

ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

DETERMINATION OF TELOPEA URBAN RENEWAL CONCEPT PLAN

Major Project No. 09_0170

I, the Deputy Director General, acting under delegation from the Minister for Planning, under the *Environmental Planning and Assessment Act 1979* (the EP&A Act) determine:

- pursuant to section 75O of the EP&A Act to grant concept plan approval to the proposal (as described in A1 of Part A, Schedule 2), subject to the modifications set out in Part B of Schedule 2; and
- pursuant to section 75P (1)(b) of the EP&A Act, approval to carry out the project or any particular stage of the project is to be subject to the provisions of Part 4 of the EP&A Act, except where it meets the criteria in Schedule 1 of the Major Development SEPP.
- all future applications (under Part 3A and Part 4 of the EP&A Act) are subject to further environmental assessment requirements (as specified in Schedule 4 of this approval) in accordance with sections 75P(1)(a) and 75P(2)(c) of the EP&A Act.
- pursuant to section 75P(1)(c) that no further environmental assessment is required for Stage 1 of the project.



Richard Pearson
Deputy Director General
Development Assessment & Systems Performance

Sydney,

29th August

2010

SCHEDULE 1

PART A – TABLE

Application made by:	Housing NSW
Approval Authority:	Minister for Planning
Major Project Number:	MP 09_0170
On land comprising:	Sturt Street, Moffats Drive, Evans Street, The Parade, Figtree Avenue, Marshall Road, Shortland Street, Wade Street, Eyles Street and Polding Place, TELOPEA (Lot J DP 36743 and Lots 219A and 219B DP 36743; Lot 1724 DP 216673; Lots 5-7 DP 128229; Lots 1718-1719 DP 213180; Lot 1715 DP 213180 and part of Lot 1716 DP 213180; Lots 1-2 DP 811709, part Lot 1716 DP 213180; Lots 262-268 DP 36743; Lots 280-285, 287, 288, 290-299 DP 36743; Lots 308-319 DP 36743; Lots 1-2 DP 596499.)
Local Government Area:	Parramatta City Council
For the carrying out of:	The development of 1900 dwellings over 10 precincts
Capital Investment Value:	\$580 million
Type of Development:	Concept Plan Approval under Part 3A of the EP&A Act
Limits on Approval	This approval does not allow any components of the concept plan to be carried out without further approval or consent being obtained.
Date approval is liable to lapse:	5 years from the date of this approval unless the building works associated any subsequent applications have substantially commenced.

PART B — NOTES RELATING TO THE DETERMINATION OF CONCEPT PLAN MP No. 09_0170

Responsibility for other consents/agreements

The proponent is solely responsible for ensuring that all additional consents and agreements are obtained from other authorities, as relevant.

Legal Notices

Any advice or notice to the approval authority shall be served on the Director-General.

Inconsistencies between documents

In the event of any inconsistency between the conditions to this major project approval and the approved plans and documentation described in Schedule 2 and the Statement of Commitments in Schedule 3, the conditions in this major project approval prevail.

PART C - DEFINITIONS

In this approval the following definitions apply:

Advisory Notes	Advisory information relating to the approved project but do not form a part of this approval.
BCA	Building Code of Australia
Construction	Any works, including earth and building works
Council	Parramatta City Council
Day	The period from 7am to 6pm on Monday to Saturday, and 8am to 6pm on Sundays and Public Holidays

