



MELROSE PARK NORTH URBAN DESIGN & LANDSCAPE REPORT



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Date	Revision	Status	Authored
11/02/16	A	For Submission	SAS/GP
29/03/17	B	For Submission	SAS
30/03/17	C	For Submission	JM
09/05/19	D1	Draft for Review	DJC
24/05/19	D2	For Submission	RJD
26/03/21	E	For Submission	RJD
22/04/21	F	For Submission	RJD

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All images of proposed development are indicative only.



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01 EXECUTIVE SUMMARY

INTRODUCTION

Allen Jack+Cottier Architects in association with Turf Design Studio (and subsequently Scott Carver) have been engaged by PAYCE to prepare an Urban Design & Landscape Report that examines the future development potential of 25ha of former Industrial Lands located 6km from the Parramatta CBD (the Site).

To facilitate the renewal of the Site to a vibrant residential and mixed use precinct, PAYCE are seeking to change the existing zoning, height and floor space ratio (FSR) controls of the Parramatta Local Environment Plan (LEP) 2011.

The purpose of the report is to clearly outline the research, methodology and design rationale embodied within the proposed Masterplan for PAYCE's site at Melrose Park North.

Planning Process to Date

The Site is located within the City of Parramatta Local Government Area (LGA) and is part of the Parramatta Employment Lands Strategy (ELS) adopted in July 2016. The ELS recommended the preparation of a Structure Plan which considers future uses and opportunities for urban renewal, and does not result in a decrease in employment density.

The City of Parramatta Council recommended that the Melrose Park Precinct be subject to two Structure Plans, the Northern Structure Plan bounded by Victoria Road, Wharf Road, Hope Street and Hughes Avenue, and the Southern Structure Plan bounded by Hope Street, Wharf Road, the Parramatta River and Atkins Road.

The Site subject to this Planning Proposal is part of the Melrose Park adopted Northern Structure Plan. PAYCE own more than 90% of the industrial land within the Northern Structure Plan area. The proposed zoning, height and density fully complies with the Melrose Park Northern Structure Plan.

In 2017, the then Department of Planning and Environment issued a Gateway Determination, subject to conditions. This revised Masterplan supports a revised Planning Proposal in response to the Gateway conditions and is the result of extensive collaboration with Council through 2019-20 to allow the Proposal to proceed to formal public exhibition. In 2021, the Department of Planning, Infrastructure and Environment issued a revised Gateway Determination to reflect the reviewed Planning Proposal. On 22 March 2021, the City of Parramatta Council resolved to place the Revised Planning Proposal on formal public exhibition.

The 2021 Proposal

The proposed development will create a high-density residential environment interspersed with retail, commercial and education uses, with a genuine mixed use Town Centre providing retail, commercial, residential apartments, including affordable housing and an eat street. All this will be supported by a series of high-quality public parks and a playing field which are to be dedicated to Council.

As per the ELS recommendations, the proposed development will create hundreds of full-time jobs in high quality modern commercial and retail spaces within the Town Centre.

Public Domain and Public Benefit

The Proposal includes enormous public benefits through investment in new education facilities, public open spaces, new public domain and contributions towards other infrastructure inside and outside of the site. Within the development, tree-lined pedestrian focused streets will create a permeable and walkable network through the Site and will weave the Proposal into its existing urban fabric.



The Proposal (Artist's Impression of PAYCE site).



ELS Recommended a Structure Plan be Prepared. (Source: ELS 2016.)



City of Parramatta Council Recommended Two Structure Plans. (Source: City of Parramatta Council Minutes 22/08/2016.)



Previous Melrose Park Northern Structure Plan (as formally adopted by the City of Parramatta Council)





02 SITE ANALYSIS

02 SITE ANALYSIS

PLANNING CONTEXT

A Metropolis of Three Cities - the Greater Sydney Region Plan

The Greater Sydney Region Plan is the 20 year strategic plan for the Sydney Metropolitan region. It provides key directions and actions to guide Sydney's productivity, environmental management, and liveability – including the delivery of housing, employment, infrastructure and open space.

The Site at Melrose Park is in close proximity to the Global Economic Corridor, an area of concentrated employment uses which incorporates a large proportion of Sydney's knowledge jobs, including communications, high-tech manufacturing and biotechnology. The State Government therefore prioritises the creation of employment opportunities in land within the Global Economic Corridor.

The Site is also within 2km to the Urban Renewal Corridor along the T1 heavy rail line. The State Government aims to use urban renewal to help meet the demand for new housing in Sydney over the next 20 years by increasing housing close to centres and public transport networks, making it easier to walk or cycle to shops, transport and services. Urban renewal includes upgrading infrastructure, streets and the public domain.

Central City District Plan

In 2018 the Greater Sydney Commission released the Central City District Plans to set out how the Greater Sydney Region Plan will apply to local areas and to target areas for productivity, liveability and sustainability.

The Site sits within the Central City District Plan, the District which will accommodate 31% of the predicted population growth in Sydney and will lead the transformation of Greater Sydney and the national economy from industrial to innovation technologies.

Employment Lands Strategy

The Employment Lands Strategy (ELS) was commissioned by the City of Parramatta Council to determine the future of industrial lands within the LGA. For Melrose Park, it recommended the preparation of a Structure Plan which considers future uses and opportunities for urban renewal, and does not result in a decrease in employment density.

Structure Plans

The City of Parramatta Council recommended that the Melrose Park Precinct be subject to two Structure Plans in recognition of PAYCE's significant landholdings in the northern part of the precinct and the progress of PAYCE's Structure Plan at the time.

Council adopted the Melrose Park Northern Structure Plan in December 2016. The Site forms part of this Structure Plan. For more information, see chapter 3.

City of Parramatta Local Environmental Plan 2011 and Development Control Plan 2011

The Site is located within the City of Parramatta Local Government Area (LGA) and is therefore subject to the Parramatta Local Environmental Plan 2011 (LEP) and Parramatta Development Control Plan 2011 (DCP).

This Planning Proposal seeks to vary the land zoning, height of buildings and floor space ratio (FSR) provisions of the Parramatta LEP 2011.

Under the LEP the Site is currently zoned IN1 (general industrial), has a maximum height control of 12m, a maximum FSR of 1:1 and includes a local heritage item.

The design team has worked extensively with the City of Parramatta Council to create a new site-specific DCP for the Site, which broadly reflects and references both the existing DCP 2011 and draft DCP for Parramatta CBD, adjusting for specific site conditions where required.



