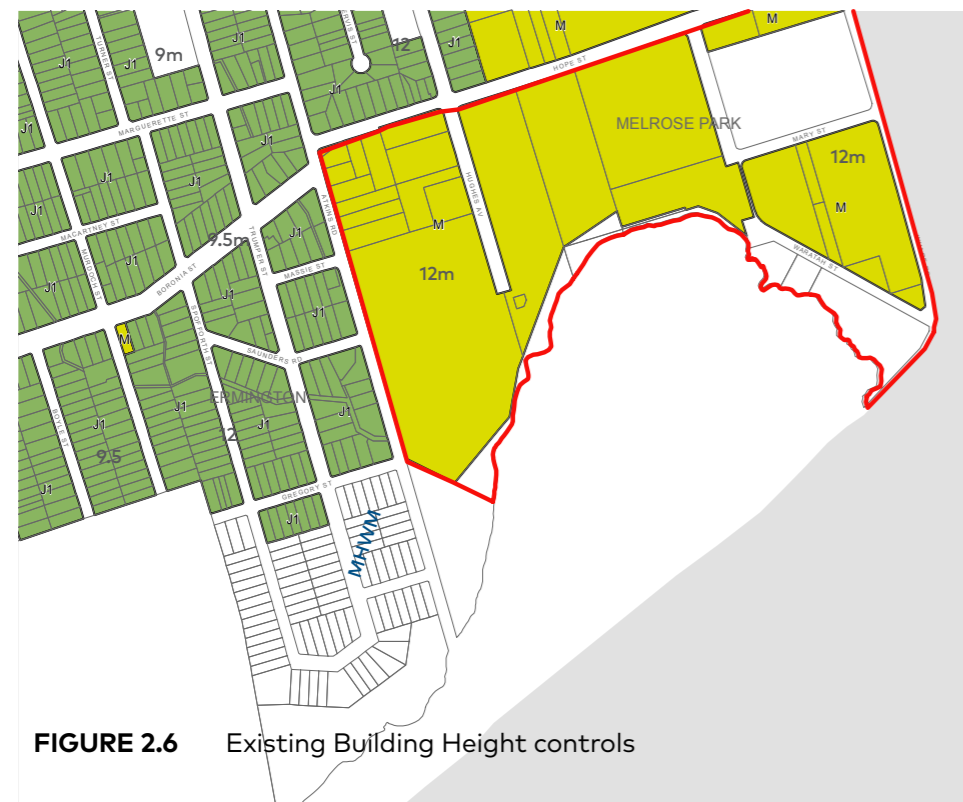
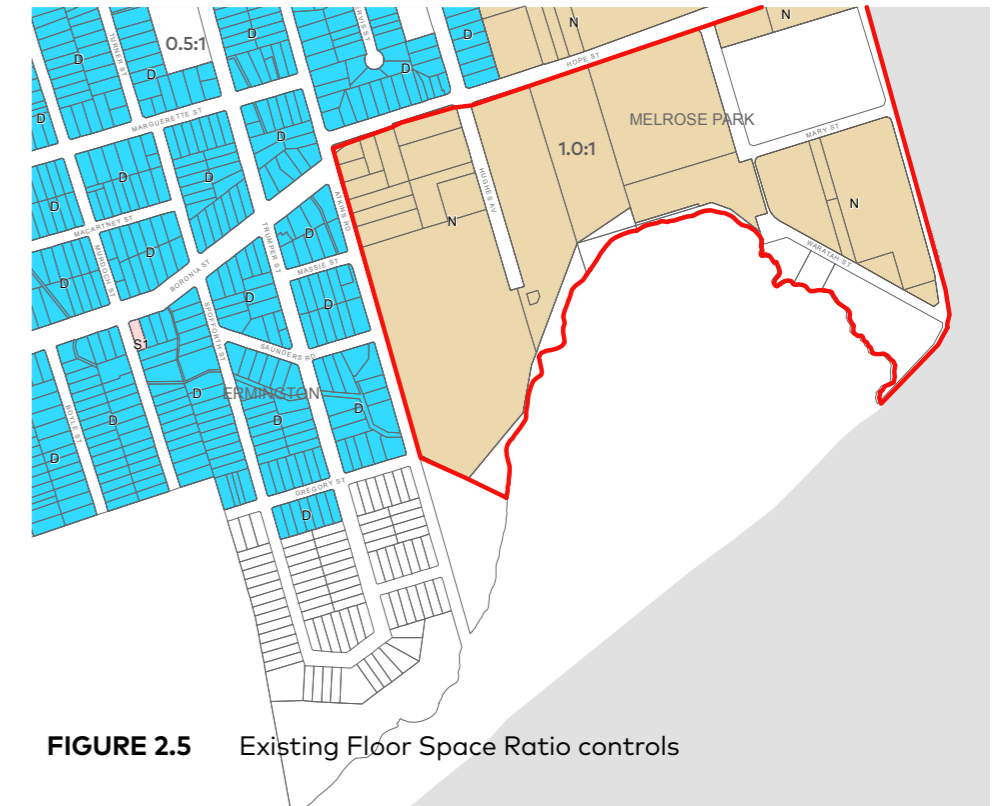
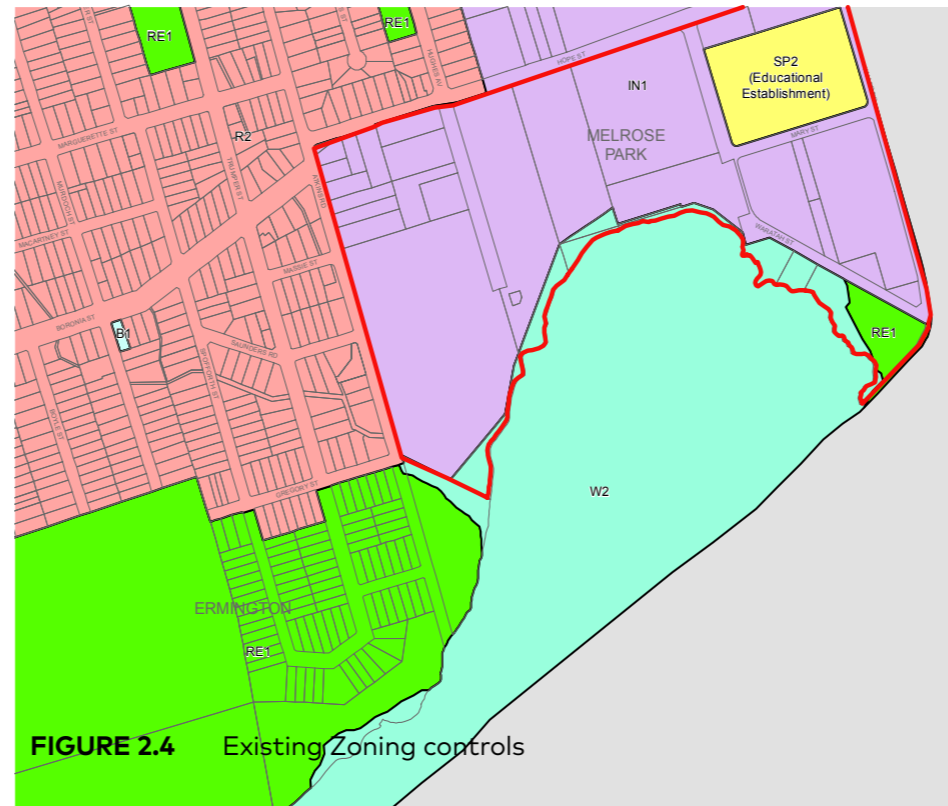
Industrial 12m

Foreshore Building Line

Approximately 30m setback to the Mean High Water Mark.

Heritage

Bulla Dairy, Parramatta River Wetlands, Ermington Wharf



2.3 SITE CONDITIONS

2.3.1 LANDFORM

The precinct slopes gently south towards the Parramatta River. On industrial sites, there has been extensive benching on the land to accommodate large storage and manufacturing sites.

An old creek line lies to the west of Waratah Street and Hughes Avenue however this has been largely built over.

The land falls away to the east of Cobham Avenue where the golf course follows a creek line.

The gentle topography makes the precinct suitable for redevelopment for residential and commercial uses.



FIGURE 2.9 Wharf Road looking north

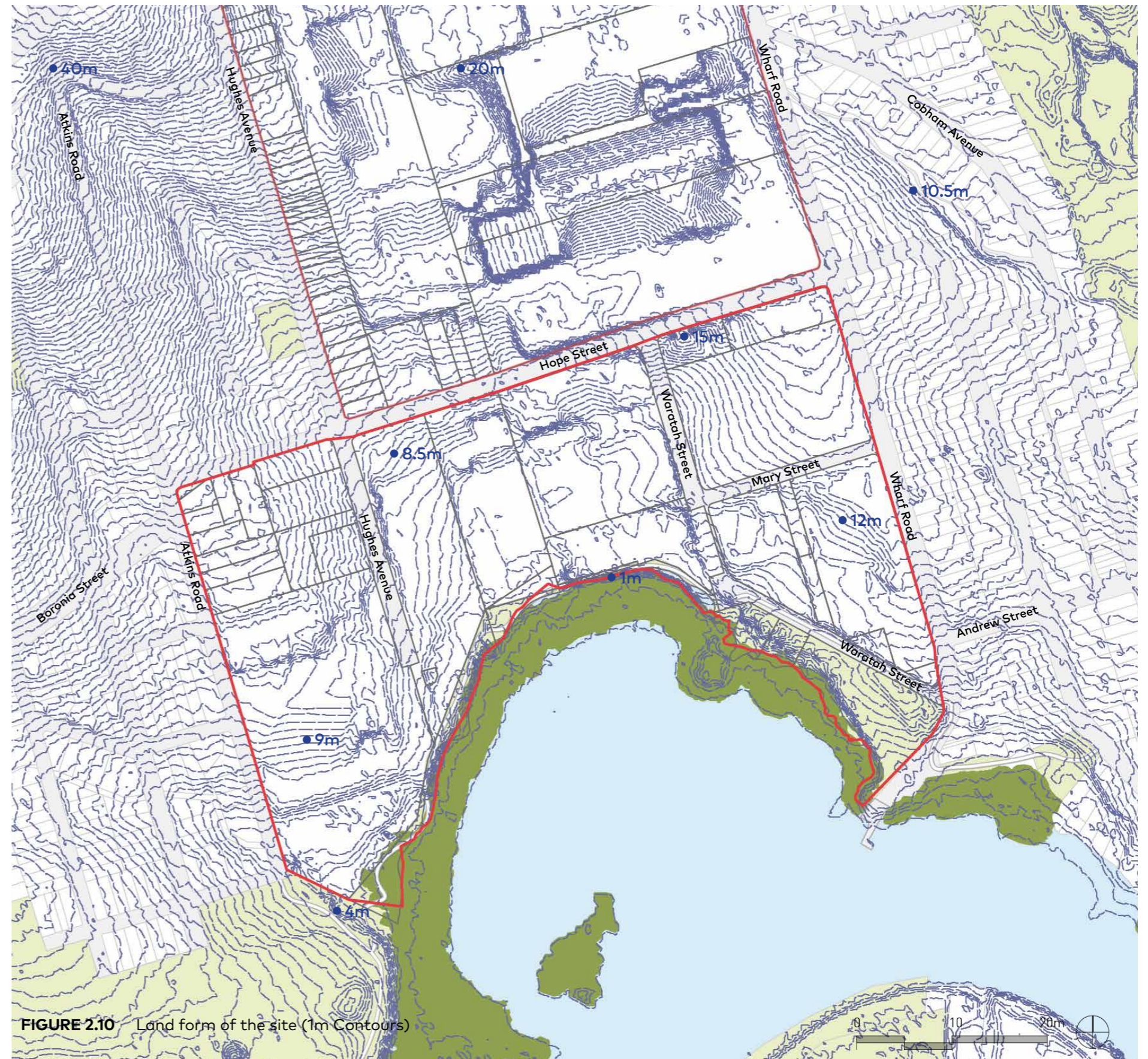


FIGURE 2.10 Land form of the site (1m Contours)

2.3.2 VEGETATION

Having been developed in the 1960's, the Melrose Park precinct has an established street tree framework. There is extensive tree planting on a number of the large industrial sites.

