



# PLANNING PROPOSAL

**87 Church Street and 6 Great Western Highway, Parramatta**

**Planning Proposal drafts**

Proponent versions:

| No. | Author                      | Version       |
|-----|-----------------------------|---------------|
| 1.  | Hampton Properties Services | November 2014 |

Council versions:

| No. | Author                     | Version                                          |
|-----|----------------------------|--------------------------------------------------|
| 1.  | City of Parramatta Council | July 2016 - Section 56(1) submission to the DP&E |

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## INTRODUCTION

This planning proposal seeks to amend the *Parramatta Local Environmental Plan (PLEP) 2011* to modify the maximum building height and floor space ratio (FSR) controls that apply to land at 87 Church Street and 6 Great Western Highway, Parramatta. These amendments are sought with the intent to erect a mixed residential and commercial use tower to be known as Macarthur Square.

This planning proposal has been prepared in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979* and the Department of Planning and Environment's, 'A Guide to Preparing Local Environment Plans' (April 2013) and 'A Guide to Preparing Planning Proposals' (October 2012).

## Background and context

The subject site is located on the north western corner of the intersection of Church Street and Great Western Highway. The site is known as 87 Church Street and 6 Great Western Highway, Parramatta, see Figure 1. The legal description is Lots 1 and 2 DP 1009227. The site has a total area of 3,306m<sup>2</sup> and is currently occupied by a motor vehicle showroom and servicing facility.