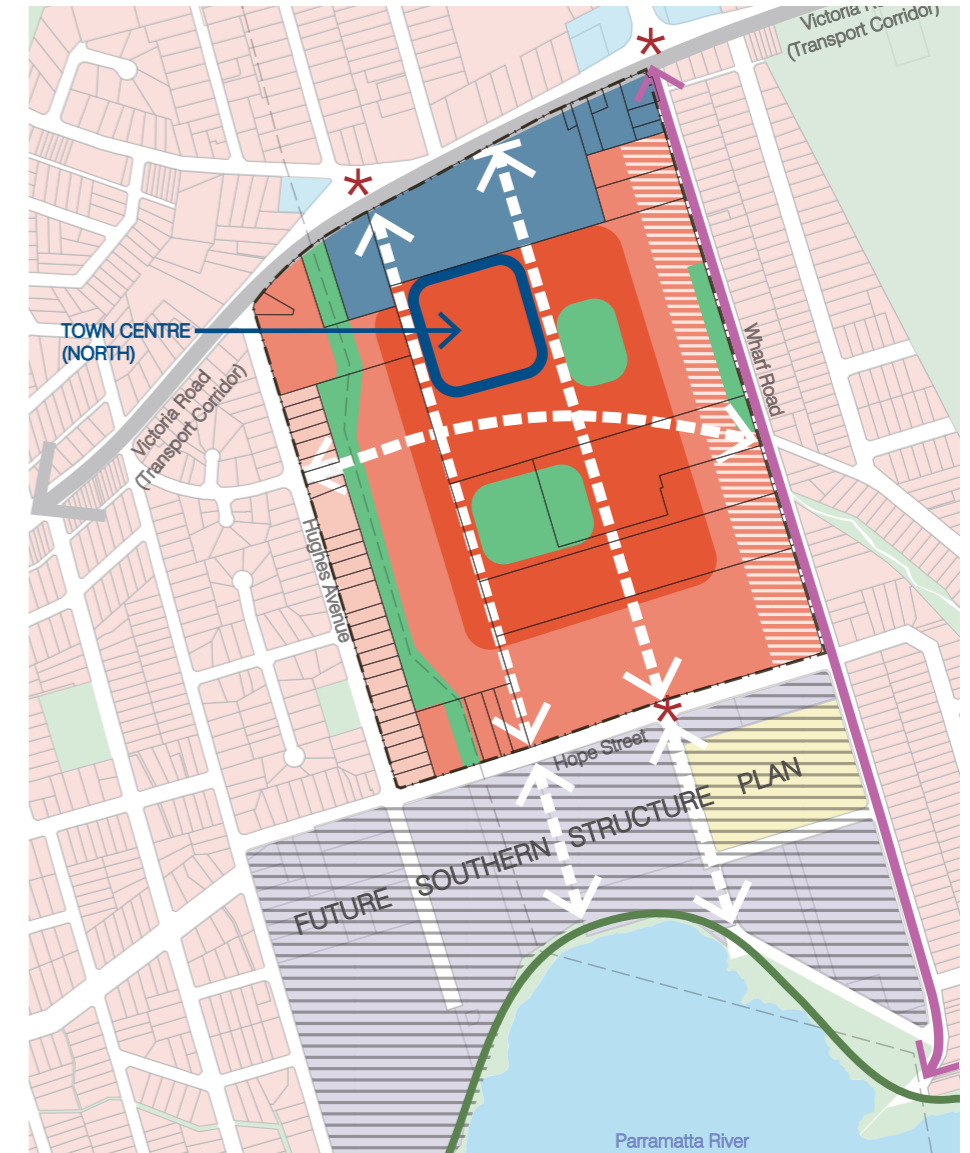
Central City District Plan (Source: Greater Sydney Commission)



ELS Recommended a Structure Plan be Prepared. Source: ELS 2016.



City of Parramatta Council Recommended Two Structure Plans (Source: City of Parramatta Council Minutes 22/08/2016.)



Previous Melrose Park Northern Structure Plan (as formally adopted by the City of Parramatta Council)

The Site is located 6km east of the Parramatta City Centre and 15km west of the Sydney CBD.