DECCW	Department of Environment, Climate Change and Water or its successors
Department	Department of Planning or its successors
Director-General	Director-General of the Department of Planning, or nominee
EA	Environmental Assessment titled <i>Telopea Urban Renewal Project Environmental Assessment and Appendices</i> prepared by Worley Parsons, dated 1 February 2010
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2000</i>
Evening	The period from 6pm to 10pm
Incident	A set of circumstances that causes or threatens to cause material harm to the environment, and/or breaches or exceeds the limits or performance measures/criteria in this approval
Major Development SEPP	State Environmental Planning Policy (Major Development) 2005
Minister	Minister for Planning, or nominee
Night	The period from 10pm to 7am on Monday to Saturday, and 10pm to 8am on Sundays and Public Holidays
PPR	Preferred Project Report titled <i>Preferred Project Report Telopea Urban Renewal Project and Appendices</i> prepared by Worley Parsons, dated 3 June 2010
Project	The project and the accompanying plans and documentation described in Schedule 2, Part A, Condition A1.
Proponent	Housing NSW, or anyone else entitled to act on this Approval
POEO Act	<i>Protection of the Environment Operations Act 1997</i>
Reasonable and Feasible	Reasonable relates to the application of judgement in arriving at a decision, taking into account: mitigation benefits, cost of mitigation versus benefits provided, community views and the nature and extent of potential improvements. Feasible relates to engineering considerations and what is practical to build.
Subject Site	Lot J DP 36743 and Lots 219A and 219B DP 36743; Lot 1724 DP 216673; Lots 5-7 DP 128229; Lots 1718-1719 DP 213180; Lot 1715 DP 213180 and part of Lot 1716 DP 213180; Lots 1-2 DP 811709, part Lot 1716 DP 213180; Lots 262-268 DP 36743; Lots 280-285, 287, 288, 290-299 DP 36743; Lots 308-319 DP 36743; Lots 1-2 DP 596499
Stage 1	Building A1, A2 and J3 as identified in TEL-UD-004, Concept Plan – Gross floor Area, dated 01.06.2010.
Statement of Commitments	The Proponent's Statement of Commitments in Schedule 4
Storey	As defined in the Parramatta Local Environmental Plan 2001: the space within a building between one floor level and the floor level next above or, if there is no floor level next above, the ceiling or roof above, but does not include: (a) space used for car parking, laundries or storerooms, if the ceiling space does not protrude more than 1.2 metres as measured vertically above the natural ground level immediately below, or (b) attic space that is part of the dwelling unit immediately below and is incapable of being used as a separate dwelling unit.

SCHEDULE 2

Part A – Terms of Approval

A1. Approval for the Telopea Urban Renewal Concept Plan

Except as modified by this approval; concept approval is granted for the development of a maximum 1,900 dwellings including but not limited to:

- (a) Distribution of uses for high density housing, residential flat buildings and multi unit housing
- (b) A maximum Gross Floor Area of 181,778m² across 10 Precincts and building envelopes
- (c) Landscaping, open space and associated infrastructure.

A2. Approved Plans and Documentation

The development shall be generally in accordance with the following plans and documentation:

- (a) EA;
- (b) PPR
- (c) The following plans

Architectural (or Design) Drawings prepared by Turner & Associates		
Drawing No.	Name of Plan	Date
TEL-UD-001	Landscape Concept Plan	01.06.2010
TEL-UD-002	Massing Model of Indicative Future Development Scenario	01.06.2010
TEL-UD-003	Proposed Maximum Height by Precinct	21.07.2010
TEL-UD-004	Concept Plan – Gross floor Area	01.06.2010

- (d) statement of commitments (Schedule 4); and
- (e) the modifications contained within this approval.

A3. Inconsistency between plans and documentation

If there is any inconsistency between the plans and documentation referred to above, the most recent document shall prevail to the extent of the inconsistency. However the modifications of this Concept Plan approval prevail to the extent of any inconsistency.

Part B – Modifications to the Concept Plan

B1. Maximum Heights

The proposed maximum heights in the Concept Plan shall be modified to be 6 storeys for the entire Shortland Precinct and 7 storeys in the Moffatts Precinct in relation to Stage 1 (Building J3 site).

B2. Transport Management and Accessibility Plan (TMAP)

The Proponent's Statement of Commitment number 2.12 is modified so that the TMAP will be undertaken and submitted to the Department prior to or with the first subsequent application. The TMAP shall be prepared with regard to NSW Transport's *Draft Interim Guidelines for Transport Management and Accessibility Plans*.

The mode share target adopted in the TMAP shall have the approval of RTA and NSW Transport. The TMAP must be prepared in consultation with Council, RTA and NSW Transport and address pedestrian access and mobility, bicycle networks and public transport. Any works required from the outcomes of the TMAP shall be implemented in full.

All works shall be outlined in a works program or linked with the first development of any Precinct as identified in the Staging Plan. On-street and off-street car parking provisions for future stages shall take into consideration the outcomes of the TMAP and be consistent with any lower rate required to achieve the agreed mode split targets in the TMAP.

B3. Transport and Traffic

The Proponent's Statement of Commitment number 2.1 is modified to include further investigations of the Kissing Point Road/ Adderton Road and Kissing Point Road and Park Road intersections.

B4. Community Consultative Committee

The Proponent's Statement of Commitments number 1.1 is modified to include the establishment of a community consultative committee, including Council, and local service providers and government organisations prior to any future application to ensure that the community is informed of the status of the project and to facilitate service delivery interfaces with staging of development.