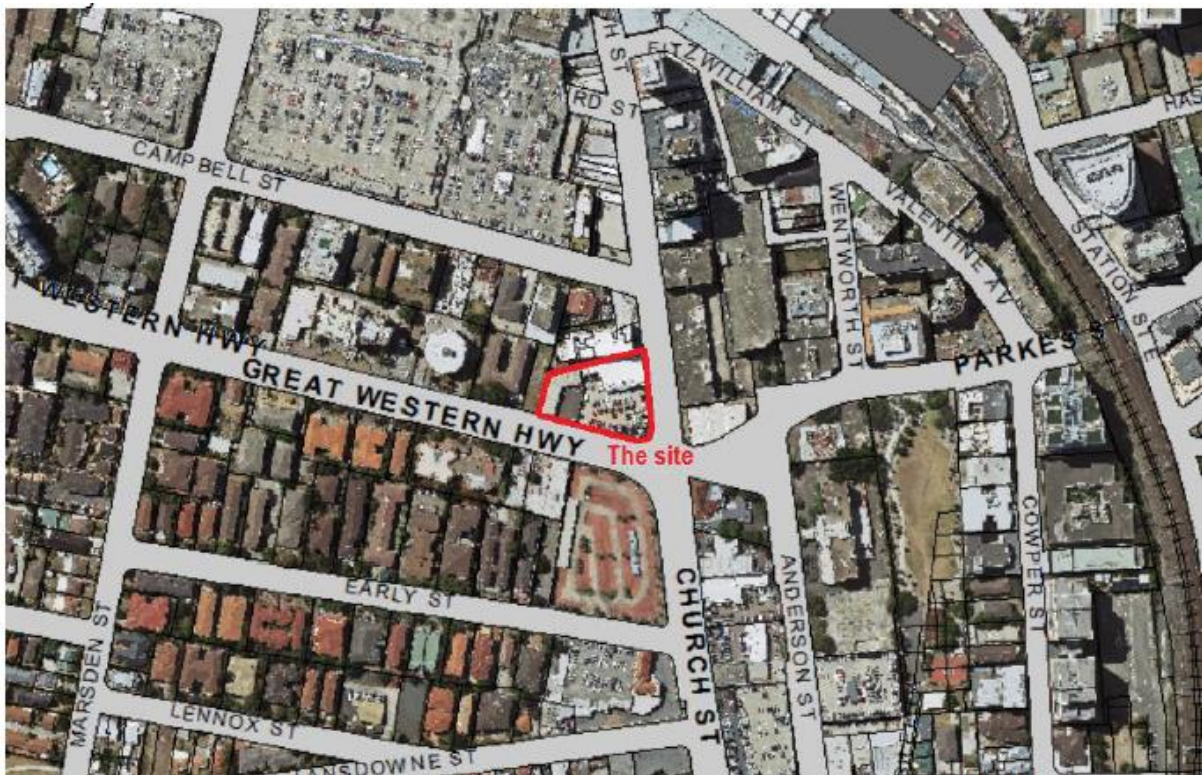


Figure 1: Location map





**Figure 2:** Street view of the site viewed from the southern side of the Great Western Highway

This planning proposal for land at 87 Church Street and 6 Great Western Highway, Parramatta was originally lodged on the 21 November 2014. It was proposed to amend Parramatta City Centre Local Environmental Plan 2007 (now repealed) to increase the maximum FSR to 23.5:1 and height to 227m (approximately 70 storeys).

The applicant was advised of concerns raised by Council staff and several meetings were held to discuss issues relevant to the planning proposal. In response, the applicant submitted a revised planning proposal on 29 September 2015 seeking to increase the maximum floor space ratio to 13.9:1 (plus 15% design excellence) and height to 180m (55 storeys). It is noted that the application seeks to apply a 15% bonus as currently exists under PLEP 2011 to be achieved after a design competition has been held.

The applicant responded (23 November 2015) to Council feedback by committing to remove the proposed residential uses from the podium element of the building and provide an additional level within the podium for commercial purposes. This provides 20% of the total floorspace as non-residential uses. The FSR remained unchanged (13.9 plus design excellence).

The applicant's planning proposal was reported to Council on 14 December 2015. Council resolved the following:

- a) ***That*** Council endorse the planning proposal contained at Attachment 1 for land at 87 Church Street and 6 Great Western Highway, Parramatta subject to it being modified to;
  - provide a maximum FSR of 10:1 (+1.5:1 Design excellence);
  - apply a maximum building height to be determined through provision of an amended reference design;

- *contain a site specific clause requiring 1:1 of gross floor area to be provided on the site as non-residential uses. Additional non-residential floor space may be provided but will not constitute FSR;*
  - *That until such time as serviced apartments are prohibited in the B4 Mixed Use zone, the applicant may propose serviced apartments;*
  - *That in the event that the Phase 2 Value Sharing Mechanism is not adopted under the CBD Planning Strategy, the proponent be provided with the opportunity to revisit the higher floor space ratio originally proposed for the planning proposal;*
  - *That in the event that a floor space greater than 10:1 is achieved for the site, car parking is limited to reflect a 10:1 floor space ratio.*
- b) ***That*** the applicant provide an amended reference design consistent with the above requirements and that demonstrates compliance with SEPP 65 Apartment Design Guide (ADG). In particular, it must demonstrate an indicative layout that complies with cross ventilation requirements of the ADG. If the reference design proposes a height greater than 156AHD the reference design will need to be supported by an Aeronautical Study to address the relevant Section 117 Direction.
- c) ***That*** the CEO be authorised to consider the reference design provided by the applicant and determine the exact height that will be included in the Planning Proposal prior to it being forwarded to the Department of Planning and Environment seeking a Gateway determination.
- d) ***That*** Council advises the NSW Department of Planning and Environment that the CEO will be exercising the plan-making delegations for this planning proposal as authorised by Council on 26 November 2012.
- e) ***That*** Council invite the proponent to make an offer of a Voluntary Planning Agreement (VPA) in relation to the planning proposal to deliver a public benefit.
- f) ***That*** delegated authority be given to the CEO to negotiate the VPA on behalf of Council and that the outcome of negotiations be reported back to Council prior to its public exhibition.
- g) ***Further, that*** Council authorise the CEO to correct any minor anomalies of a non-policy and administrative nature that may arise during the plan amendment process.