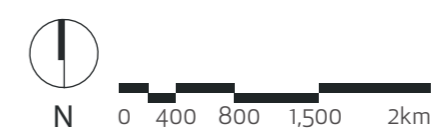
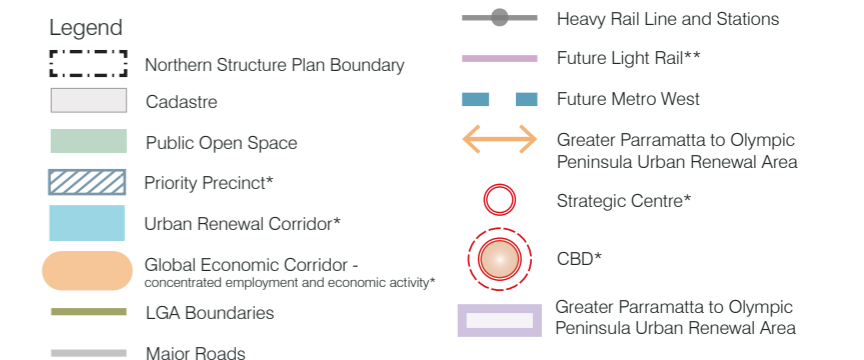
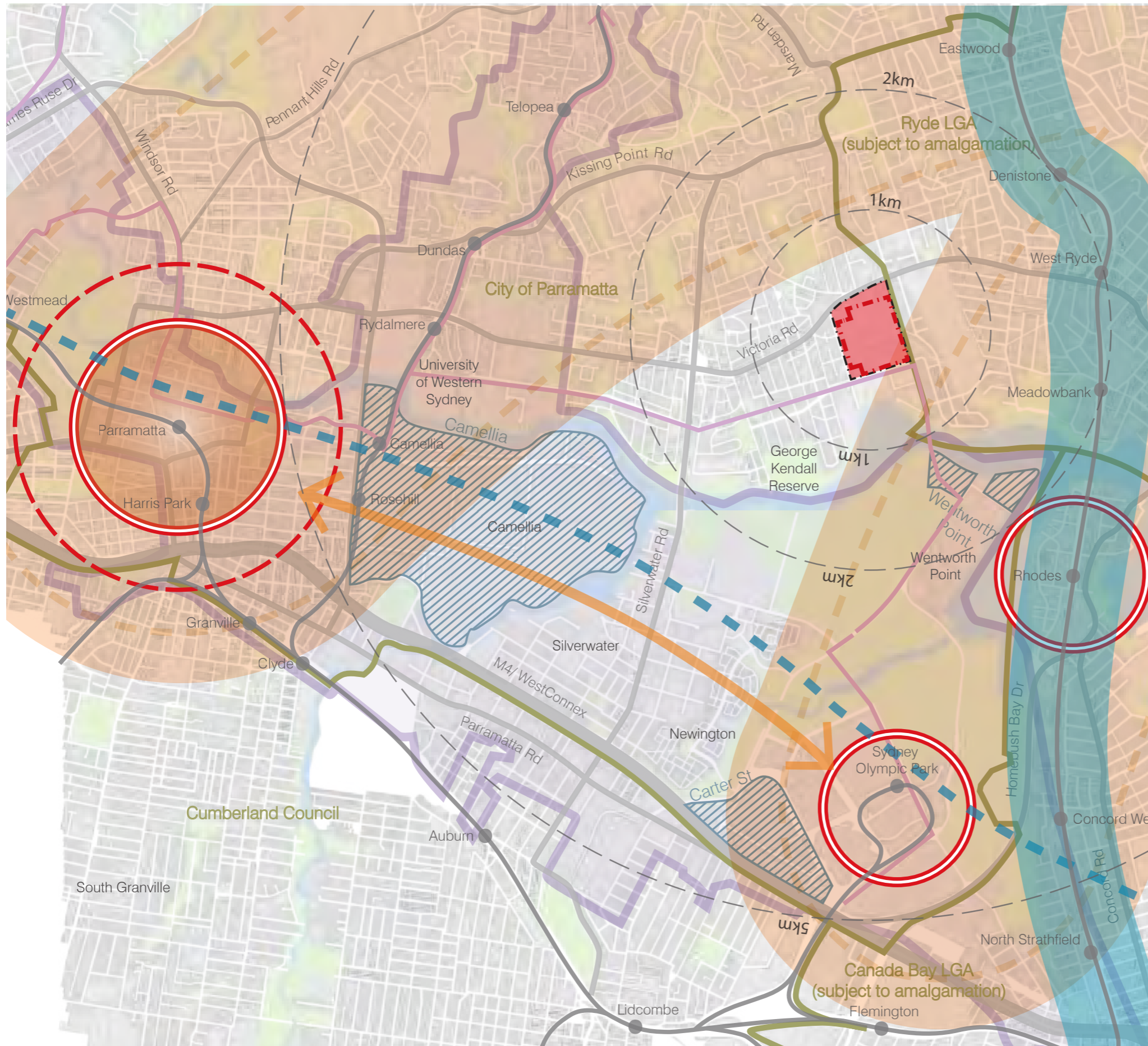
Melrose Park is located along the northern banks of the Parramatta River, 6km east of the Parramatta CBD and north and east of the Greater Parramatta and Olympic Peninsula Urban Renewal Area (GPOP). Parramatta has been formally recognised as Sydney's Second CBD and is expected to become 'Australia's Next Great City.'

An analysis of the regional context has identified the following key considerations:

- + The Site at Melrose Park is located on and adjacent to the Global Economic Corridors to Parramatta and Sydney Olympic Park;
- + The eastern edge of the Site forms the boundary between the Parramatta LGA and the Ryde LGA (Wharf Road);
- + The Site is in within 2km of both the Meadowbank and West Ryde train stations. This heavy rail corridor has been identified as a future urban renewal corridor;
- + The NSW State Government has committed to 'Metro West', a metro line between Westmead and the Sydney CBD with confirmed stops at Parramatta and Sydney Olympic Park.
- + Parramatta Light Rail Stage 2 has been confirmed to run along the southern edge of the Planning Proposal area, providing new Light Rail connections to Parramatta and Sydney Olympic Park.
- + Surrounding remnant industrial sites at Camellia, Carter Street and Wentworth Point have been identified by the State Government as Priority Precincts for Urban Renewal and Urban Transformation; and
- + The region contains an excellent network of Regional Parks and open spaces that traverse the banks of the Parramatta River.

The Site at Melrose Park presents:

- + A significant opportunity for urban renewal that is located close to the jobs and infrastructure generated by the Global Economic Corridor;
- + A significant opportunity for urban renewal that has excellent access to the amenity of the Parramatta River and its associated network of regional parks and open space.



Regional Context

02 SITE ANALYSIS

WATERFRONT URBAN RENEWAL

The Site presents a significant opportunity to fill the 'missing tooth' of urban renewal along the Parramatta River

An analysis of the land uses adjoining the Parramatta River has identified that Melrose Park is one of the last remaining sites along the Parramatta River with the potential for major urban renewal.