Part C – Limits on Approval

C1. The indicative building footprints do not form part of the proposal.

Schedule 3

Future Environmental Assessment Requirements

The following environmental assessment requirements apply to any subsequent applications made under Part 3A or Part 4 of the EP&A Act.

1 *General Requirements*

- The Proponent shall provide the Department with a Staging Plan for the Concept Plan with lodgement of the first subsequent application. The Staging Plan must identify which Precincts or buildings will make up the new private sector housing, and shall be progressively updated and submitted with each application. The Staging Plan shall also identify the likely timing for delivery of these buildings, including when the total public housing units will be reduced to 531. The Staging Plan shall also identify when future public landscaped and open space areas and public domain improvements, including footpaths, pedestrian accessibility measures will be developed and delivered.
- Any future development shall address the planning provisions applying to the site, including, but not limited to: SEPP (Major Development) 2005; SEPP (Infrastructure) 2007; and the relevant Local Environmental Plan.
- The Proponent shall ensure that any future applications shall include:
 - a detailed description of the layout and design of the proposed development;
 - a demonstration that the project is consistent with the requirements of this approval and generally consistent with the scope outlined in documents under condition A1 of this approval;
 - detailed project specific Statement of Commitments, consistent with the Statement of Commitments prepared for the Concept Plan, with a clear indication of any new or amended commitments relating to the project.

Key Assessment Requirements

2 *Dwelling Mix of Private Housing*

The Proponent shall demonstrate that an adequate mix of dwelling types and sizes has been incorporated into the design to promote a diverse community and the dwelling mix is to be generally consistent with the requirements in the relevant Parramatta Development Control Plan. In the case of any inconsistency, the Proponent is to justify the mix of dwellings proposed having regard to the aims of the relevant Parramatta Development Control Plan.

2 *Building Form/Urban Design*

Any future project application must include plans, elevations and sections to sufficiently detail the design of all buildings, including height, setbacks, gross floor area, modulation and articulation. Consideration must be given to density, bulk and scale in relation to the surrounding development context, topography and streetscape. Any future applications must also include a view analysis, including artist's perspective and photomontages.

3 *Environmental and Residential Amenity*

Any future applications must consider amenity impacts, including adequate separation between buildings, setbacks, solar access, visual privacy, acoustic privacy, wind impacts and view corridors, and achieve an adequate level of environmental amenity (including in relation to adjoining residences). The Proponent shall demonstrate that the State Environmental Planning Policy No 65 - Design Quality of Residential Flat Development principles and Residential Flat Design Code guidelines have been achieved.

Any future project application in Poldings Precinct must include a noise and vibration assessment and demonstrate that any amenity impacts from the Railway Line can be managed or mitigated.

4 *Transport and Traffic Impacts*

Any future development shall demonstrate consistency with the outcomes of the TMAP, and provide an updated traffic assessment having regard to traffic generation, car parking demand and supply, minimising changes to on-street parking conditions, promoting public transport, pedestrian access and bicycle usage. The assessment shall also demonstrate consistency with the outcomes of the TMAP.

5 *Landscaping*

Landscape plans are to be provided with any future applications clearly identifying vegetation to be removed or relocated and the location of any additional landscaping.

6 *Construction and Operational Impacts*

- Any future applications shall address any potential contamination on the site, air impacts, waste material including biochemical or toxic wastes, noise and vibration, and odour impacts.
- An acoustic and vibration assessment shall be undertaken for all future applications in the Polding Precinct and comply with "Development Near Rail Corridors and Busy Roads – Interim Guidelines".

7 *Drainage, Stormwater and Groundwater Management*

- All future applications shall identify drainage, stormwater and groundwater management issues, on site stormwater detention, and drainage infrastructure.
- A Floodplain Management Study (FMS) shall be provided to the Department prior to or with the first application and outcomes implemented in future applications. The FMS shall be progressively updated to demonstrate that the impacts of flooding on the development have been considered in accordance with the State Government's Flood Prone Land Policy as outlined in the NSW Government's Floodplain Development Manual (2005)

8 *Utilities*

In consultation with relevant agencies, address the existing capacity and requirements of the development for the provision of utilities, including any necessary augmentation and staging of any infrastructure works.

9 *Contributions*

Address the likely scope of a planning agreement and/or developer contributions between the Proponent and Council for any private housing, if required.