In keeping with council's resolution, the applicant submitted a revised reference design which satisfied the requirements of part (b) of the resolution and was endorsed by the City of Parramatta's CEO for the planning proposal to be forwarded to the Department of Planning and Environment for gateway determination. The revised reference design is contained at Attachment 1.1 and results in a maximum building height of 180m. This planning proposal has been updated to reflect the most recently submitted reference design.

## PART 1 – OBJECTIVES OR INTENDED OUTCOMES

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The objective of this planning proposal is to increase the permissible density of development at 87 Church Street and 6 Great Western Highway, Parramatta.

## PART 2 – EXPLANATION OF PROVISIONS

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This planning proposal seeks to amend *Parramatta Local Environmental Plan 2011 (PLEP 2011)* in relation to height and floor space ratio controls. In order to achieve the desired objective the following amendments to *PLEP 2011* would need to be made:

1. Amend the maximum building height in the **Height of Buildings Map** (Sheet HOB\_010) to 180m. Refer to Figure 10 in Part 4 of this planning proposal.
2. Amend the maximum FSR in the **Floor Space Ratio Map** (Sheet FSR\_010) to 10:1 (a total FSR of 11.5:1 with design excellence may apply). Refer to Figure 11 in Part 4 of this planning proposal.
3. Insert a new Clause in Part 7 consistent with Council's resolution:

**“7.11 Development on land at 87 Church Street and 6 Great Western Highway, Parramatta**

- (1) This clause applies to land marked “Area #” on the Special Provisions Area Map.
- (2) Despite clauses 4.4, 4.5 and 7.10 (5), the consent authority may grant consent to development on land to which this clause applies, but only if the consent authority is satisfied that at least 7,603m<sup>2</sup> of the gross floor area of any resulting building will be used for non-residential land uses. Of this 7,603m<sup>2</sup> floor area:
  - (a) 3,306m<sup>2</sup> is to be included in the calculation of floor space ratio, however, any remaining amount of gross floor area used for non-residential land uses is not required to be included as gross floor area for the purpose of calculating floor space ratio.

### 2.1 Other relevant matters

#### 2.1.1 Voluntary Planning Agreement

A formal letter of offer is yet to be received from the applicant. The site and proposed development potential uplift being sought lends itself to the provision of public benefits, consistent with Council's Voluntary Planning Agreements policy. The applicant has expressed interest in entering into a Voluntary Planning Agreement, this will be further investigated.

## PART 3 – JUSTIFICATION

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This part describes the reasons for the proposed outcomes and development standards in the planning proposal.

### 3.1 Section A - Need for the planning proposal

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

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

The planning proposal is a result of an applicant from the landowner seeing to increase the density of development permitted on the site. The planning proposal was amended to reflect the Parramatta CBD Planning Strategy and the Parramatta CBD Planning Proposal.

Council adopted the Parramatta CBD Planning Strategy at its meeting of 27 April 2015. The Strategy is the outcome of a study which reviewed the current planning framework and also a significant program of consultation with stakeholders and the community. The Strategy sets the vision for the growth of the Parramatta CBD. Council has subsequently prepared a planning proposal which has been informed by workshops and Council resolutions.

The Parramatta CBD Planning Proposal (CBD PP) was adopted by Council on 11 April 2016. The CBD PP has been submitted to the Department of Planning and Environment seeking a gateway determination.

#### 3.1.2 Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

A planning proposal seeking to amend *PLEP 2011* is the most effective way of providing certainty for Council, the local community and the landowner. The existing height and FSR standards do not permit the development envisaged in the planning proposal nor respond to the emerging CBD character of Parramatta.

### 3.2 Section B – Relationship to strategic planning framework

This section assesses the relevance of the Planning Proposal to the directions outlined in key strategic planning policy documents. Questions in this section consider state and local government plans including the NSW Government's Plan for Growing Sydney and subregional strategy, State Environmental Planning Policies, local strategic and community plans and applicable Ministerial Directions.

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

##### A Plan for Growing Sydney

On 14 December 2014, the NSW Government released 'A Plan for Growing Sydney' which outlines actions to achieve the Government's vision for Sydney which is a 'strong global city and a great place to live'.