Major tree planting is predominantly eucalyptus. The riverfront is lined by dense mangroves.

There is no major open space within the site. The park at the end of Wharf Road is dominated by parking for the adjoining boat ramp.



FIGURE 2.11 Existing Vegetation in the Southern Precinct

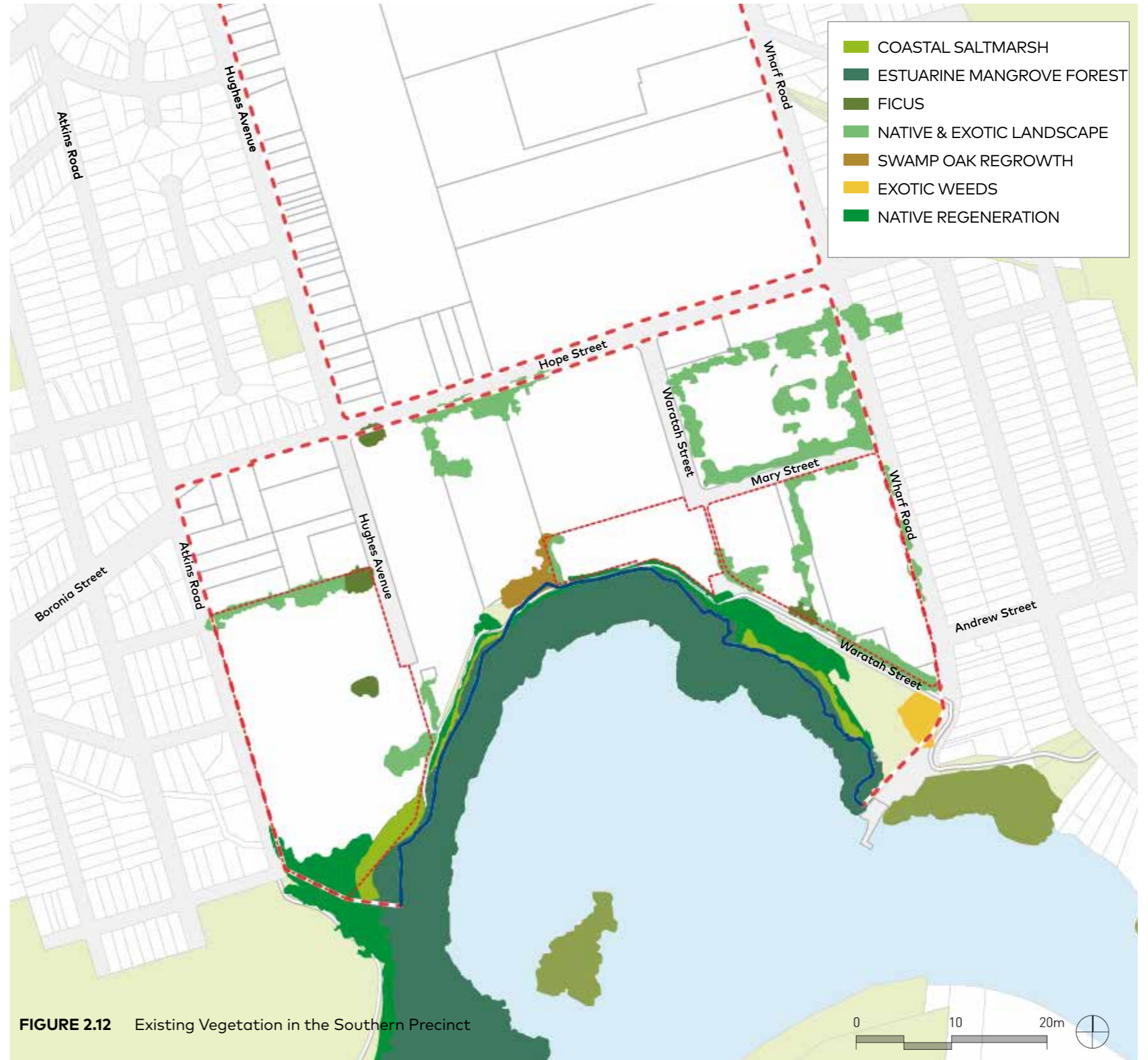


FIGURE 2.12 Existing Vegetation in the Southern Precinct

2.3.3 ACCESS

Victoria Road is main point of access for the site. A number of roads lead down into the precinct – Wharf Road, Hughes Avenue, Atkins Avenue and Trumper Street – however only Wharf Road and Trumper Street are currently signalised to allow access from the site.

Plans for the redevelopment of the North Precinct at Victoria Road are believed to include a new signalised leg to the Kissing Point Road signalised intersection. This will serve the whole precinct however it will particularly assist the redevelopment of the North Precinct.

Access to West Ryde and Meadowbank rail stations will be via Andrew Street to the east.



FIGURE 2.13 Victoria Road intersection



FIGURE 2.14 Wharf Road looking south



FIGURE 2.15 Existing access in the Southern Precinct

2.3.4 SERVICES

As an industrial precinct, Melrose Park has significant trunk infrastructure available.

The site lies on the route of major overhead power infrastructure. High voltage lines cross the Parramatta River from Wentworth Point and land on the north side at the end of Wharf Road.

Two other towers are located on the river to the west before passing through industrial sites.

The Viva Gore Bay high pressure fuel line runs along Hope and Waratah Streets before turning up Wharf Road to Andrew Street and along Lancaster Avenue.

There are trunk sewer lines at the ends of Waratah Street and Wharf Road.



FIGURE 2.16 Existing High Voltage Power Lines

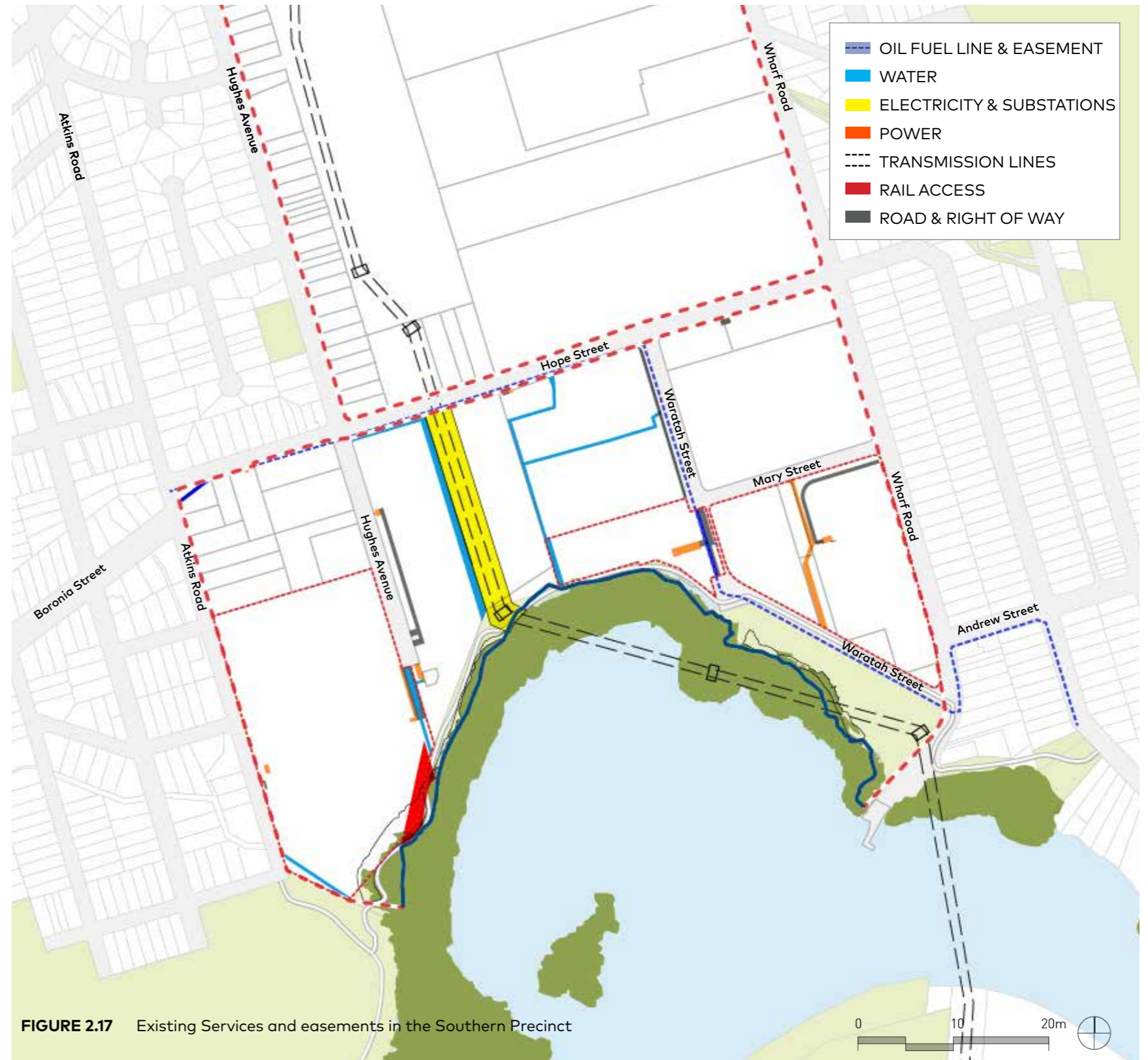


FIGURE 2.17 Existing Services and easements in the Southern Precinct

2.4 NORTHERN PRECINCT STRUCTURE PLAN

In 2016, Council approved the Structure Plan for the Northern Precinct at Melrose Park.

A Planning Proposal was subsequently lodged with Council to seek the legislative amendments to the Parramatta Local Environmental Plan 2011. This Planning Proposal received a Gateway Determination on 27 September 2017. Council resolved to endorse the Planning Proposal, site-specific DCP and Planning Agreement at its meeting of 11 October 2021.

The Planning Proposal has been forwarded to the Department of Planning, Industry and Environment for finalisation (gazetted), which is expected to occur in 2022.

A Planning Agreement which outlines developer commitments will progress through the legal process and be registered on Title.

Planning Agreements for two sites within the original Planning Proposal area (8 Wharf Road and 15-19 Hughes Avenue & 655 Victoria Road) are in development and will be exhibited in 2022.

A site-specific DCP for Melrose Park North will be included within Section 4.3. – Strategic Precincts of the existing Parramatta DCP 2011 and come into effect on the date that the Planning Proposal amendment to the Parramatta Local Environmental Plan 2011 is published on the NSW Legislation website and comes into force.

The Southern Structure Plan has been developed to respond to the northern Planning Proposal to ensure one integrated approach has been adopted for the redevelopment of Melrose Park.