10 *ESD*

Demonstrate that any future development will incorporate ESD principles in the design, construction and ongoing operation phases of the development, including water sensitive urban design measures, energy efficiency, recycling and waste disposal.

11 *Heritage*

Any future application in Poldings Precinct must include heritage impact assessment.

Schedule 4

Proponent's Statement of Commitments

1. Communication and Consultation

- 1.1 Co-ordinate with Council in distributing information to the local community about the Concept Plan Application.
- 1.2 Provide information on the Concept Plan Application to all local services and facilities and encourage them to start planning for the long term needs of the residents in the area. Such services/facilities could include education institutions, library, community services (youth, family, disability), mental health, child care and parenting services.
- 1.3 Provide support and information to outgoing and incoming residents (refer to Section 4 - Social)

2. Transport and Traffic

- 2.1 Undertake further investigations to determine how the expected traffic generated from the proposed development would impact on the surrounding traffic conditions at the major intersections of Sturt St and Kissing Point Road, and Evans Road and Pennant Hills Road.
- 2.2 To minimise traffic impacts from future development stages on Moffatts Precinct, investigate options for the main access point.
- 2.3 Where affordable and social housing is proposed, undertake and/or obtain survey data on affordable and social housing parking requirements at each future development stage to demonstrate the satisfying of the parking of the proposal to the relevant consent authority.
- 2.4 Accommodate for the manoeuvrability of garbage and loading truck in internal laneways.
- 2.5 All disabled parking will be designed in accordance with AS 2890.9: 2009
- 2.6 Bicycle parking will be provided in accordance with Council requirements. The spaces will be designed according to AS 2890.3
- 2.7 Off-street parking dimension will be in accordance with Council requirements. The spaces will be designed according to AS 2890.3
- 2.8 Local Area Traffic Management and speed will be monitored at each new stage of development and measures implemented if required. Before implementing any scheme, consultation will be held with key stakeholders and members of the public as stakeholders/residents that could be potentially affected by any LATM treatment. The key points of the likely LATM treatments are:
 - Footpaths along Shortland Street, Fig Tree Street, The Parade, Marshall Street, Moffatts Drive, Eyles Street, Wade Street
 - Refuge islands on Polding Place, Sturt Street, Wade Street
 - Raised threshold with pedestrian crossing facilities on Johns Place (in front of the station), Shortland Street and Evans Road
 - A bicycle rack near the station

- Bus shelters near the railway station and Evans Road and other bus stops subject to further analysis
 - Undertake a Pedestrian Access and Mobility Plan (PAMP) for the study area to identify further issues and works for improving conditions for walking and access for persons in wheelchairs and others with limited mobility in accordance with DDA guidelines
- 2.9 Further SIDRA and NETANAL modelling could be used for ongoing monitoring during future development of the local and regional area.
- 2.10 Another bicycle count will be undertaken within the next five years to verify the adequacy of the cycling infrastructure. Discussion will also be held with NSW bicycle Council and bicycle user groups in the area.
- 2.11 A car share scheme will be considered.
- 2.12 For the long-term proposal of 1900 dwellings, a major TMAP access study is warranted. This will occur when the design development detail of the Concept Plan development is further advanced, and when the Metropolitan Transport Plan is taking affect. The TMAP study in accordance with the NSW government authority guidelines for the entire Concept Plan development will be undertaken when at least 50% of the total proposed dwellings under the Concept Plan are submitted for DA approval.

3. Stormwater and Drainage

- 3.1 Undertake further investigation of the location of drainage pipes and easements from Council prior to future development stages.
- 3.2 Ensure that stormwater runoff from all roofed and paved areas of each of the proposed developments sites is collected into a piped drainage system within the site. The piped stormwater discharge for each site must be connected directly into Councils' piped drainage system (unless developments are two storeys or less).
- 3.3 Prepare a detailed drainage study for each proposed development stage to confirm that there will be adequate capacity during design storm events. Undertake alteration/amplification of stormwater infrastructure if required (details of the likely modifications are outlined in Section 4.0 of the Concept Drainage and Stormwater Report - refer Appendix 15.)
- 3.4 Give consideration to the potential flood levels of Ponds Creek and Council's development requirements for buildings within the extents of a Probable Maximum Flood (PMF) area.
- 3.5 For future development stages on Moffatts Precinct, undertake a stormwater investigation to further inform the planning for the remainder of the Precinct.
Adequate freeboard is to be provided for the 1 in 100 year Annual Recurrence Interval (ARI) flood level.
The design is to have consideration for the drainage easement.
- 3.6 Undertake a stormwater investigation to inform the planning for the Eyles Precinct.
- 3.7 Repair all existing kerb and gutter drainage pits as part of the frontage works for the redevelopment.