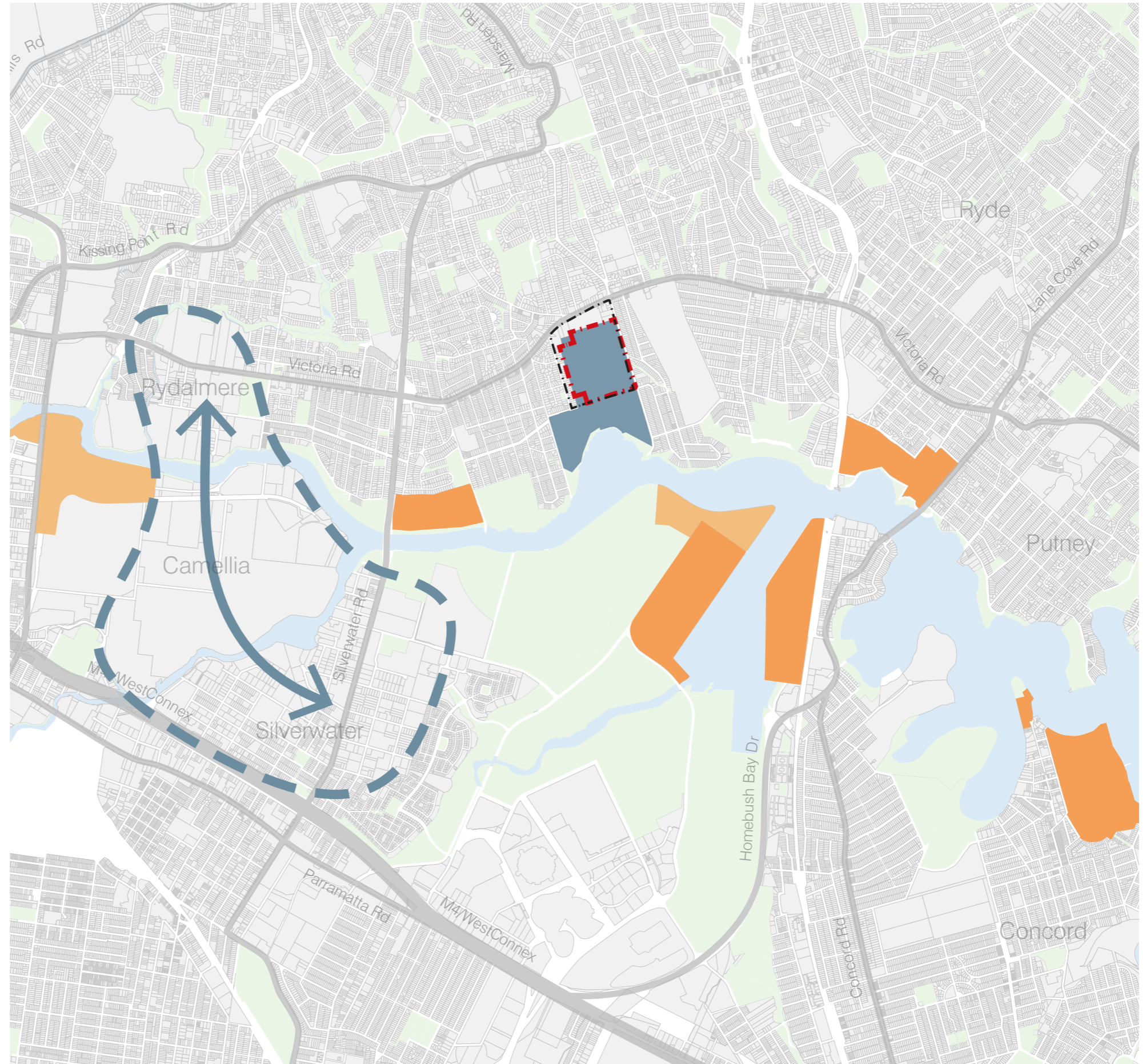
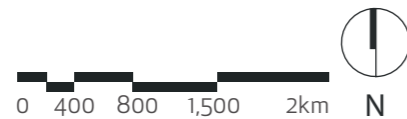
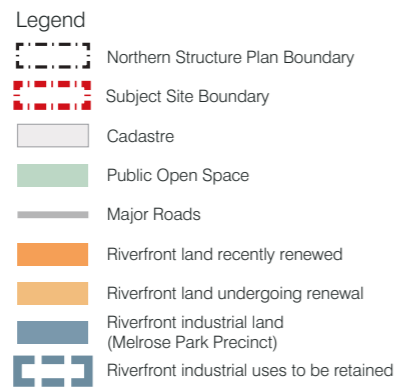
In the last 10-15 years, the following remnant industrial lands have transformed into waterside communities:

- + Former AGL Gasworks at Breakfast Point;
- + Former Union Carbide Site and Allied Feeds Site at Rhodes;
- + Former industrial and reclaimed lands at Wentworth Point;
- + Former industrial and employment lands at Shepherds Bay;
- + Ermington Naval Stores at Ermington; and
- + City of Parramatta Council Depot Site at Parramatta.

The following current industrial/employment Sites have been identified for future urban renewal by the State Government:

- + Former Industrial Lands at Camellia; and
- + Cumberland Hospital at Parramatta.

The current employment and industrial lands at Camellia, Rydalmere and Silverwater are considered to be strategic important employment precincts. It is unlikely that significant urban renewal will occur in these locations in the short to medium term.



Waterfront Urban Renewal

REGIONAL TRANSPORT CONNECTIONS

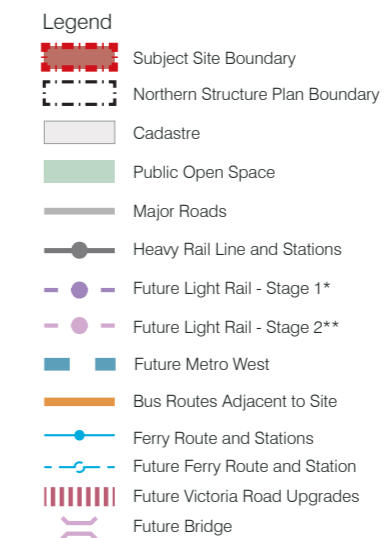
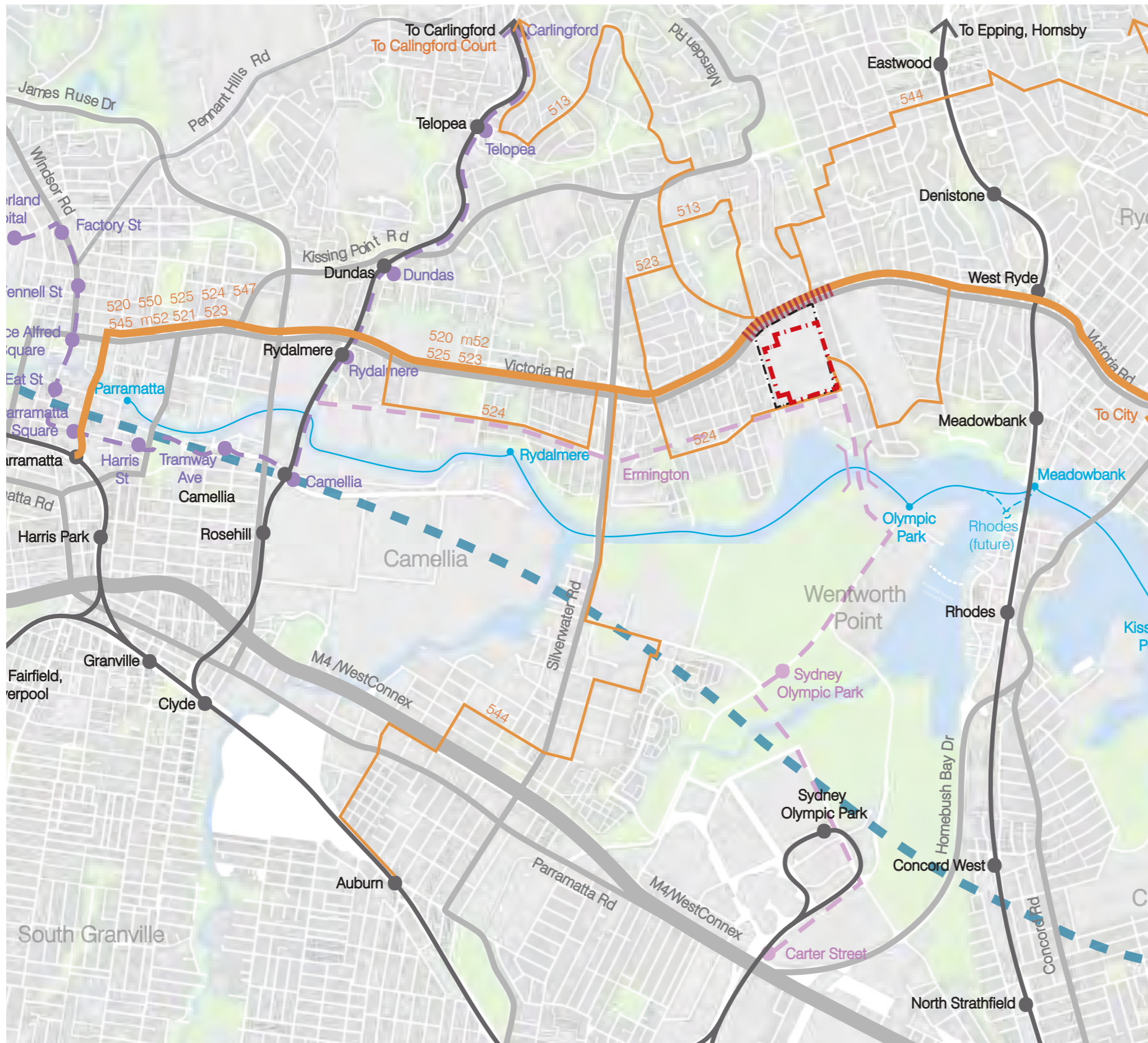
The Site is located near the geographical centre of Sydney and is adjacent to the Major Regional Transport Corridor of Victoria Road, and within 2km of the T1 heavy rail line.