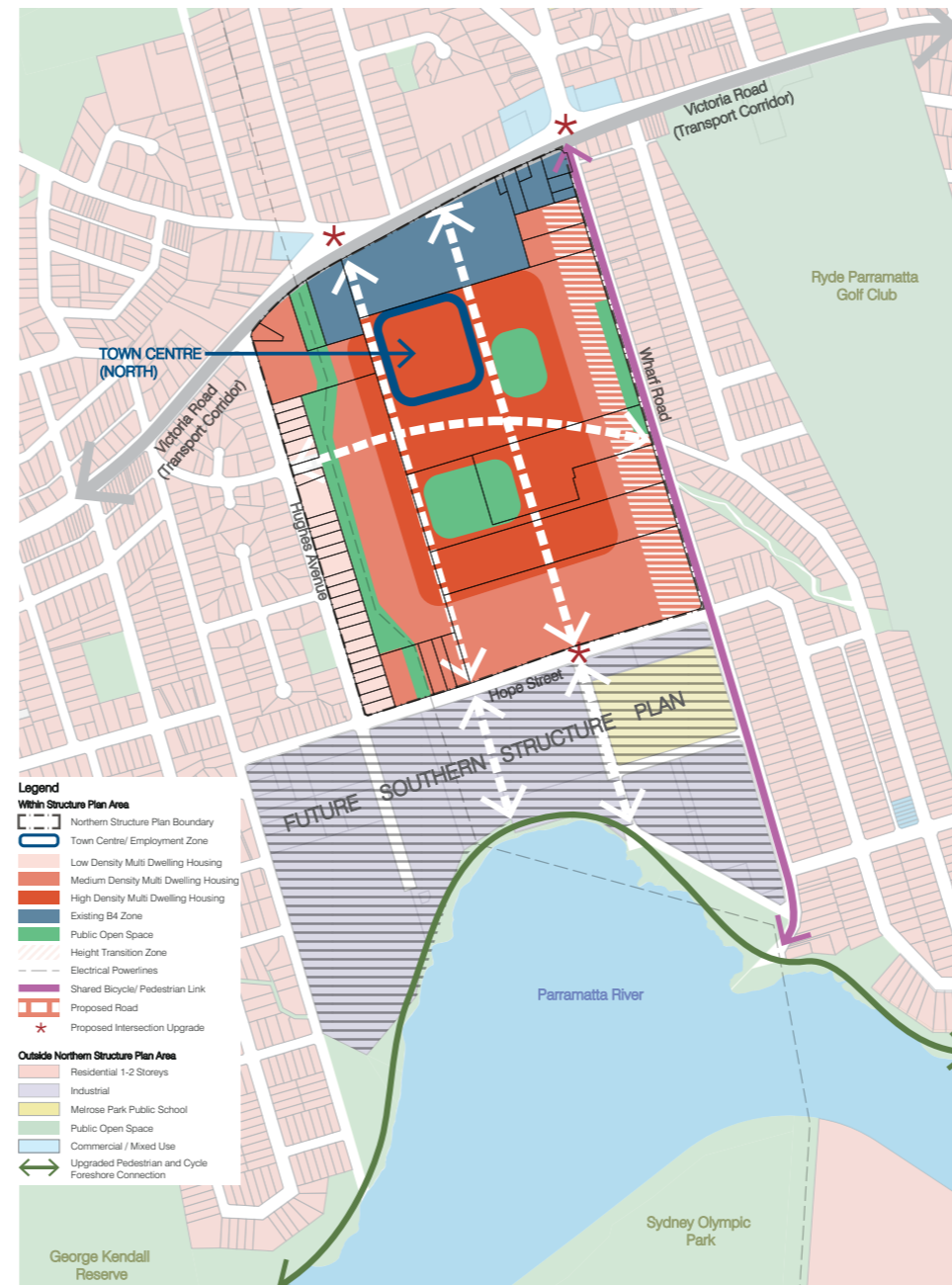


FIGURE 2.18 Melrose Park Northern Precinct Approved Structure Plan, February 2017



FIGURE 2.19 Melrose Park Northern Precinct artists impressions

2.5 SOUTHERN PRECINCT STRUCTURE PLAN

The Structure Plan focuses the density around the major north-south corridor that connects with Victoria Road in Melrose Park North and concentrates the tallest buildings along this spine.

GFA that would otherwise be achieved on the land used for roads and open space within sites can be redistributed onto the remainder of the site which is under ownership of the landowner.

This scheme is based on a number of master plan principles, including:

- Location of uses reflects the site topography, public transport services and relationship to the river
- A fine grain street network with a clear hierarchy to establish an identity for the precinct
- Building typologies and heights that reinforce the street hierarchy
- Buildings that define and align with streets and open space
- Maximise accessibility
- Provide view corridors to the sky and open space
- Approximately 20% of the site is open space.

The Parramatta Light Rail Stage 2 alignment is still under investigation by TfNSW and has not yet been finalised. It is proposed that the Investigation Area highlighted on the plan be deferred from the draft Plan until details are finalised.



FIGURE 2.20 Melrose Park Southern Precinct Structure Plan December 2019

2.6 FLOOR SPACE DISTRIBUTION

This Structure Plan focuses the density around the centre of the precinct Between Waratah Street and Hughes Avenue.

Gross floor area is allocated to road and open space areas and will be consolidated into the built form on each parcel.

Further refinement of site configuration and capacities are anticipated during the Planning Proposal process.

	Site Area	GFA	FSR	Max Height (m)
LOT S1 (TBC)	12608	12608	1.0	12
LOT S2	4178	11643	2.8	20
LOT S4	4186	8812	2.1	20
LOT S3	8074	18533	2.3	20
LOT S5	7948	30465	3.8	58
LOT S16	11093	43355	3.9	58
LOT S6	5128	14991	2.9	26
LOT S8	10458	26515	2.5	26
LOT S7	4754	15600	3.3	58
LOT S9	6380	16656	2.6	58
LOT S10	9539	45436	4.8	63
LOT S12	9508	32241	3.4	64
LOT S13	7328	16429	2.2	26
LOT S14	6217	22135	3.6	26
LOT S15	6763	12230	1.8	26
Overall Net FSR	114160	327649	2.9 :1	
Mixed Precinct	24390	33064	1.36 :1	
Site Area (Holdmark West)	51607	92353	1.79 :1	
Site Area (George Weston)	22823	41506	1.82 :1	
Site Area (Powerlines)	16472	32256	1.96 :1	
Site Area (Goodman)	25593	45436	1.78 :1	
Site Area (Holdmark East)	42694	70805	1.66 :1	
Site Area (Hope St sites)	6740	12230	1.81 :1	
Total	190319	327649	1.72 :1	

FIGURE 2.21 Structure Plan Floor Space Distribution December 2019



FIGURE 3.1 Holdmark Sites - Illustrative View East Site

3.0 Design Response

3.1 PLANNING PRINCIPLES

The location on the Parramatta River means that there are excellent water views available. The redevelopment of the Holdmark sites responds to the waterfront opportunities and the unique environment of this quiet mangrove lined bay on the Parramatta River.

The plan is consistent with the adopted Structure Plan and seeks to achieve a number of specific objectives:

- Maximise views and take advantage of river and long fetch water views and views to the CBD to the east
- Facilitate future roads within the precinct that improve access to the water and new open spaces
- Use built form to define open spaces
- Reduce the impact of buildings by avoiding continuous walls of buildings
- Provide a datum line at four storeys to respond to the existing streetscape
- Set towers back from the waterfront where possible
- Internal courtyards to provide communal open space and building separation
- Locate taller buildings to minimise overshadowing of open space and areas of endangered salt march mangrove
- Develop a range of building scales to create variety and interest
- Create a human scale at ground level to internal and external spaces and maximise solar access throughout the site
- Create a design framework that facilitates compliance the Apartment Design Guide



FIGURE 3.2 Holdmark Sites - Planning Principles



FIGURE 3.3 Holdmark Sites - Illustrative View From South East



FIGURE 3.4 Holdmark Sites - Illustrative Plan



FIGURE 3.5 Holdmark Sites - Illustrative View West Site

3.2 LAND USE

The provision of extensive retail and commercial uses on the adjoining northern Structure Plan precinct reduces the need to provide employment and retail space within Melrose Park south.

On the Holdmark lands, opportunities for limited local retail and services have been identified on open space frontages.

The objectives on Holdmark sites are to:

- Respond to the opportunity for new residential uses on the riverfront location
- Provide local services and employment relative to the location of the site and proximity to public transport
- Provide convenience retail to activate the main open spaces that services the emerging community and new park users.
- Consider opportunities for second level restaurants and bars looking over the mangroves
- Provide opportunities for professional suites with a range of tenancy sizes to encourage local business development
- Design apartments to provide SOHO opportunities
- Provide a range of apartment types to respond to different needs

Land use distribution across the precinct and Holdmark sites are as follows:

	Structure Plan	Holdmark Sites
Residential GFA	324,650m ²	162,158m ²
Indicative no. of apartments	3,855 units	1,925 units
Non-residential GFA	3,000m ²	1,000m ²
Total GFA	327,650m ²	163,158m ²
Public open space	67,113m ²	27,259m ²



FIGURE 3.6 Holdmark Sites - Illustrative Land Uses

3.3 ACCESS

The introduction of new development requires additional roads to service new buildings within the sites and wider precinct. The expanded road network builds on the existing road network and is largely consistent with Council's Structure Plan.

- Extension of Mary Street to form a new road that extends to Saunders Road at Atkins Road
- The reopening of Waratah Street to link to Wharf Road as a one-way street. This anticipates the future delivery of Stage 2 Parramatta Light Rail
- A new north-south parkside road on the Holdmark West site
- New local streets on both the east and west sites to provide development frontages.

The proposed extension of Massey Street (a minor local road that runs for one block between Atkins Road and Trumper Street) or one block between Atkins Road and Hughes Avenue has not been adopted in order to preserve major trees along the northern boundary of the Holdmark West site.

A new east-west street is anticipated to the north, with a north-south road linking to the park.

Road widths and cross sections have been developed in consultation with the City of Parramatta Council.

Parking

All resident parking will be located in basements. The final provision will be confirmed during preparation of the Development Control Plan and the DA stage.