- 3.8 Incorporate On Site Detention (OSD) into each site unless an appropriate space can be identified to group the OSD requirement for a few developments together and have a single OSD basin. Undertake an investigation to determine the optimal arrangement (above ground, or underground) for OSD.
- 3.9 Utilise current water sensitive urban design principles to inform the design process so to create water sensitive developments.
- 3.10 Consider each of the following for single development sites:
 - Installation of roof water tanks for water re-use (eg irrigation, washing of vehicles, toilet flushing).
 - Use of pervious paving
 - Gross pollutant traps or litter baskets installed at pit inlets
 - Bio-filtration should be considered as a final treatment step.
- 3.11 Consider each of the following for joint development sites:
 - A single water train could be developed to treat all stormwater runoff in an area.
 - Combined treatment train should still include roof water tanks and pervious paving where suitable (including for public spaces)
 - Wherever stormwater is collected into pits, litter baskets or similar can be used, or alternatively a single pre-treatment device such as a CDS unit could also be used in public spaces to collect runoff.
 - Where there is sufficient space, water sensitive design elements such as buffer strips, swales and bio-filtration and rainwater gardens should be incorporated to reduce the need for an end treatment structure.
 - Suitable end treatments include bio-filtration basins, which can be used as open space when dry, wetlands or when restricted for space a pre-fabricated filter can be utilised.

4. Social

- 4.1 Develop and make available a fact sheet for residents which outlines the relocation process including text and graphics.
- 4.2 Make public the policy regarding 'right of return' and establish a 'right of return' register.
- 4.3 Provide regular information on the staging and progress of the Concept Plan Application so that tenants understand what is happening and when. Determine what kind of individual assistance may be required for relocation.
- 4.4 Develop a Telopea Resident Connections register so that residents can identify the important people in their lives. Such a process would assist Housing NSW in understanding connections and assist tenants in managing the relocation process.
- 4.5 Work with local schools to understand the impact of relocation process on students and support those left after their friends move away.
- 4.6 Develop a Welcome Pack for new resident (both public/social and private) to welcome them to Telopea and introduce them to their new community. This would be developed in conjunction with Council and other key agencies such as NSW Health, Department of Community Services, Police and local non-government service providers.

4.7 Ensure that relocating tenants are supported with either continuing access to existing services or to access to new support services closer to their new home.

4.8 Develop a local Telopea project which celebrates community and the community assets, such as the community garden.

5. Noise and Vibration

5.1 Environmental Noise:-

Limits for mechanical plant noise levels generated by the new buildings will be derived based on the measured noise levels provided in this report. These noise limits will then be used to determine the noise control required for all new plant.

Source noise levels for plant associated with each building will be assessed and plant selected to meet the environmental noise criteria. Roof top plant will be enclosed or screened as required. If necessary, additional environmental noise control methods may include in-duct attenuators, acoustic louvres for plant rooms, and enclosures for noisy plant items.

5.2 Road Traffic:-

Undertake separate acoustic assessments of the existing traffic noise levels affecting each building on each site as part of the project specific application for each site.

These assessments will need to determine the implications that the noise levels have on the apartment façade and ventilation options.

5.3 Rail Noise and Vibration:-

For the apartments on the western boundary of the concept plan site (Polding Site):

Airborne Noise:

Glazing required for the majority of the apartment façades will be determined by the requirement to control noise from train pass-bys to meet the DoP guidelines for developments near rail corridors.

It is expected that there will be some specific acoustic performance requirements which will demand higher-performance glazing for some of the apartments.

There will also be some restrictions on operable windows for some elevations. This is as a result of the need, for rooms with no air-conditioning or mechanical ventilation, to achieve internal noise levels assuming windows are open. Accommodation on the following elevations may not be able to achieve internal noise levels with windows open :- unless some form of noise control is included in the design (ie screening, etc). Some will also require specific glazing to control airborne rail noise.

- Bedrooms and Living Areas on West Elevation of Polding site developments (These may require 'thicker-than-standard' glass-- particularly bedrooms).
- Bedrooms and Living Areas on North Elevation of Polding site developments (These may require 'thicker-than-standard' glass -- particularly bedrooms).