Melrose Park is due north of the area defined as 'Greater Parramatta and Olympic Peninsula Urban Renewal Area' (GPOP) in the State Government's, 'Plan for Greater Sydney'. Two confirmed projects, Parramatta Light Rail Stage 2 and Metro West, will connect Parramatta CBD to Olympic Park. Parramatta Stage 2 will also run alongside the Planning Proposal Site.

An analysis of the existing regional transport connections has highlighted that Melrose Park is currently already accessible to the following transport hubs and strategic centres:

- + West Ryde Station - 10mins (bus) / 20mins (walk);
- + Meadowbank Station - 10mins (bus) / 20mins (walk);
- + Developer initiated buses direct to Meadowbank Station (currently in operation)
- + West Ryde Station - Sydney CBD - 30mins (train from West Ryde);
- + West Ryde Station - Hornsby - 25mins (train from West Ryde);
- + Parramatta City Centre - 25mins (express Metro Bus from Victoria Rd);
- + Sydney CBD - 50mins (express Metro Bus from Victoria Rd).

Roads and Maritime Services (RMS) are planning upgrades to the Victoria Road Transport Corridor which will further increase the availability and frequency of bus access to the Site (Bus Rapid Transit or BRT).



* Source: Transport for NSW
 ** Source: City of Parramatta Council / Westline Partnership



Transport Links

02 SITE ANALYSIS

CURRENT LOCAL ENVIRONMENTAL PLAN CONTROLS (PARRAMATTA LEP 2011)