Parramatta local government area is part of the West Central Subregion. The subregional strategies for the Sydney districts, which are expected to set out detailed

priorities for each subregion, are yet to be finalised and exhibited. The following details are included in the mother document *A Plan for Growing Sydney* which identifies the following directions, actions and priorities for Parramatta and the West Central Subregion that are relevant to this site and planning proposal:

**1.2 Grow Greater Parramatta – Sydney’s Second CBD**

- Grow Parramatta as Sydney’s second CBD by connecting and integrating Parramatta CBD, Westmead, Parramatta North, Rydalmere and Camellia

**1.3 Establish a New Priority Growth Area – Greater Parramatta To The Olympic Peninsula**

- Deliver priority revitalisation precincts

**1.7 Grow Strategic Centres – providing more jobs closer to home**

- Invest in strategic centres across Sydney to grow jobs and housing and create vibrant hubs of activity

**2.1 Accelerate housing supply across Sydney**

- Accelerate housing supply and local housing choices
- Accelerate new housing in designated infill areas (established urban areas) through the priority precincts and UrbanGrowth NSW programs

**2.2 Accelerate urban renewal across Sydney – providing homes closer to jobs**

- Use the Greater Sydney Commission to support Council-led urban infill projects
- Undertake urban renewal in transport corridors which are being transformed by investment, and around strategic centres

**2.3 Improve housing choice to suit different needs and lifestyles**

- Require local housing strategies to plan for a range of housing types

**West Central Subregion**

- A competitive economy – leverage investment and economic development opportunities for the whole subregion generated by the growth of Greater Parramatta and the Global Economic Corridor extension
- Accelerate housing supply, choice and affordability and build great places to live
- Provide capacity for long-term employment growth in Greater Parramatta, particularly in its CBD
- Provide capacity for additional mixed use development in Parramatta CBD and surrounding precincts including offices and retail in Parramatta CBD, arts and culture in Parramatta and housing in all precincts

The planning proposal will enable the development of residential dwellings and non-residential uses that will contribute towards dwelling and employment targets on a site located within the Parramatta City Centre. Approximately 430 units with a range of unit types are proposed to promote housing supply and choice. The non-residential uses on the site support Council’s vision of the growing Parramatta CBD with a commercial core nurtured by mixed use developments on the periphery as stipulated by the zoning maps in PLEP 2011 and the Parramatta CBD Planning Proposal.

The site is located in a transport corridor with Parramatta Railway Station/Bus Interchange located within 300 metres. Additionally Jubilee Park is located approximately 200 metres east. Although the details of the proposed Light Rail service are not fixed, a station is likely to be located within close proximity to the site, potentially along Macquarie Street or in Parramatta Square. The proposal will provide accessible employment and residential uses, supporting the growing transport corridor in which Parramatta centres.

### **3.2.2 Is the planning proposal consistent with the local council's Community Strategic Plan or other local strategic plan?**

The following strategic planning documents are relevant to the planning proposal.

#### **Parramatta 2038 Community Strategic Plan**

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

#### **Parramatta CBD Planning Proposal**

The Parramatta CBD Planning Proposal (CBD PP) was adopted by Council on 11 April 2016. The CBD PP is the outcome of detailed technical studies which reviewed the current planning framework. The CBD PP sets controls responding to the vision for the growth of the Parramatta CBD as Australia's next great city. The CBD PP identifies a need for significant growth in the Parramatta City Centre to which this planning proposal responds.

The CBD PP proposes that a potential increase in height and FSR can be sought for sites within the Parramatta CBD subject to the provision of community infrastructure. The CBD PP allows no height limit, a maximum 10:1 FSR and of that FSR 1:1 is to be commercial floor space to apply to the majority of sites within the area to which the plan applies.

#### **Height**

The CBD PP proposes that no maximum height limit (incentive height) apply to the majority of land within the CBD subject to the delivery of community infrastructure. The height of buildings will be determined by the design excellence process, FSR and aviation limitations.