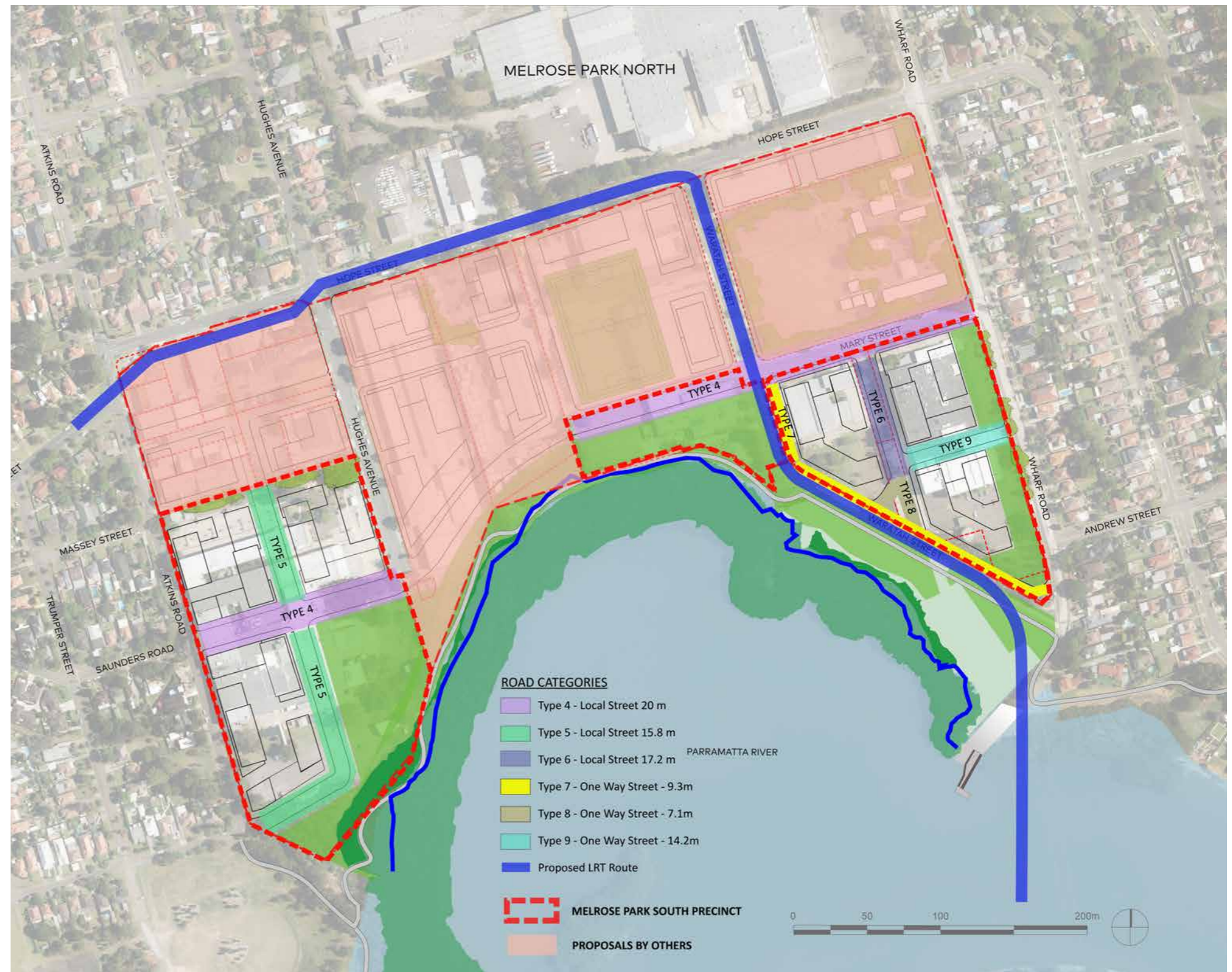


FIGURE 3.7 Future Road Network



FIGURE 3.8 Foreshore Road and Open Space Interface



FIGURE 3.9 20m Road Reserve - East-West Road



FIGURE 3.10 20m Road Reserve - North-South Road Existing

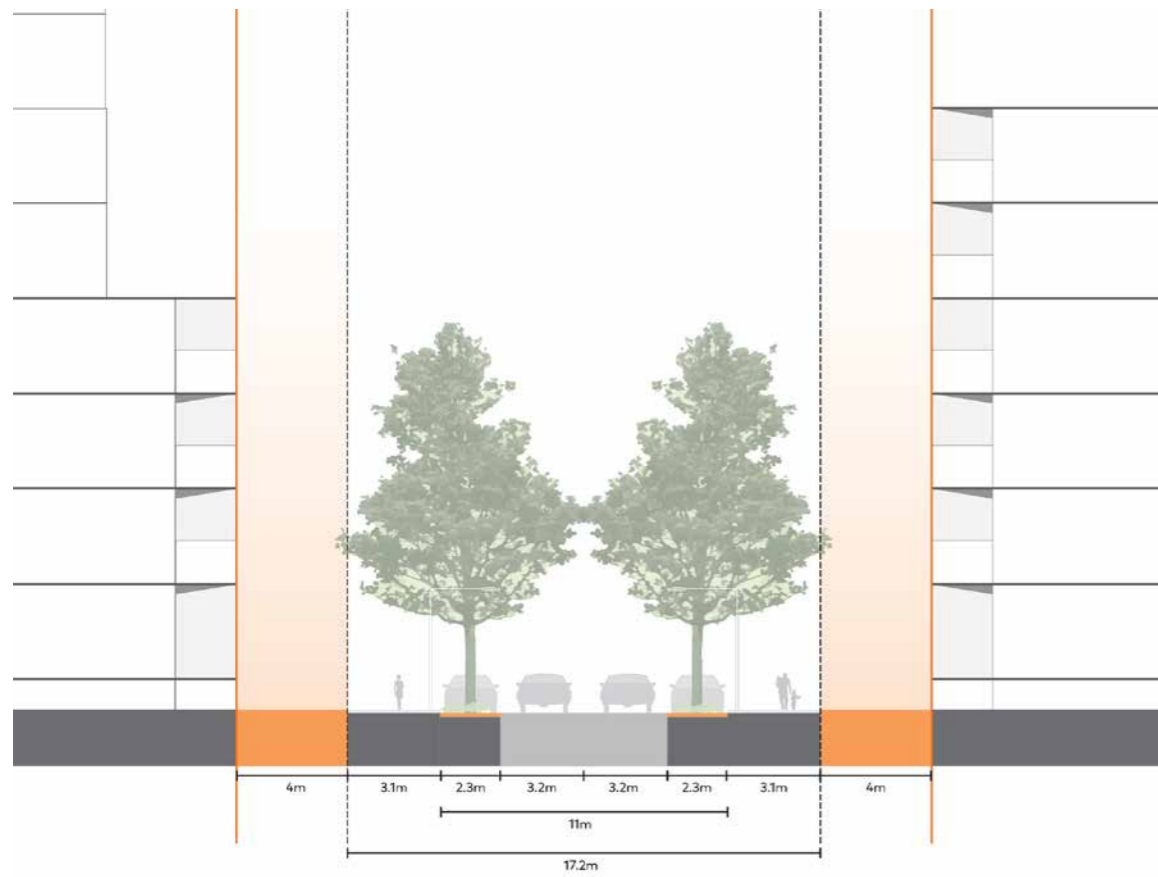


FIGURE 3.11 17.2m Road

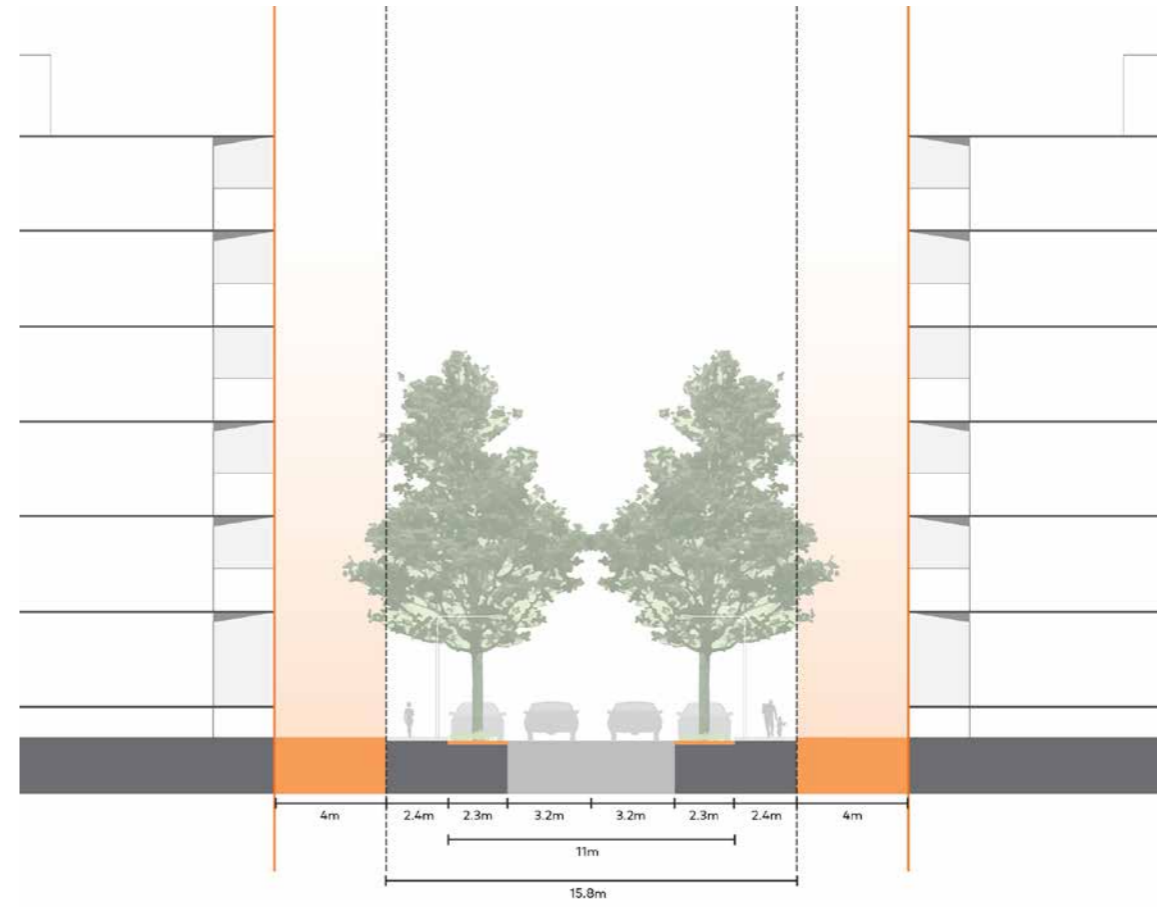


FIGURE 3.12 15.8m Road

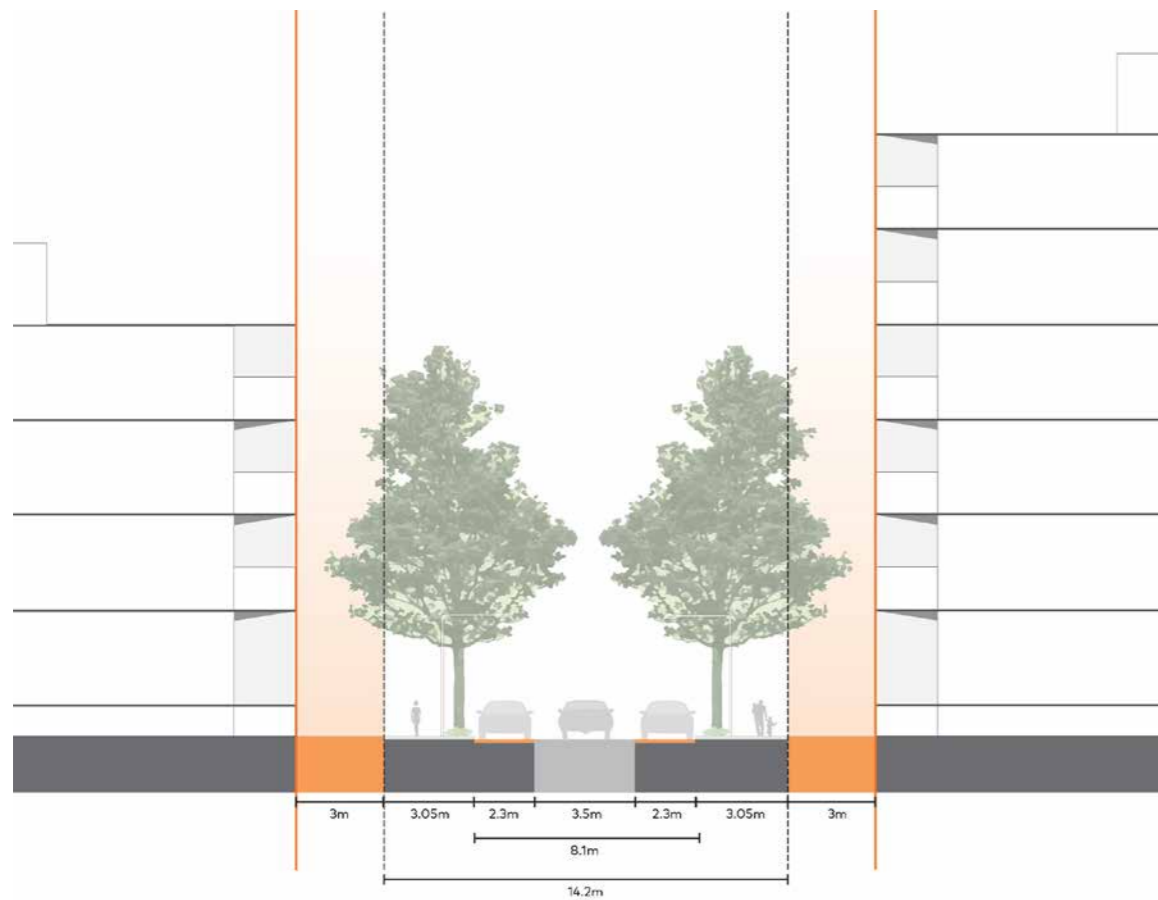


FIGURE 3.13 14.2m Road

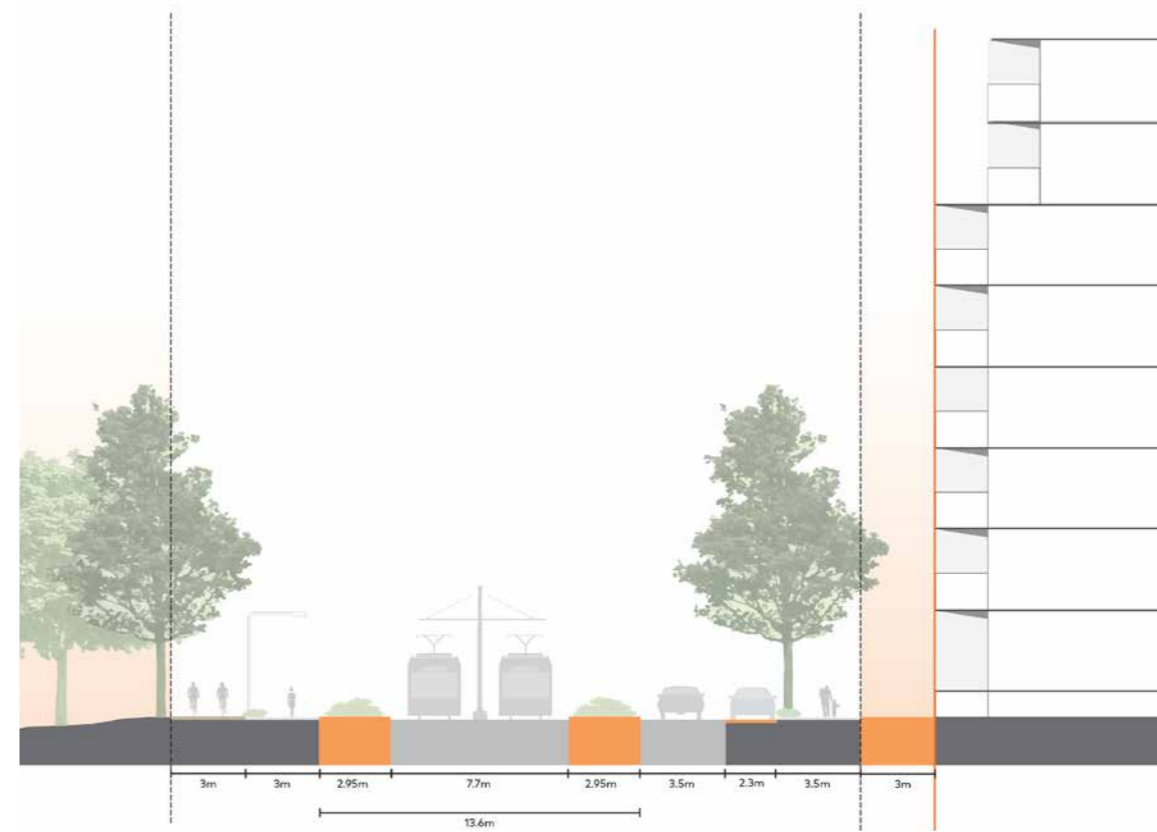


FIGURE 3.14 One Way Road at Light Rail

3.4 PUBLIC TRANSPORT

The residential focus on the site will reduce the extent of peak hour commercial and industrial traffic movements on the sites

The provision of improved bus links to Meadowbank and West Ryde together with limited parking on the site will help reduce traffic pressure.

An upgraded ferry service to Parramatta has been identified in the Northern Precinct Structure Plan.

The most significant public transport element will be the Stage 2 Parramatta Light Rail. Connecting to Stage 1 at Camellia, the system started construction in 2019.

Stage 2 is planned to cross the Parramatta River at Wharf Road, connecting to Wentworth Point and running to Sydney Olympic Park. The bridge will not be accessible by private vehicles and buses may be introduced as an interim mode.

A T-Map prepared in 2019 to support the Structure Plan identifies development thresholds based on public transport delivery.



FIGURE 3.15 Public Transport

3.5 BUILT FORM

An illustrative plan has been developed that corresponds to the key principles and objectives of the Structure Plan while responding to the specific site opportunities.

The illustrative plan demonstrates a potential response that can accommodate a range of density scenarios. It draws on both statutory requirements (the Apartment Design Guide) and best practice urban design.

The key principles underlying the plan are:

- Streets are defined by built form