Planning Controls - Site Zoning



Planning Controls - Floor Space Ratio



Planning Controls - Height Of Buildings



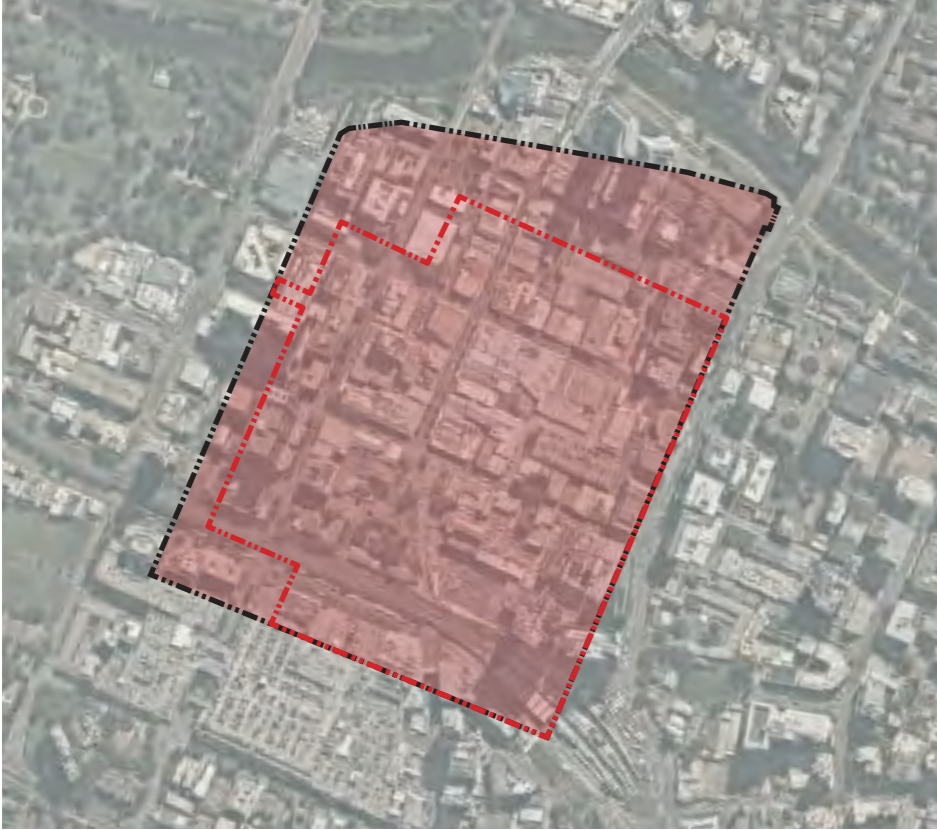
Planning Controls - Acid Sulphate Soils



Planning Controls - Heritage



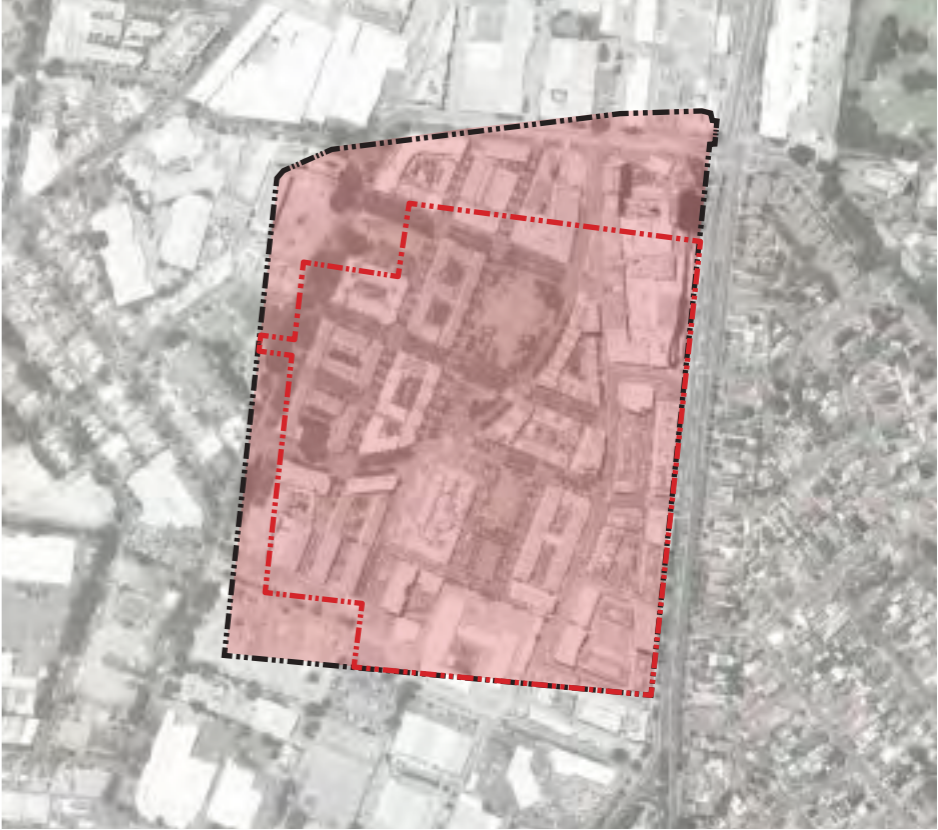
The below images demonstrate the scale at the Northern Structure Plan Area (approximately 35 ha) compared to the significant renewal areas in Sydney.