#### **Floor Space Ratio (FSR)**

Under the CBD PP the majority of sites in the CBD are identified on the new Incentive Floor Space Ratio Map as 10:1. The planning proposal has been amended to apply an FSR of 10:1 and of that FSR 1:1 commercial floor space as is consistent with the CBD PP, as adopted by Council.

#### **Commercial floor space**

A local clause is proposed in the CBD PP that requires a minimum 1:1 FSR of commercial floor space to be provided as part of a mixed use development on certain sites zoned B4 Mixed Use. The policy objective of this control is to contribute employment generating floor space consistent with Parramatta's role as a key employment centre in western Sydney. The current market conditions have seen the majority of B4 zoned sites obtain approvals for and be developed for almost entirely residential purposes with nominal ground floor retail uses.



A similar site specific clause is included in the subject planning proposal to ensure a minimum 1:1 commercial floor space (included within the maximum FSR) is realised in accordance with Council's resolved position.

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

The following State Environmental Planning Policies (SEPPs) are of relevance to the site (refer to Table 1 below).

**Table 1 – Comparison of planning proposals with relevant SEPPs**

| State Environmental Planning Policies (SEPPs)                                           | Consistent:<br>Yes - ✓<br>No - ✗<br>or N/A | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|-----------------------------------------------------------------------------------------|--------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| SEPP No 1 Development Standards                                                         | N/A                                        | This SEPP is not applicable to the subject land under Clause 1.9 of the Parramatta LEP 2011.                                                                                                                                                                                                                                                                                                                                                                                            |
| SEPP 4 – Development Without Consent and Miscellaneous Exempt and Complying Development | N/A                                        | This SEPP is not applicable to the subject land under Clause 1.9 of the Parramatta LEP 2011.                                                                                                                                                                                                                                                                                                                                                                                            |
| SEPP 6 – Number of Storeys in a Building                                                | N/A                                        | Standard instrument definitions apply.                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| SEPP No 55 Remediation of Land                                                          | ✓                                          | Due to the long established use of the site as a motor show room and auto repairs centre, land contamination is a matter for consideration as part of this planning proposal. It is recommended a preliminary contamination investigation is undertaken, exploring the historic land uses of the site to identify potential site contamination. This preliminary contamination investigation will be prepared post gateway determination and exhibited alongside the planning proposal. |
| SEPP 60 – Exempt and Complying Development                                              | N/A                                        | This SEPP is not applicable to the subject land under Clause 1.9 of the Parramatta LEP 2011.                                                                                                                                                                                                                                                                                                                                                                                            |
| SEPP 64 – Advertising and Signage                                                       | N/A                                        | Not relevant to proposed amendment. May be relevant to future DAS.                                                                                                                                                                                                                                                                                                                                                                                                                      |
| SEPP No 65 Design Quality of Residential Flat Development                               | ✓                                          | The built form presented in the revised urban design report at an FSR of 10:1 demonstrates compliance with the ADG is achievable. As part of the Design Excellence process full compliance with the ADG requirements will be realised.                                                                                                                                                                                                                                                  |
| SEPP No.70 Affordable Housing (Revised Schemes)                                         | N/A                                        | Not relevant to proposed amendment.                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| SEPP (Affordable Rental Housing) 2009                                                   | N/A                                        | Not relevant to proposed amendment.                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| SEPP (BASIX) 2004                                                                       | N/A                                        | Detailed compliance with SEPP (BASIX) will be demonstrated at the time of making a development application for the site facilitated by this Planning Proposal.                                                                                                                                                                                                                                                                                                                          |
| SEPP (Exempt and Complying Development Codes) 2008                                      | ✓                                          | May apply to future development of the site.                                                                                                                                                                                                                                                                                                                                                                                                                                            |

|                                                                     |     |                                                                                                                                                                                                                                                  |
|---------------------------------------------------------------------|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| SEPP (Infrastructure) 2007                                          | ✓   | May apply to future development of the site.                                                                                                                                                                                                     |
| Sydney Regional Environmental Plan No 18–Public Transport Corridors | N/A | This SEPP is not applicable to the subject land under Clause 1.9 of the Parramatta LEP 2011.                                                                                                                                                     |
| Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005  | N/A | The proposed development is not located directly on the Sydney Harbour Catchment foreshore. Any potential impacts as a result of development on the site, such as stormwater runoff, will be considered and addressed appropriately at DA stage. |
| SEPP (Urban Renewal) 2010                                           | ✓   | The Planning Proposal will stimulate renewal within the nominated precinct of Granville and will contribute to the employment and job targets for the area.                                                                                      |