- A range of building heights are introduced to create variety in the urban form
- A human scale of generally 3-4 storeys is created at the street interface
- A continuous 7-8 storey general scale is established along the waterfront
- Maximum height 22 storeys
- Flexible building envelopes are identified with adequate separation between buildings
- Appropriate setbacks at street level ensure transition zones between apartments and the street.
- The amenity of future residents (solar access, open space and public domain) is reflected in the planning
- Key landscape elements are retained
- A network of new public open spaces complements private and communal open space
- The road network and permeability of the built form allows views through the precinct to the water from sites to the north.

The final configuration will be subject to the design on individual lots and the market and design requirements.

The illustrative plan presents a possible scenario where the above principles can be realised.

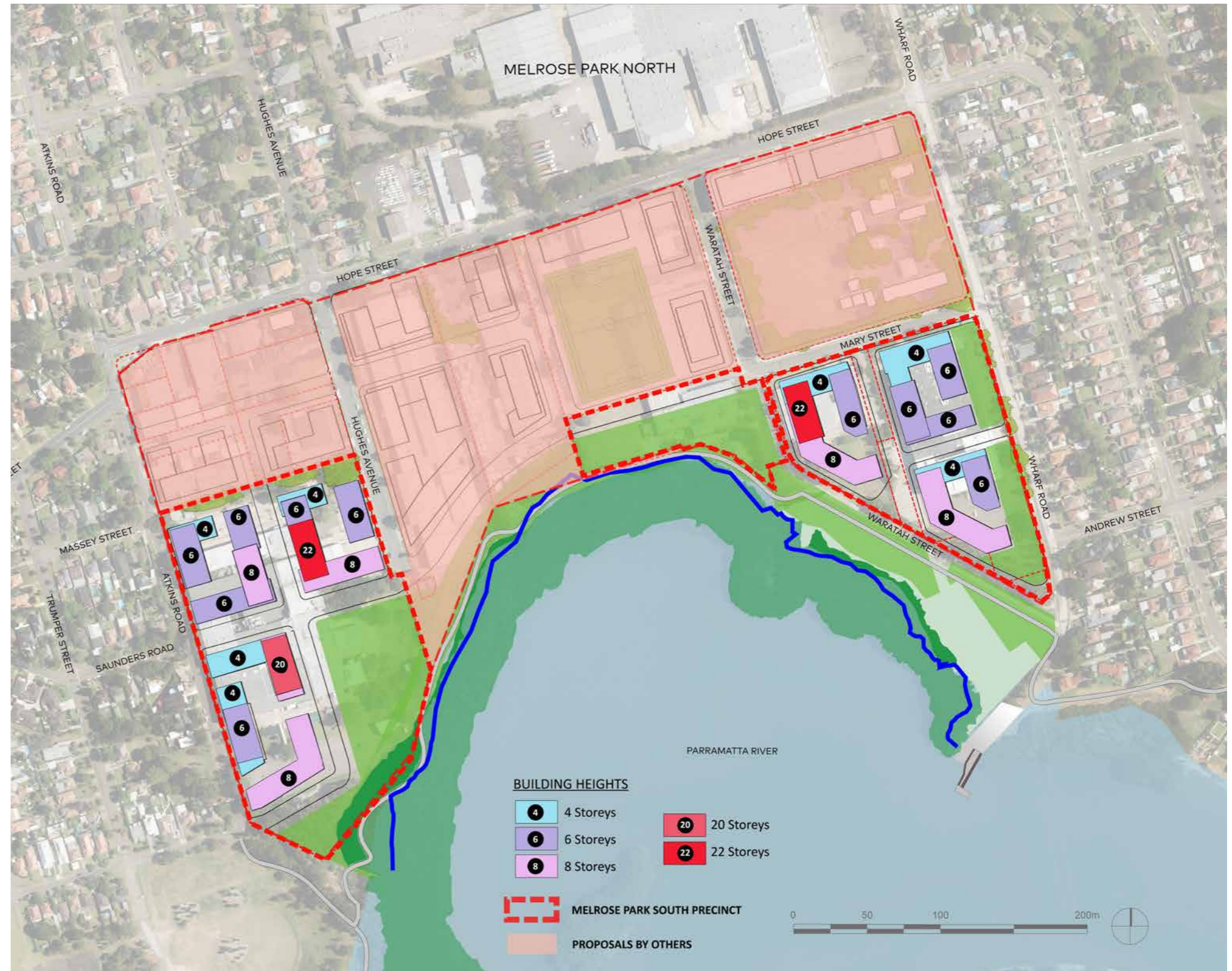


FIGURE 3.16 Holdmark Sites - Built Form

3.6 SETBACKS

Setbacks to all sites have been developed in consultation with the City of Parramatta Council.

A series of principles underpin the identification of setbacks:

- Wider setbacks along Atkins Road opposite existing low density residential areas
- Deeper setbacks along north-south roads to facilitate good solar access, deep soil planting and additional tree planting on development sites.
- Reduced setbacks opposite new open spaces.

Block dimensions, setbacks and building envelopes have been tested to ensure minimum courtyards widths that comply with the Melrose Park DCP can be achieved.

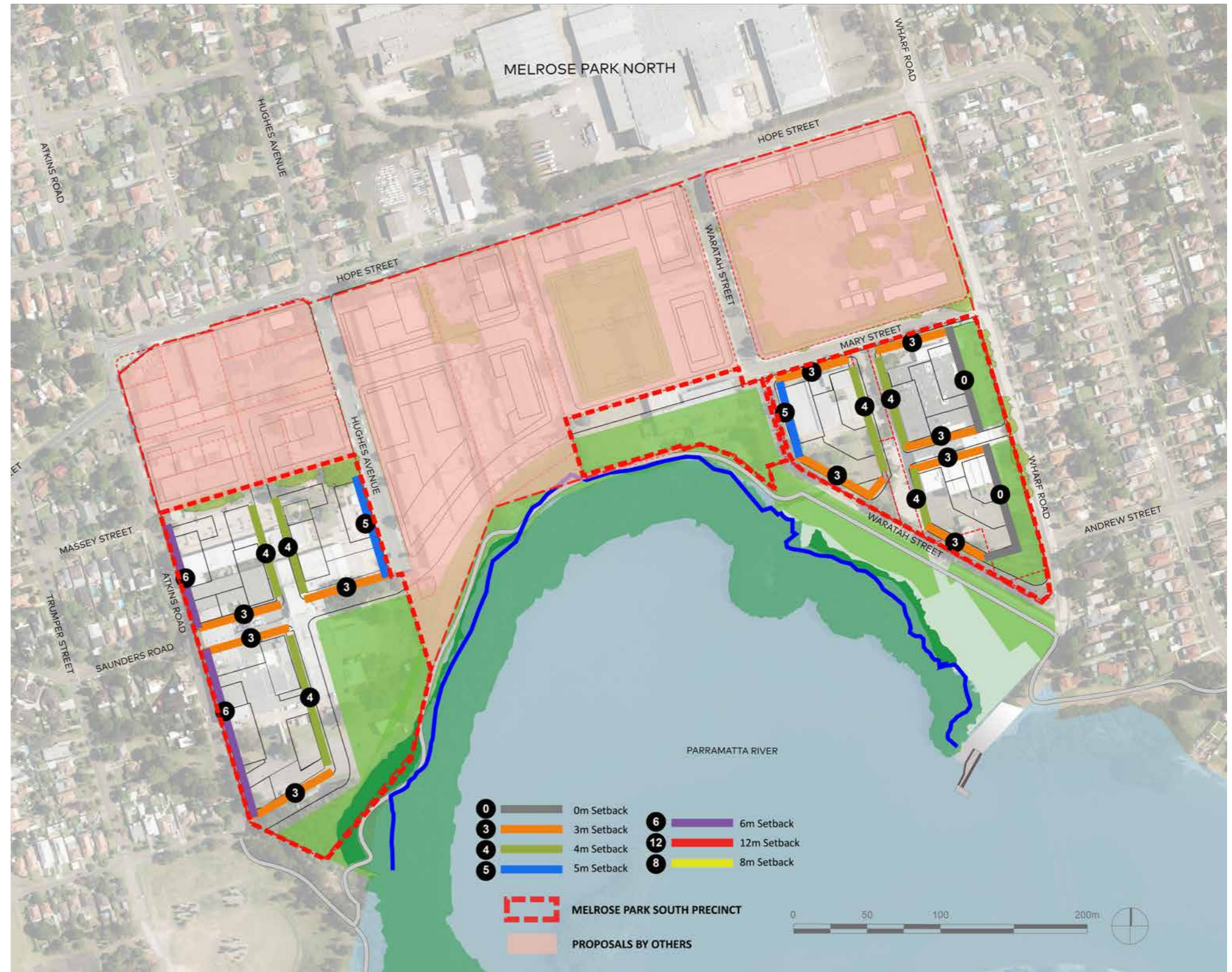


FIGURE 3.17 Future Road Network

3.7 OPEN SPACE

There is limited existing open space within the Southern Precinct. The conversion to residential will create a demand for new parks and open spaces.