- Bedrooms and Living Areas on South Elevation of Polding site developments (These may require 'thicker-than-standard' glass – particularly bedrooms).

The restrictions on operable windows for the west, north and south elevations of the Polding site are based on the short-term traffic noise monitoring undertaken as part of this assessment. As such, the restrictions and requirements nominated above represent the worst-case in terms of determining the feasibility of the proposals on each of the development sites.

During the design development phases for each project on each development site, these restrictions and requirements will be reviewed in detail. During this process, it is possible that the restrictions on operable windows and/or requirements for glazing can be relaxed.

It may be possible to offset the restrictions on operable windows or requirements for higher-performance glazing by incorporating solid balcony fronts and sound-absorptive soffits to the balconies, or similar arrangements to limit the sound pressure levels incident on the apartment glazing. This will need to be reviewed during the design development phases for each project on each development site.

5.4 Groundborne Noise:

The groundborne noise levels in all accommodation, resulting from train pass-by events, are expected to be less than 35 dBLA_{max}. Therefore, no specific groundborne noise controls are required for the proposed buildings on the Polding site, or any other part of the concept plan site.

5.5 Vibration:

The groundborne vibration levels in all accommodation, resulting from train pass-by events, are expected to be less than 0.13 m/s^{1.75} to 0.26 m/s^{1.75}. Therefore, no specific vibration controls are required for the proposed buildings on the Polding site, or any other part of the concept plan site.

6. Landscaping and Public Open Space

6.1 Landscaping and public open space will include:-

- Possible future private landscaped area (street fronting/communal) – approximately 40%; and
- Possible future public landscaped area (softscape/ hardscape/ paths) – approximately 10%.
- Reservation of Polding Park as public open space

6.2 All precincts will utilise current water sensitive urban design best management practices and technology to create water sensitive developments.

7. Electrolysis

7.1 For development on any Precinct adjoining the rail corridor, an Electrolysis Expert will be engaged to prepare a report on the electrolysis risk to the development from stray currents. Any measures recommended in the report to control risks from electrolysis must be incorporated in the development.

8. Use of Cranes or other aerial movements

8.1 Prior to construction, the Applicant will submit to RailCorp a plan showing all craneage and other aerial operations for the development and will comply with all RailCorp requirements.

9. Rock Anchors

- 9.1 There will be no rock anchors into the Rail Corridor.

10. Heritage

- 10.1 'Winter House' also described as 'Redstone' in the State Heritage Inventory is located at No. 34 Adderton Road, Dundas and is an item of State heritage significance listed on the State Heritage Register. It is also an item of heritage significance listed in Schedule 1 (State significance) and Schedule 2 (Local significance to *Parramatta Local Environmental Plan 1996 (Heritage and Conservation)*). The item is located approximately 150m south-west of Polding Precinct. The future development stage of Polding Precinct will include a Heritage Report prepared as part of the environmental assessment.

11. Contributions

- 11.1 The 531 units of accommodation occupied by Housing NSW tenants where replaced by new units of accommodation for Housing NSW tenants will be excluded from Contributions obligations payable under Section 94 or any other Contributions (including Section 94F). Notwithstanding the fact that the Project Application will increase the number of public housing dwellings, this will be progressively reduced to a total of 531 public housing units.
- 11.2 As the proposed Concept Plan application replaces existing public housing and introduces low to medium priced accommodation, affordable housing levies will not apply to any part of the Concept Application.
- 11.3 The Concept Plan application and Project Application offers, for the benefit of Council and the public, increased amenity and funding. This is comprised as follows:
- I. provision of upgraded road, footways, and ancillary infrastructure defined in the Concept Plan application;
 - II. a maximum payment of Contributions in accordance with the adopted S94A Contribution Plan for additional private housing. As there is no increase in public housing proposed, no Contributions would be payable for public housing;
 - III. Contributions would be payable upon commencement of new private sector occupied housing. At that time, Housing NSW will provide a maximum upfront payment of 25% of the estimated total contributions payable for the Concept Plan application.
- 11.4 As the project progresses, Housing NSW will continue to consult with NSW Department of Planning and Parramatta City Council on this matter.

12. Incorporating Community and Local Centre Uses

- 12.1 Housing NSW will consult with Parramatta Council in the preparation of a modification to the Concept Plan and/or relevant Project Applications in the Evans Precinct and Moffatts Precinct where it fronts Evans Road to incorporate community and local centre uses for retail, personal and professional and community purposes to serve the proposed and neighbouring population in the location.