Parramatta CBD



Parramatta North



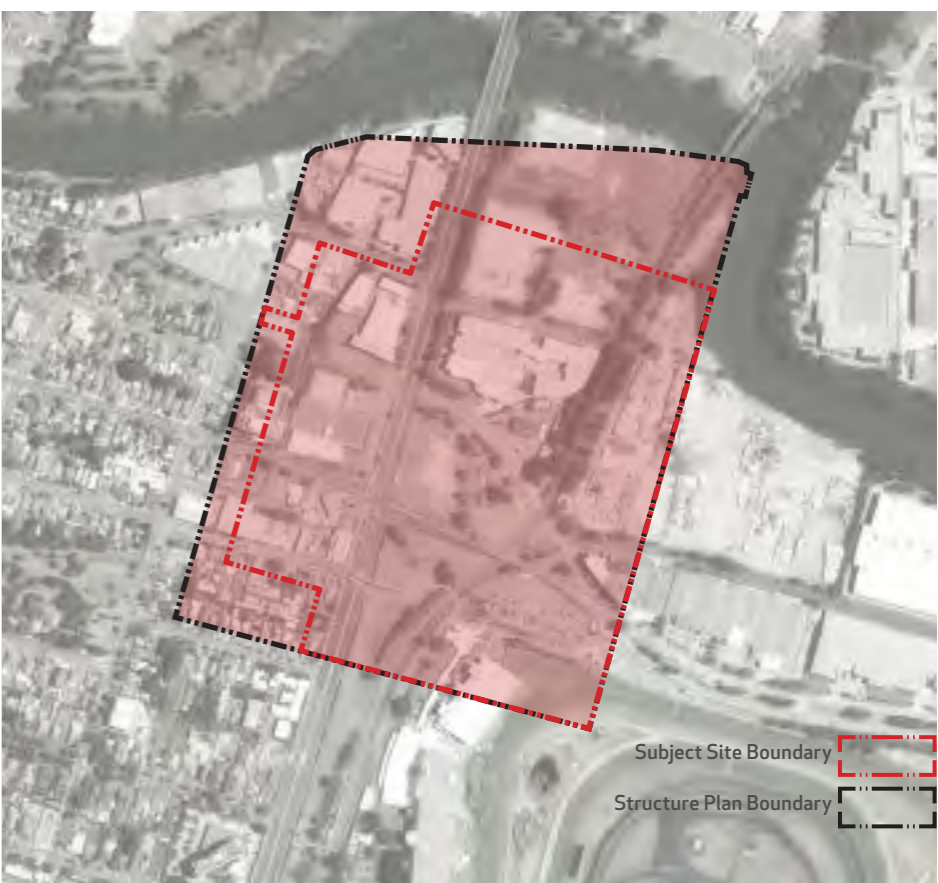
Victoria Park



Rhodes



Wentworth Point



Camellia Town Centre

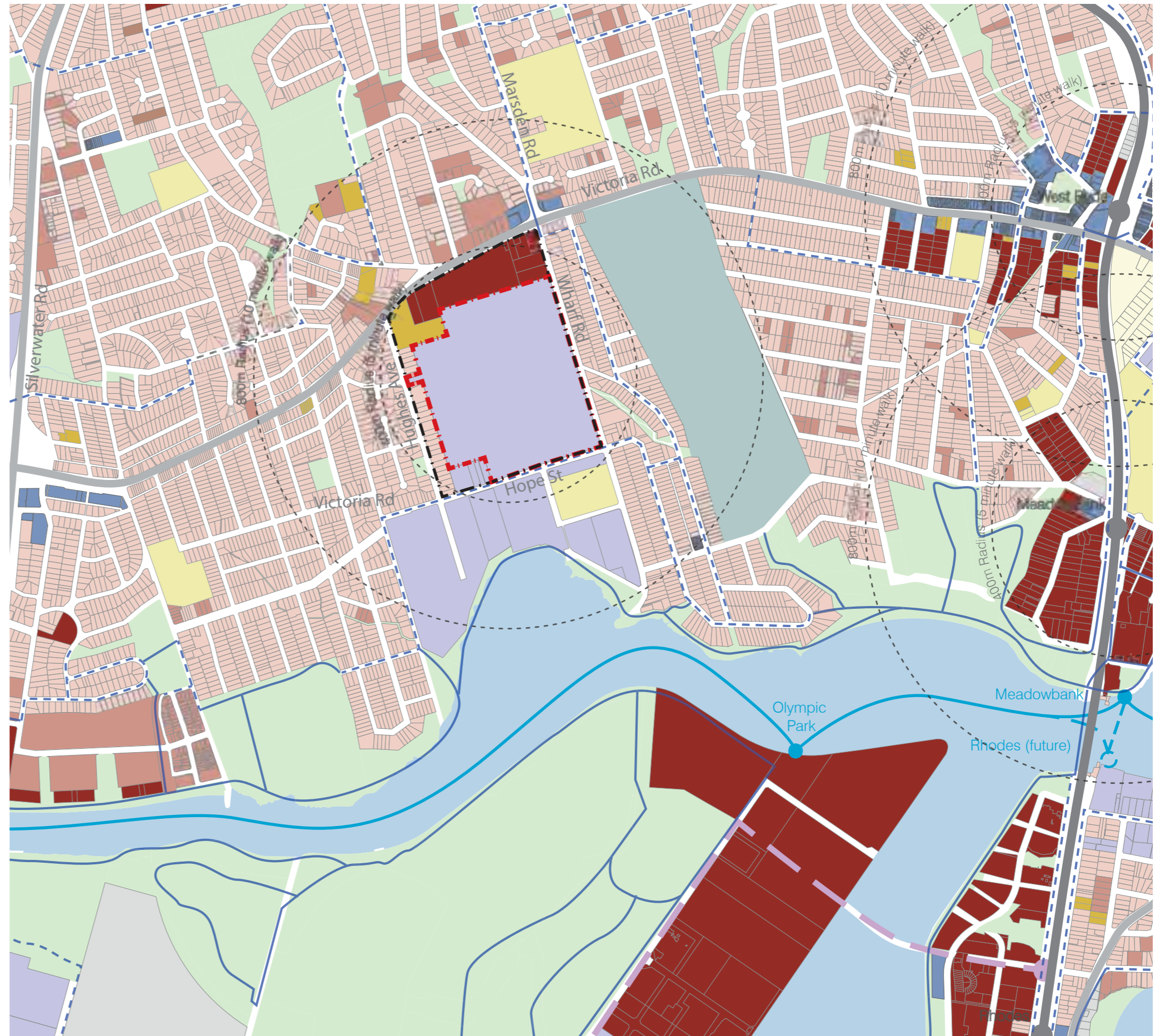
02 SITE ANALYSIS

EXISTING URBAN FABRIC AND LAND USES

The Site is currently an isolated industrial precinct that is surrounded by established residential communities

An analysis of the existing surrounding areas urban fabric and land uses has identified the following characteristics:

- + The Site and lands south of Hope Street currently form a 'cluster' of industrial uses;
- + To the west and east of the Site are established low density residential communities;
- + The adjoining site to the north (formerly Bartlett Park) was rezoned by the City of Parramatta Council to allow for High Density Mixed Use Development with a B4 (Mixed Use) zoning. This Site is also owned by PAYCE;
- + The surrounding area is well connected to regional open space networks, schools and foreshore access to the Parramatta River; and
- + The Site is not well serviced by convenience retail, except for a small cluster of shops and fast food outlets at the intersection of Victoria Road, Wharf Road and Marsden Road.