A majority of new open space within the precinct will be provided on Holdmark Sites.

New open space is planned:

- along the foreshore as an extension of open space at the existing Archer Park open space at Wharf Road
- south of the proposed Foreshore Road on the Holdmark West site which will connect to the George Kendall Riverside Park.

A buffer in the open space zone along the waterfront will create a transition to the mangrove forest.

A 17m landscaped setback is proposed along Wharf Road where existing trees will be preserved.

Major trees along the northern boundary of the Holdmark West site (including a significant fig tree on Hughes Avenue) are proposed to be retained. Retention of trees on other locations will be investigated during detailed design.

Communal open space will be provided above carpark structures on the Holdmark sites.

Approximate public open space areas:

Precinct	67,113m ²
Holdmark	26,033m ²



FIGURE 3.18 Existing Major Trees Hughes Avenue



FIGURE 3.19 Holdmark Sites - Open Space

3.8 SOLAR ACCESS

The site lies on the southern extent of the Melrose Park precinct and as such, there will have limited overshadowing of other development.

The north-south arrangement of towers and the limiting of heights on Wharf Road and Atkins Road adjacent to existing residential sees minimal overshadowing in the mid-winter afternoon. In excess of 3 hours sunlight will be available to existing residences on mid-winter's day.

Overshadowing of the mangroves is minimised by the creation of new open spaces along the southern edge of the development. Assessment by the environmental consultant suggests limited impact by overshadowing of the new development. Endangered saltmarsh mangroves within the wider mangrove forest, should largely enjoy full sun from 9am-3pm at mid winter.

Good solar access in open spaces is a major determinant of built form. Development of the planning proposal built form has tested overshadowing impacts using parametric modelling.

Potential heights have been modelled and adjusted to ensure good solar access. Key principles are:

- Parks – no more than 50% of parks should be overshadowed between 10am and 2-pm mid-winter (22 June)
- Salt marsh - to generally receive full sun throughout the year. Minimum solar access should not be reduced by more than 3 hours between 9am and 3pm on shortest day of the year (mid-winter).

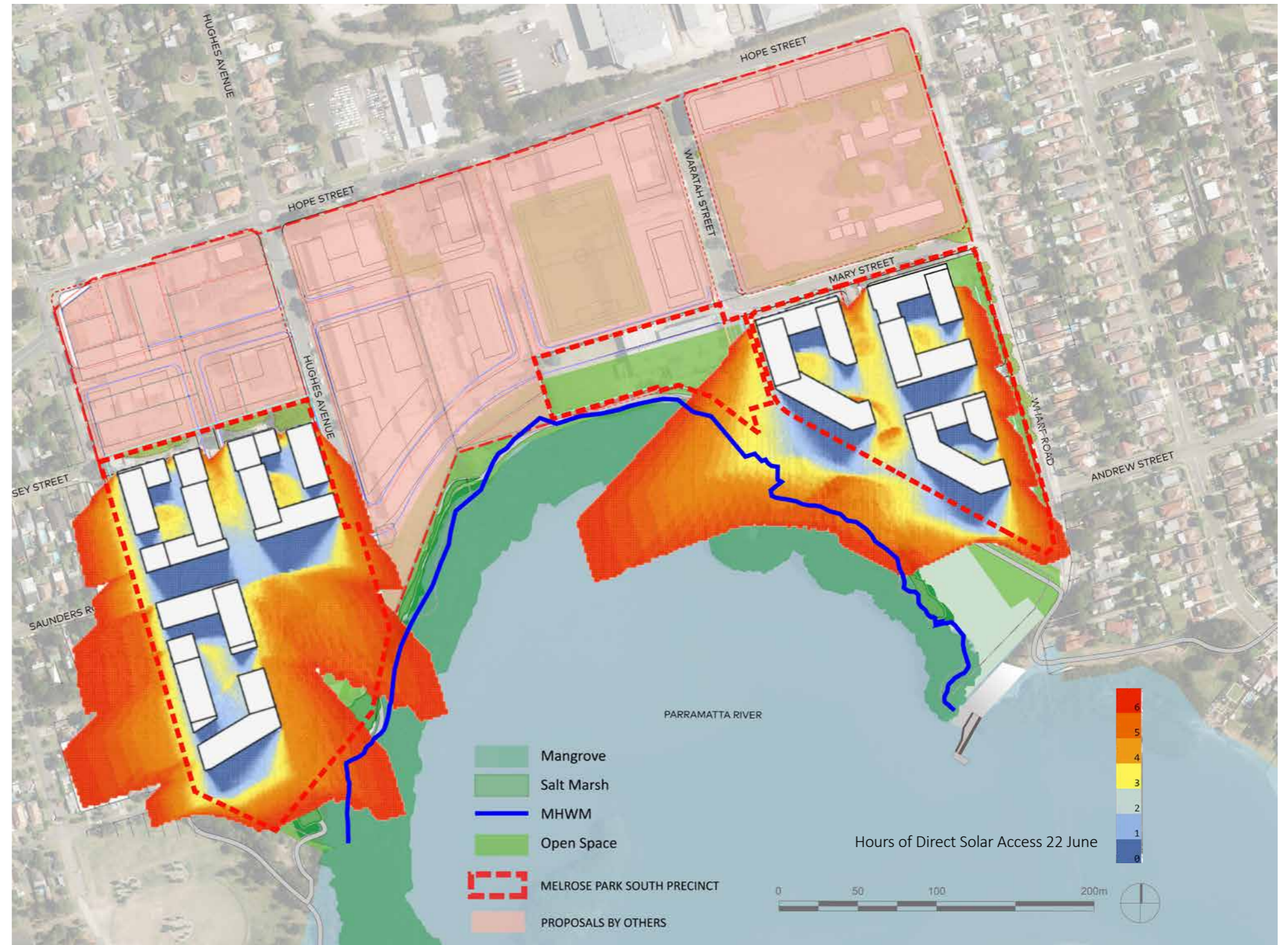


FIGURE 3.20 Holdmark Sites - Solar Access Hours Mid-Winter 9am-3pm



FIGURE 3.21 Holdmark Sites - Illustrative View From South East

3.9 APARTMENT DESIGN GUIDE

Planning has taken into account the basic provisions of SEPP 65 and the Apartment Design Guide.

While the final performance will be subject to detailed design and future Development Applications, the following key provisions have been considered in developing the plan:

Building Widths

An 18m wide maximum building has been used as a base for the built form distribution.

Gross Floor Areas have been assessed using a factor of 75% of the available envelope.

Building Setbacks

Minimum habitable room/balcony to habitable room/balcony distances have been met and generally exceeded in the plan

Solar Access

The north-south orientation of buildings will facilitate solar access provisions to apartments.

Because of the water views to the south, some relaxation of solar access requirements are expected to be supported by Council.

Ventilation

Detailed layouts will confirm compliance.

Apartments per Core

The initial dispensation of slabs has been sized in the anticipation of meeting the maximum number of units per lift core.

Assessment against the Apartment Design Guide design objectives demonstrates that the proposal meets or can comply with (after further design development) the overall objectives:

ITEM	GUIDELINE	COMPLIANCE
PART 1: CONTEXT		
1A	Building Types	Perimeter block apartments and tower development suited to dense urban areas
1B	Local character and context	Overall renewal of precinct. High density appropriate
1C	Precincts and individual sites	Within the context of a coordinated precinct plan.
PART 2: DEVELOPING THE CONTROLS		
2A	Primary controls - Coordinated precinct response	Complies
2B	Building envelopes Building envelope exceeds the floor area	Complies
2C	Building Height Master plan sets appropriate heights	Complies
2D	Floor space ratio Loose fit envelope developed	Complies
2E	Building Depth The linear apartment building depths are no more than 18 metres in depth (excluding balconies).	Complies
2F	Building separation Building separations between habitable rooms/balconies met: Up to 4 storeys - 12m minimum 4-8 storeys - 18m minimum Above 9 storeys - 24m minimum	Complies
2G	Parking and facilities are provided for other modes of transport	Can Comply
2H	Side and rear setbacks	Complies - full site development

ITEM	GUIDELINE	COMPLIANCE
PART 3: SITING		
3A	Site analysis	Complies
3B	Orientation	Complies
3C	Public domain interface Buildings address streets	Complies
3D	Communal and public open space Communal space >25% of site area Communal space achieves >50% solar access for 2 hours 9am-3pm at mid-winter Roof top open space no higher than 6 storeys Functions subject to detailed design	Assumed to comply Confirm in detail design
3E	Deep Soil zones	Assumed to comply Confirm in detail design
3F	Visual privacy	Assumed to comply Confirm in detail design
3G	Pedestrian Access and entries	Assumed to comply Confirm in detail design
3H	Vehicle access	Assumed to comply Confirm in detail design
3J	Bicycle and car parking	Assumed to comply Confirm in detail design
PART 4: DESIGNING THE BUILDING		
4A	Solar access and daylight access At least 70% of apartments receive minimum 2 hours sunlight between 9am and 3pm mid-winter Maximum 15% of apartments receive no sun mid-winter	Assumed to comply Confirm in detail design
4B	Natural ventilation At least 60% of apartments in the first 9 storeys are cross ventilated Assumes building 18m deep and multiple cores	Assumed to comply Confirm in detail design
4C	Ceiling heights	Assumed to comply Confirm in detail design
4D	Apartment size and layout	Assumed to comply Confirm in detail design
4E	Private open space and balconies	Assumed to comply Confirm in detail design
4F	Common circulation and spaces Maximum 8 apartments per core each floor (may be extended to 12) Maximum 40 units per lift. External light to corridors	Assumed to comply Confirm in detail design

ITEM	GUIDELINE	COMPLIANCE
4G	Storage	Assumed to comply Confirm in detail design
4H	Acoustic privacy	Assumed to comply Confirm in detail design
4J	Noise and pollution	Assumed to comply Confirm in detail design
4K	Apartment mix	Assumed to comply Confirm in detail design
4L	Ground floor apartments	Assumed to comply Confirm in detail design
4M	Facades	Assumed to comply Confirm in detail design
4N	Roof design	Assumed to comply Confirm in detail design
4O	Landscape design	Assumed to comply Confirm in detail design
4P	Planting on structures	Assumed to comply Confirm in detail design
4Q	Universal design	Assumed to comply Confirm in detail design
4R	Adaptive reuse	Not applicable
4S	Mixed use	Assumed to comply Confirm in detail design
4T	Awnings and signage	Assumed to comply Confirm in detail design
4U	Energy efficiency	Assumed to comply Confirm in detail design
4V	Water management and conservation	Assumed to comply Confirm in detail design
4W	Waste management	Assumed to comply Confirm in detail design
Part 5 Review Panels		
5A-5E	Not applicable	

3.10 VISUAL ASSESSMENT

The transformation of the Parramatta River has seen new development at key locations. Heights of up to 25 and 30 storeys occur west of the Concord Road bridge.

External views have been assessed at:

- 1 Sydney Olympic Park Ferry Wharf, Wentworth Point
- 2 Mound within Millennium Parklands
- 3 Armory Wharf, Newington

Views within Melrose Park have been assessed at:

- 4 Atkins Road looking north
- 5 Hughes Avenue looking south
- 6 Wharf Road looking south
- 7 Wharf Road looking north

Key built form outcomes are:

- Create lower development at the edges of the site towards the Parramatta River.
- Set towers back from the waterfront
- Limit heights on the Holdmark site to a maximum of 20 storeys

Heights on the Holdmark site should also be considered heights have been identified in their adopted Structure Plan.