### 3.2.4 Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)

In accordance with Clause 117(2) of the *EP&A Act 1979* the Minister issues directions for the relevant planning authorities to follow when preparing planning proposals for new LEPs. The directions are listed under the following categories:

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

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

**Table 2 – Comparison of planning proposals with relevant Section 117 Directions**

| Section                                                 | Comment                                                                                                                                                                                                                                                                                                                          | Compliance |
|---------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|
| <b>1. Employment and Resources</b>                      |                                                                                                                                                                                                                                                                                                                                  |            |
| Direction 1.1 – Business and Industrial Zones           | The planning proposal will maintain the existing zone which allows for a mix of residential and non-residential uses. The proposal will support the mixed use character of the area and the nearby commercial core, by providing commercial uses and increasing the residential population delivering homes close to employment. | Yes        |
| <b>3. Housing, Infrastructure and Urban Development</b> |                                                                                                                                                                                                                                                                                                                                  |            |
| Direction 3.1 - Residential Zones                       | The planning proposal is consistent with the objectives of this direction as it will increase residential densities and housing choice in a location that is close to public transport, shops, employment and recreational opportunities.                                                                                        | Yes        |

|                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |     |
|------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|
| Direction 3.4 - Integrating Land Use and Transport   | Increasing the density of development within the walking catchment of transport nodes, namely the proposed light rail service as well as the Parramatta Railway Station and Bus Terminal will support the viability of existing and proposed public transport services and reduce dependence on cars.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Yes |
| Direction 3.5 – Development near Licensed Aerodromes | <p>Bankstown Airport is subject to the federal Airports Act 1996 and the Airports (Protection of Airspace) Regulations 1996. Airspace above the Parramatta CBD is affected by operational requirements for this airport. A building that penetrates the Obstacle Limitation Surface (OLS) requires approval under that legislation, via the Commonwealth Department of Infrastructure and Regional Development. A preliminary Aeronautical Assessment is included at Attachment 3.</p> <p>In accordance with the Direction, relevant approvals will be sought at the Design Competition stage.</p>                                                                                                                                                                                                                                                                                                                                                           | Yes |
| <b>4. Hazard and Risk</b>                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |     |
| Direction 4.1 - Acid Sulfate Soils                   | With the exception of several small blocks, the majority of Parramatta City Centre (including the site) is affected by Class 4 or Class 5 Acid Sulfate soils. Despite this constraint, Parramatta has accommodated medium to high density development throughout the CBD. This application for a planning proposal acknowledges that the site is affected by Class 5 Acid Sulfate Soils. An Acid Sulfate Soils Management Plan will be required to support any future DA in accordance with the existing provisions of PLEP 2011.                                                                                                                                                                                                                                                                                                                                                                                                                            | Yes |
| Direction 4.3 - Flood Prone Land                     | The site is not flood prone and as such, the Direction does not apply.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Yes |
| <b>6. Local Plan Making</b>                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |     |
| Direction 6.1 - Approval and Referral Requirements   | The Planning Proposal does not introduce any provisions that require any additional concurrence, consultation or referral.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Yes |
| Direction 6.3 - Site Specific Provisions             | <p>This planning proposal recommends the following site specific provision is applied to the site;</p> <p>7.11 Development on land at 87 Church Street and 6 Great Western Highway, Parramatta</p> <ol style="list-style-type: none"> <li>1) This clause applies to land marked "Area #" on the Special Provisions Area Map.</li> <li>2) Despite clauses 4.4, 4.5 and 7.10 (5), the consent authority may grant consent to development on land to which this clause applies, but only if the consent authority is satisfied that at least 7,603m<sup>2</sup> of the gross floor area of any resulting building will be used for non-residential land uses. Of this 7,603m<sup>2</sup> floor area: <ol style="list-style-type: none"> <li>(a) 3,306m<sup>2</sup> is to be included in the calculation of floor space ratio, however, any remaining amount of gross floor area used for non-residential land uses is not required to be</li> </ol> </li> </ol> | Yes |