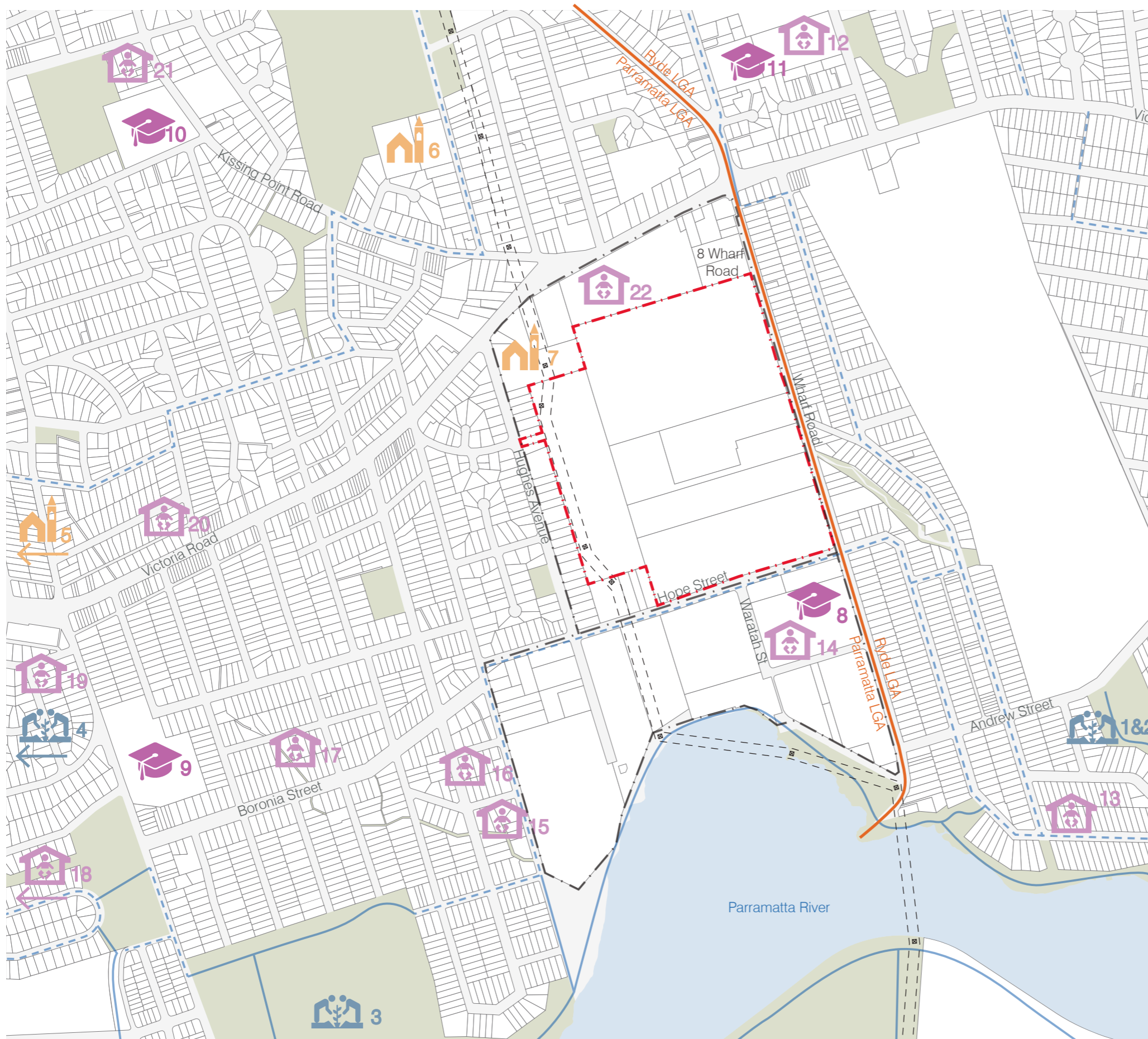
Existing Fabric And Uses

Legend

- | | | | |
|--|--------------------------------------|--|--|
| | Northern Structure Plan Boundary | | Educational Facility |
| | Subject Site Boundary | | Miscellaneous Uses
(eg water supply, substations) |
| | Parramatta River | | Cycle Route - Dedicated or Shared |
| | Public Open Space | | Cycle Route - On Road |
| | Private Open Space | | Pedestrian Walking Radius |
| | Residential - Single Detached | | Major Roads |
| | Residential - Townhouses | | Heavy Rail Line and Stations |
| | Residential - High Density Mixed Use | | Ferry Route and Stations |
| | Industrial | | |
| | Commercial / Retail | | |
| | Special Uses | | |

0 100 200 400 600m





The Site is already serviced by a range of community facilities, places of worship, schools and child care centres. Nevertheless new development on the Site will increase pressure on current facilities and will require the upgrade of existing facilities or the provision of new ones.

Community Facilities

The closest community facilities to the Site are currently at Ermington Community Centre and George Kendall Riverside Park Meeting Room, both of which are small, older facilities. New development on the Site will require upgrading of local community facilities to support the new community.

Schools

Preliminary discussions with the Department of Education initially indicated that local schools had some capacity and could be upgraded to increase their existing capacity. The Department of Education has subsequently expressed a desire to create a new school within the Site.

Child Care

Despite the number of existing child care facilities, the area is experiencing a shortage, particularly for children 0-2 years old. The precinct will provide additional child care centres including one located in the Victoria Road Site immediately north of the Planning Proposal site.

Community Facilities

- 1 Ryde Tennis Academy
- 2 Eastwood Ryde Netball Association
- 3 George Kendall Riverside Park Meeting Room
- 4 Ermington Branch Library and Community Centre

Places of Worship

- 5 Riverside Church
- 6 Korean Sydney Evangelical Church
- 7 Church of the Exclusive Brethren

Schools

- 8 Melrose Park Public School
- 9 Rydalmere East Public School
- 10 Ermington West Public School
- 11 Ermington Public School and Marsden High School

Child Care Centres

- 12 Goodstart Early Learning West Ryde
- 13 Melrose Family Day Care
- 14 Melrose Park OSHC
- 15 A Little Rei of Sunshine Ermington
- 16 Tiny Scholars Chilcare and Preschool
- 17 Ermington Rainbow Cottage
- 18 River Road Kindergarten
- 19 Platypus Preschool
- 20 Ermington Uniting Church Preschool
- 21 Ermington Possum Patch Child Care Centre
- 22 Victoria Road Site - Approved Concept Plan Includes Future Childcare Centre

Legend

- - - Site Boundary
- - - Northern Structure Plan Boundary
- ▣ High Voltage Powerlines
- ▬ Local Government Area Boundary
- ▬ Cycleway - Dedicated/ Shared
- ▬ Cycleway - On-Road



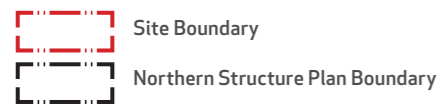
Local Facilities

02 SITE ANALYSIS

EXISTING CONDITION - SITE PHOTOS



View Location Plan



View 1 - Looking south-east across the Site to Wentworth Point and Sydney CBD skyline in the distance.



View 2 - Looking south into the Site, the drop in topography is evident.



View 3 - Looking south down Wharf Road. The existing 1- to 4-storey industrial buildings are screened from the 2-storey detached dwellings by mature gum trees.



View 4 - Looking towards the existing cliff on the east side of the green. Due to benching for industrial use, large changes in topography occur through and around the Site.



View 5 - Looking north from Hope Street at existing industrial around The Site and the high voltage power lines running along the western end of the Site.



View 6 - Looking north towards the Site. Benching for industrial use has created a poor interface with existing boundaries.

Melrose Park formerly included a Government Wharf where timber and produce were embarked for the Sydney market

Wharf Road was considered central to the economic vitality of the Sydney colony in the 1820s. A Government Wharf was constructed at the end of Wharf Road and was used to transport produce and timber along the Parramatta River. In the late nineteenth century Government Wharf was also used for the shipment of blue metal from Pennant Hills Quarry.

The Site contains heritage item 311 in the Parramatta Local Environmental Plan (LEP) 2011 (on the former Pfizer site only) which covers the remnant mature 1960's lemon scented gum trees along the eastern boundary. Also within the Site, but south of the heritage item are two movable objects which are of considerable historical and archaeological value and should either be retained and incorporated into the future landscape Site planning of the Site or be donated to a museum.



1943 Aerial Photograph (Source: maps.six.nsw.gov.au)



1.



2.



4.



5.



3.

- 1. Remnant mature 1960's lemon-scented gums (item 311).
- 2. Movable heritage item: Portable fire extinguisher and fire pump.
- 3. Movable heritage item: Portable fire extinguisher and fire pump.
- 4. Movable heritage item: Mill stone.
- 5. Movable heritage item: Mill stone.

 Site Boundary

02 SITE ANALYSIS

LAND OWNERSHIP PATTERN

Over 92% of the industrial land located north of Hope Street is under PAYCE ownership.

South of Hope Street, the industrial zoned lands are characterised by a diverse and fragmented ownership pattern (20 + owners).

Ownership North of Hope St:

1. PAYCE
2. Obed-Edom Pty Ltd
3. The Ermington Gospel Trust

Ownership South of Hope St:

4. Tomola Owner
5. Various Owners
6. Various Owners (x16)
7. Glaxosmithkline Australia Pty Ltd
8. George Weston Foods Limited
9. Melrose Park Transport Pty Ltd
10. The Trust Company Limited (Goodman)
11. Various Owners (x4)
12. West Ryde Properties Pty Limited & National Office Assist Pty Limited
13. Melrose Park Public School
14. 112 Wharf Road Pty Ltd (Holdmark Property Group)

Legend



Ownership boundaries

Area under PAYCE ownership



Existing Land Ownership Pattern (2017)