Holdmark development show as red.



FIGURE 3.22 Key Map - View Points



View 1 - Site from Sydney Olympic Park Ferry Wharf



FIGURE 3.23 External View Points



View 1 - Site from Millennium Parklands



View 3 - Site from Armory Wharf





View 4 - Looking north on Atkins Road



View 5- Looking south on Hughes Avenue



FIGURE 3.24 Internal View Points



View 6- Looking south on Wharf Road



View 7 - Looking north on Wharf Road



3.11 PROPOSED DEVELOPMENT (LEP) CONTROLS

A series of draft Local Environment Plan (LEP) controls have been prepared based on the Structure Plan principles and those outlined in 3.1 above.

The controls seek to clearly define land use and overall floor space yield while allowing some flexibility in height dispensation and control.

LAND USE

The river front location means that the development is suited to residential redevelopment.

Over the last decade, much of the River's employment lands have been converted to high density residential. The Rhodes waterfront across the river has been redeveloped for high density housing, and Wentworth Point directly opposite Melrose Park have been rezoned to accommodate residential up to 25 storeys.

The proposal also seeks retain an appropriate level of employment on the site - service retail, child care centres and SOHO uses - based on the site's location and distance from Victoria Road and primary transport corridors.

A R4 High Density Residential zoning acknowledges the focus on new housing with support retail and services. Key uses include:

- Residential flat buildings
- Centre-based child care facilities
- Home businesses
- Neighbourhood shops

New open spaces are zoned RE1 Public Recreation.

Zone R4 High Density Residential

1 Objectives of zone

- To provide for the housing needs of the community within a high density residential environment.
- To provide a variety of housing types within a high density residential environment.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.
- To provide opportunity for high density residential development close to major transport nodes, services and employment opportunities.
- To provide opportunities for people to carry out a reasonable range of activities from their homes if such activities will not adversely affect the amenity of the neighbourhood.

2 Permitted without consent

Home occupations

3 Permitted with consent

Attached dwellings; Bed and breakfast accommodation; Boarding houses; Building identification signs; Business identification signs; Centre-based child care facilities; Community facilities; Dual occupancies; Dwelling houses; Educational establishments; Emergency services facilities; Environmental facilities; Environmental protection works; Exhibition homes; Flood mitigation works; Home-based child care; Home businesses; Hostels; Information and education facilities; Multi dwelling housing; Neighbourhood shops; Oyster aquaculture; Places of public worship; Public administration buildings; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); Residential flat buildings; Respite day care centres; Roads; Semi-detached dwellings; Seniors housing; Shop top housing; Water recycling facilities; Food and drink premises

4 Prohibited

Pond-based aquaculture; Tank-based aquaculture; Any other development not specified in item 2 or 3

Zone RE1 Public Recreation

1 Objectives of zone

- To enable land to be used for public open space or recreational purposes.
- To provide a range of recreational settings and activities and compatible land uses.
- To protect and enhance the natural environment for recreational purposes.
- To conserve, enhance and promote the natural assets and cultural heritage significance of Parramatta Park.
- To create a riverfront recreational opportunity that enables a high quality relationship between the built and natural environment.

2 Permitted without consent

Environmental protection works; Flood mitigation works

3 Permitted with consent

Aquaculture; Boat launching ramps; Boat sheds; Charter and tourism boating facilities; Community facilities; Environmental facilities; Information and education facilities; Jetties; Kiosks; Markets; Recreation areas, Recreation facilities (indoor); Recreation facilities (major); Recreation facilities (outdoor); Restaurants or cafes; Roads; Take away food and drink premises; Water recreation structures; Water recycling facilities

4 Prohibited

Any other development not specified in item 2 or 3

LAND USE

Land use zonings are amended to identify areas of Public Recreation on both the east and west sites.

With the definition of Public Recreation areas, the need to secure floor space transfer means that higher net FSRs will need to apply to the residual sites.

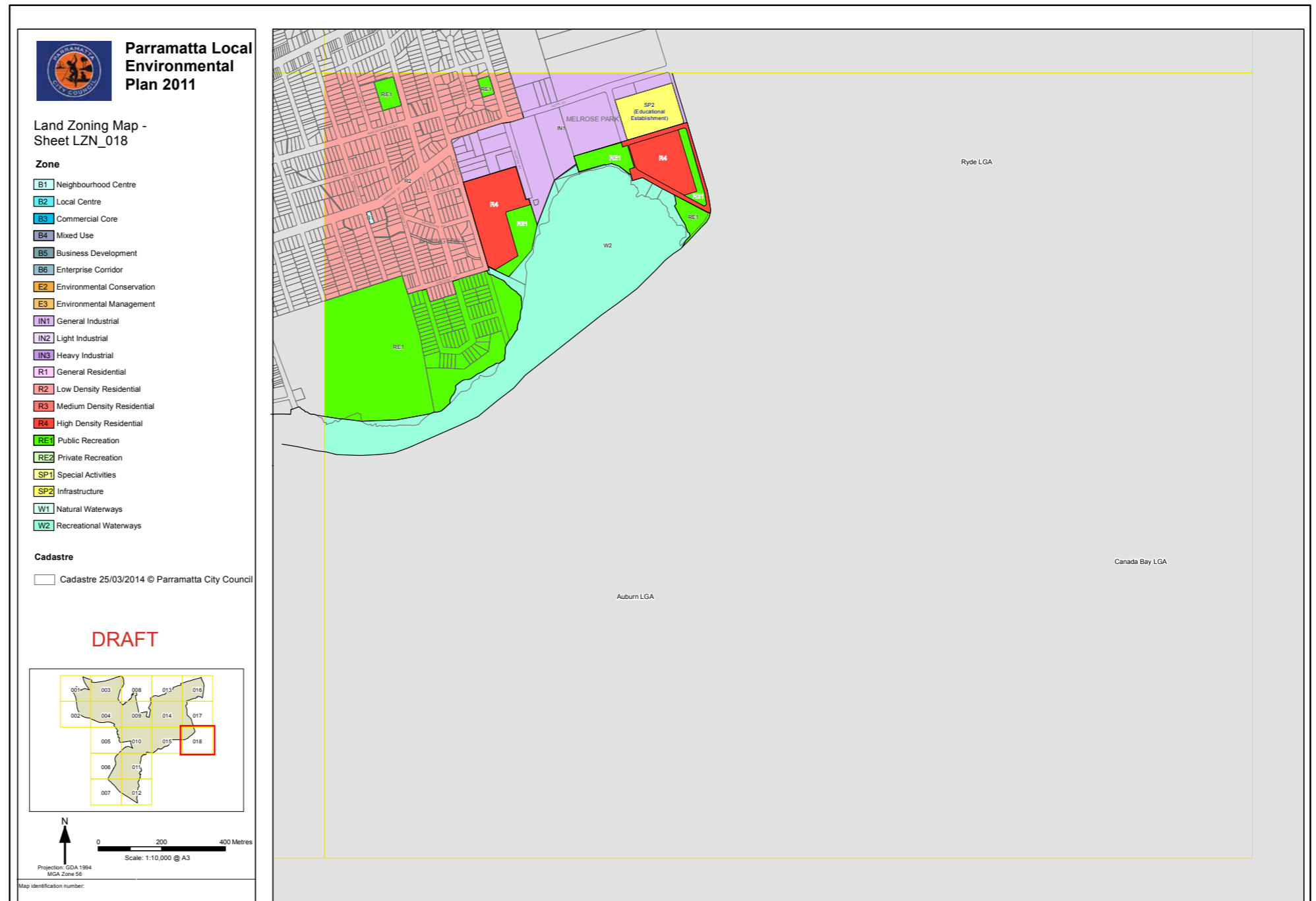


FIGURE 3.25 Proposed Land Use Map

FLOOR SPACE RATIO

Floor space ratios have been adjusted to exclude open space areas and to apply only to developable land (including roads):

Site	Site Area	Gross FSR	GFA	Net Lot Area	Net FSR
East Site	42,694m ²	1.66:1	70,805m ²	25,923m ²	2.73:1
West Site	51,607m ²	1.79:1	92,353m ²	37,421m ²	2.47:1

The maximum LEP mandated GFA of 163,158m² is maintained. The net site areas result in higher net site FSRs.

Land use distribution is as follows

	EAST SITE	WEST SITE	TOTAL
RESIDENTIAL	70,305m ²	91,853m ²	162,158m ²
NON-RESIDENTIAL	500m ²	500m ²	1,000m ²
TOTAL	70,805m²	92,353m²	163,158m²

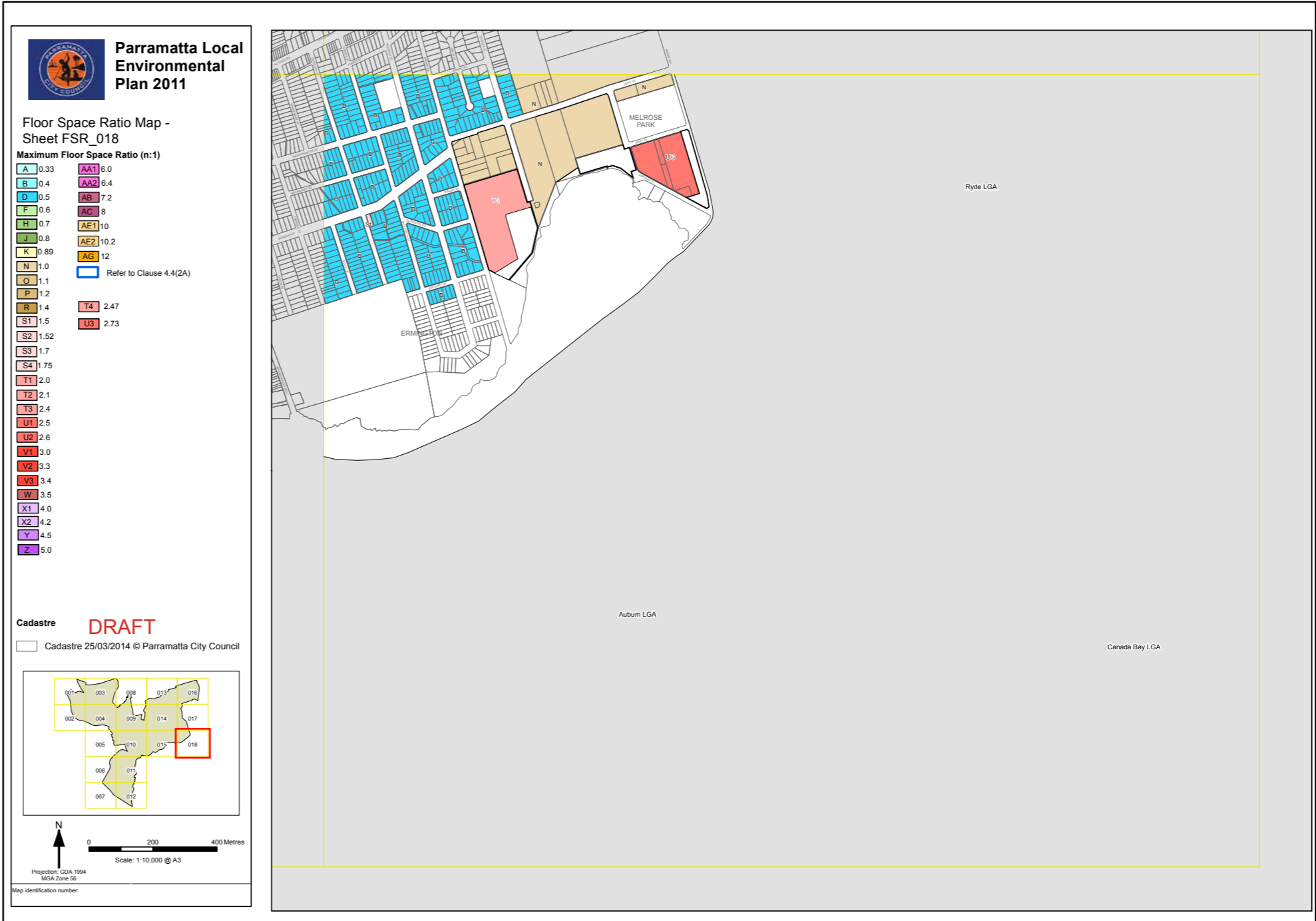


FIGURE 3.26 Proposed Floor Space Ratio Map

BUILDING HEIGHTS

No height is assigned to the open space areas
Maximum heights ranging from 25-77m have been identified based on detailed site testing. Heights are based on:

- Residential floor to floor height allowance of 3.2m
- Ground level floor to floor heights of 5.0m
- Lift overruns of 4.0-5.0m
- An allowance for falls across sites of 1.0-2.0m

Loose-fit envelopes ensures that an appropriate level of design flexibility is possible and the refinement of heights and variety in the built form is possible.