|                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                          |
|-------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------|
|                                                             | <p>included as gross floor area for the purpose of calculating floor space ratio.</p> <p>The Parramatta CBD Planning Strategy as endorsed by Council on 27 April 2015 states a minimum non-residential FSR of 1:1 must be achieved for all sites in the mixed use zone of the Parramatta CBD. The Parramatta CBD Planning Proposal as adopted on 11 April 2016 clarifies the intent of this proposed control. A local provision is proposed which requires a minimum of 1:1 FSR of commercial development to be provided as part of a mixed use development on some sites zoned B4 Mixed Use. The policy objective of this control is to contribute employment generating floor space consistent with Parramatta's role as a key employment centre in western Sydney. The current market conditions have seen the majority of B4 zoned sites obtain approvals for and be developed for almost entirely residential purposes. To further encourage non-residential development in the B4 zone the CBD PP proposes any commercial floor space in addition to the required 1:1 will not be included in the calculation of FSR for the site.</p> <p>The Urban Design Report as originally submitted demonstrated a design option that included minimal commercial floor space. A site specific clause ensures a minimum 1:1 commercial floor space is realised in accordance with Council's latest position, as outlined in the CBD PP. The applicant's revised Urban Design Report includes 3:1 commercial floor space. A site specific clause will ensure some commercial floor space is retained in the final design concept.</p> |                                                          |
| <b>7. Metropolitan Planning</b>                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                          |
| Direction 7.1 - Implementation of A Plan for Growing Sydney | The Planning Proposal is consistent with <i>A Plan for Growing Sydney</i> – this is discussed in this Planning Proposal.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Yes – (refer to section 3.2.1 of this Planning Proposal) |

### 3.3 Section C – Environmental, social and economic impact

This section considers the potential environmental, social and economic impacts which may result from the Planning Proposal.

#### 3.3.1 Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

The site is located within a highly modified urban environment and it is very unlikely to contain critical habitat or threatened species, populations or ecological communities, or their habitats.

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

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

- Heritage impacts
- Urban Design and Built Form

- Transport and Accessibility Assessment
- Acid Sulfate Soils – addressed in 'Hazard and Risk - 4.1 Acid sulphate Soils', Section B3.2

### Heritage

The subject site does not contain a heritage item listed under PLEP 2011 and does not adjoin any items of heritage significance.

### Urban Design

The applicant's planning proposal was accompanied by an urban design study prepared by Bates Smart and is included at Attachment 1. The applicant submitted a revised reference design to reflect Council's resolution demonstrating an FSR of 11.5 (including design excellence) and ADG compliance, this is included at Attachment 1.1. The study includes descriptions and plans of the site, an overview of the existing planning controls and an analysis of the site context.

The proposed development concept includes:

- A 55 storey (180m) tower
- 432 residential units contained in the tower element of the building
- 3,300m<sup>2</sup> of commercial floor space contained within the 4 storey podium
- 5 levels of basement car parking