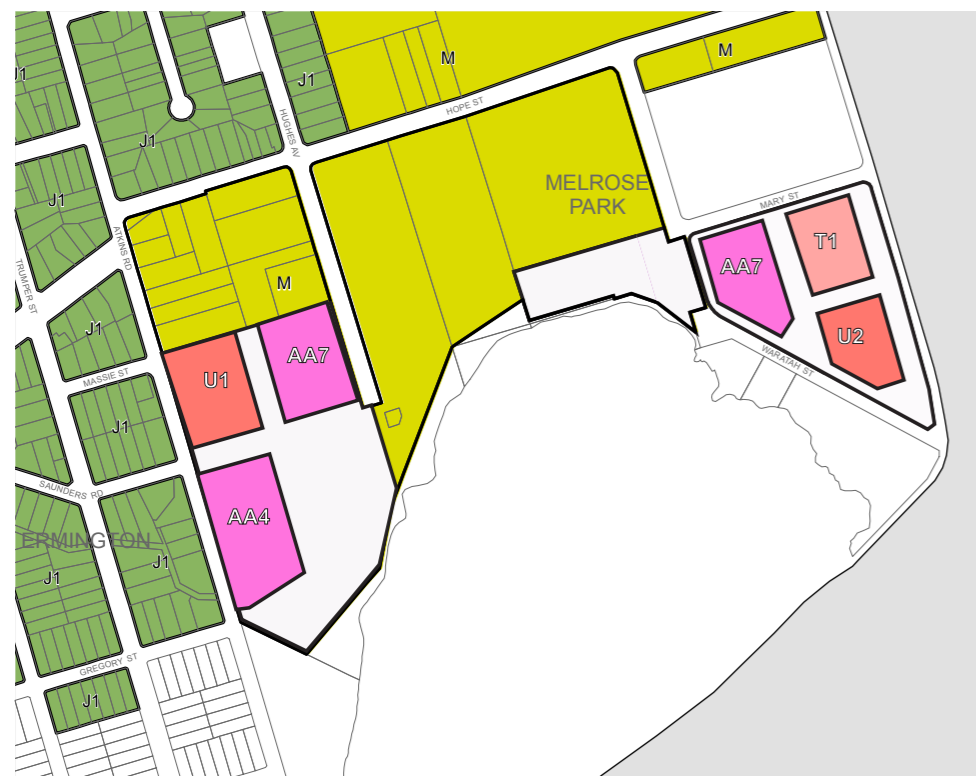


FIGURE 3.27 Proposed Height zones detail

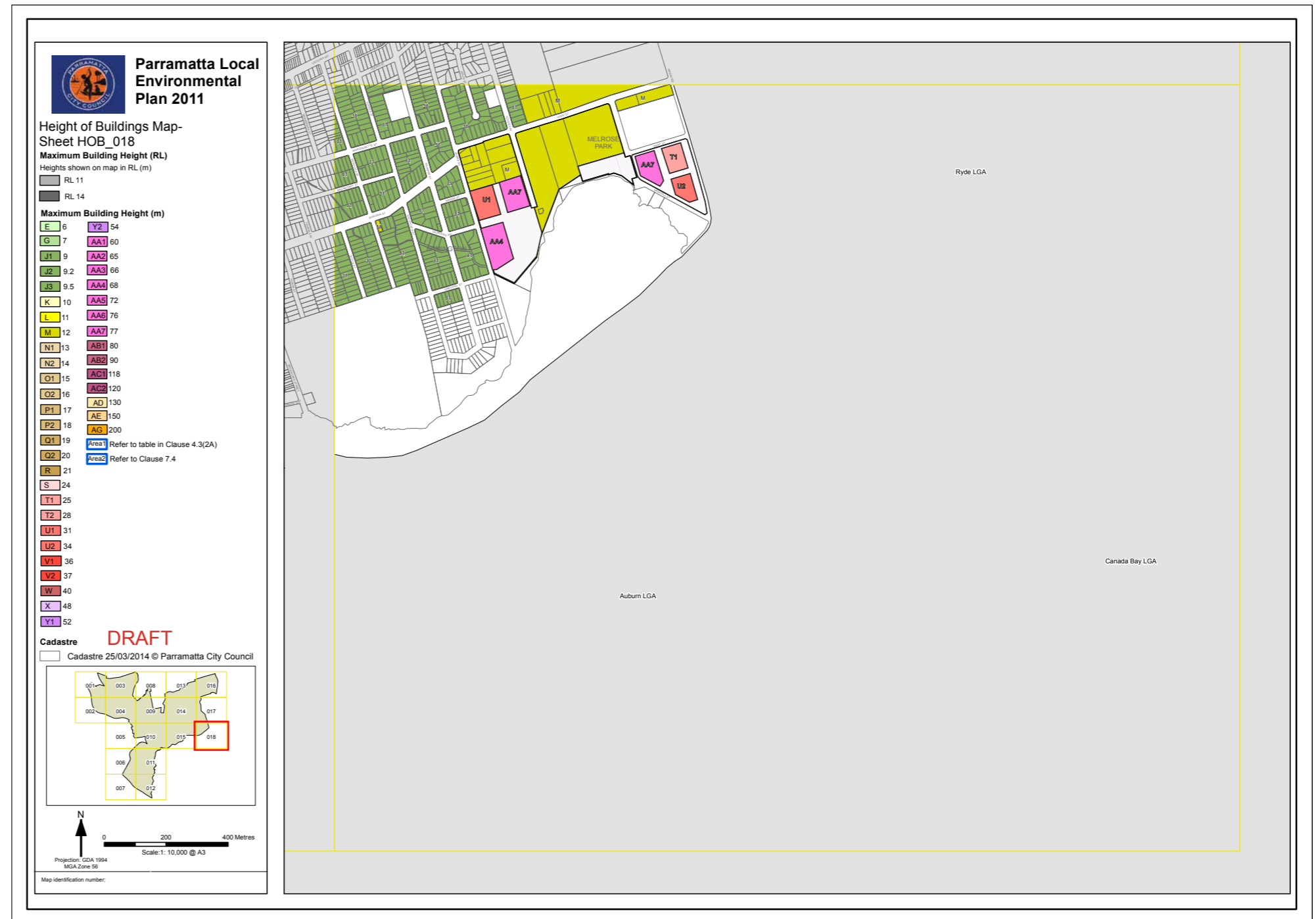


FIGURE 3.28 Proposed Height of Building Map

ADDITIONAL LOCAL PROVISIONS

Given the similarities between the North and South precincts, it is also proposed to introduce the following controls via a Part 6 Additional Local Provision (and amending the additional local provisions map), consistent with the Planning Proposal for the North Precinct.

CONTROL	PROPOSED
Minimum non-residential GFA	A minimum of 1,000 sqm of non-residential floor space is to be provided within the site (combined between both East and West sites) to allow for convenience retail such as "neighborhood shops" and other uses such as "centre-based childcare facilities"
Design Excellence	Insert design excellence provisions for buildings of 55m and above in height without the provision of bonuses.

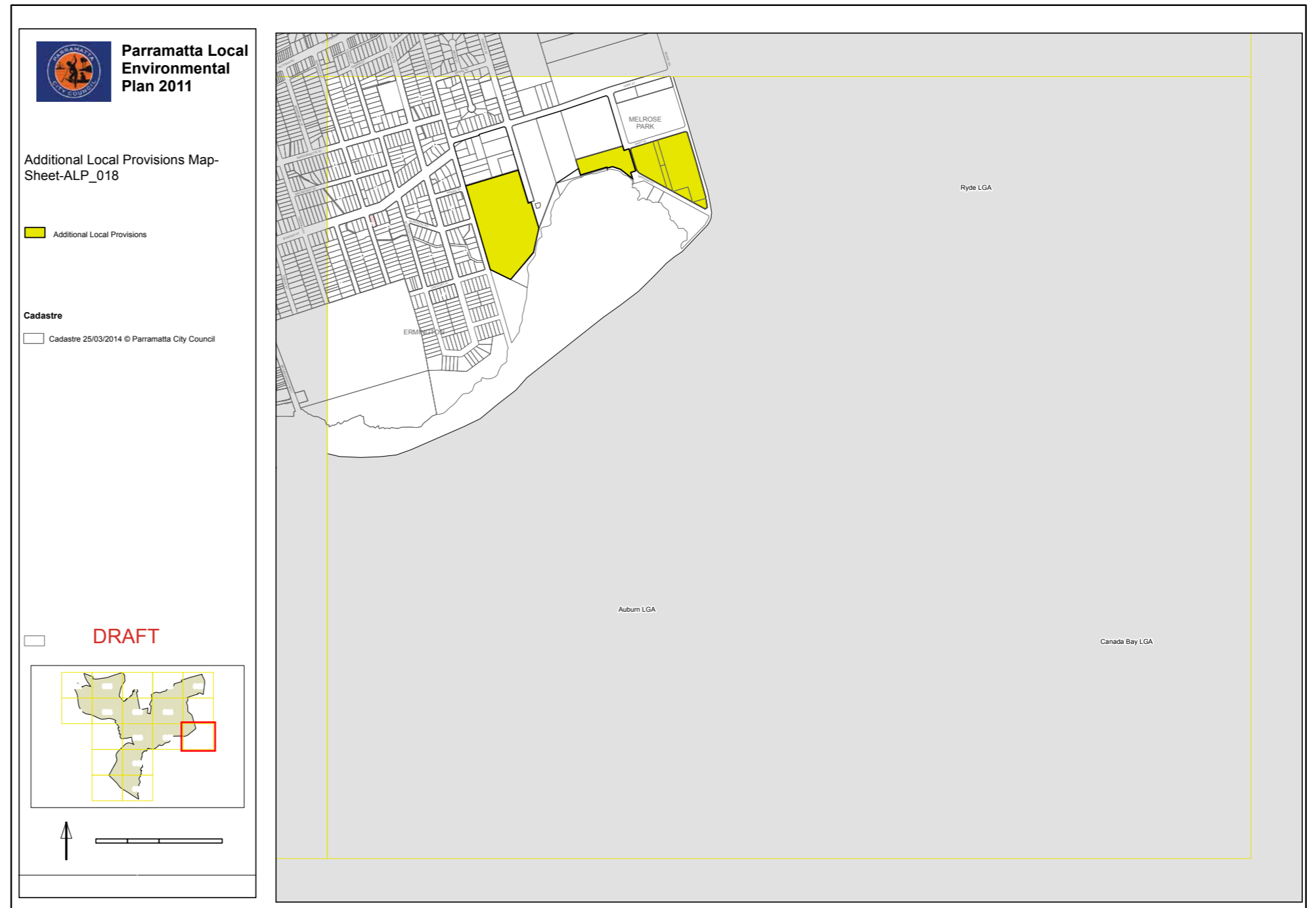


FIGURE 3.29 Proposed Floor Space Ratio Map OPTION 2



FIGURE 3.30 Holdmark Sites - Illustrative View From North East

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