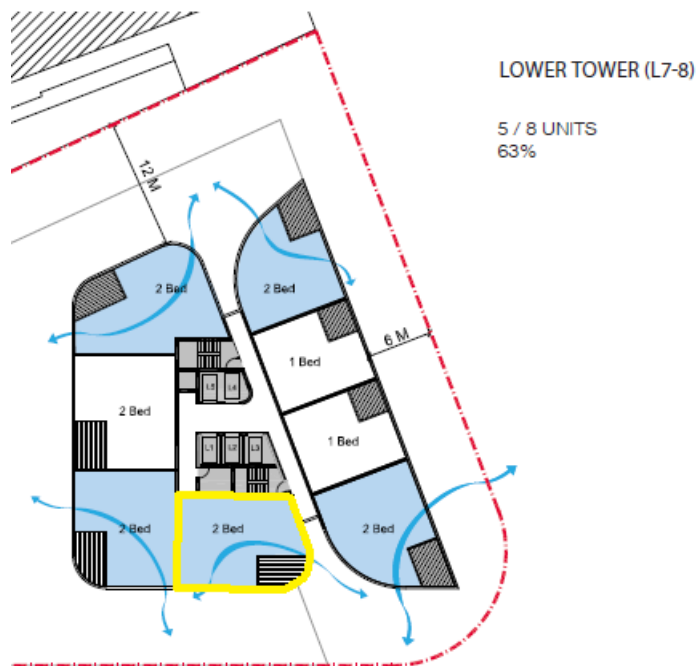
### Cross ventilation

Natural cross ventilation is achieved by apartments having more than one aspect with direct exposure to the prevailing winds, or windows located in significantly different pressure regions, rather than relying on purely wind driven air. The FSR and floor plan can impede in achieving natural cross ventilation compliance. The ADG requires at least 60% of apartments to have natural cross ventilation in the first nine storeys of the building

In keeping with Council's resolution a revised urban design study by Bates and Smart, see Attachment 1.1, was submitted with the intent of demonstrating compliance with the ADG with regard to natural cross ventilation.

*(b) That the applicant provide an amended reference design consistent with the above requirements and that demonstrates compliance with SEPP 65 Apartment Design Guide (ADG). In particular, it must demonstrate an indicative layout that complies with cross ventilation requirements of the ADG. If the reference design proposes a height greater than 156AHD the reference design will need to be supported by an Aeronautical Study to address the relevant Section 117 Direction.*

The applicant submitted the plan at Figure 3 to demonstrate compliance with the natural cross ventilation requirements of the ADG. In assessing the revised urban design study Council's urban design officers do not consider the apartment outlined in yellow to achieve natural cross ventilation, therefore the plan does not comply with the ADG control requiring 60% of apartments to have natural cross ventilation. Council believes through amending the floor plan that compliance can be achieved. As such, it is expected that this issue will be addressed through the Design Excellence process.



**Figure 3:** Revised floor plan demonstrating natural cross ventilation

### Site isolation





Council is currently conducting a Traffic and Transport study as part of the CBD Planning Strategy to ensure that the road network is able to satisfactorily accommodate the identified potential increase in floor space across the Parramatta CBD to 10:1. Without this work being completed there is a risk that setting a precedent for FSR's in excess of 10:1 may have significant cumulative impacts as the local infrastructure networks (and most importantly transport networks) may not be able to cope with FSRs above 10:1 in the CBD without significant (and unquantified) public transport and road infrastructure investment. The revised planning proposal is in keeping with the CBD Planning Proposal/CBD Planning Strategy and in keeping with the cumulative impacts currently under assessment.

Given the site's close proximity to employment, transport and retail activity it is recommended a limit on the maximum number of car parking spaces is enforced. These details can be resolved through the Development Application process.

### **3.3.3 How has the planning proposal adequately addressed any social and economic effects?**

There is adequate justification for this planning proposal, which will facilitate an increase in density of housing and employment.

The commercial components of the development will contribute to the creation of employment in Parramatta CBD. The dominant residential use will deliver a range of housing options located in close proximity to public transport, employment and community facilities.

## **3.4 Section D – State and Commonwealth Interests**

### **3.4.1 Is there adequate public infrastructure for the planning proposal?**

The site is located in a transport corridor with Parramatta Railway Station/Bus Interchange located within 300m. Additionally, Jubilee Park is located approximately 200m to the east. Although the details of the proposed Light Rail service are not fixed, the stations are likely to be located within close proximity to the site, along Macquarie Street or in Parramatta Square.

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

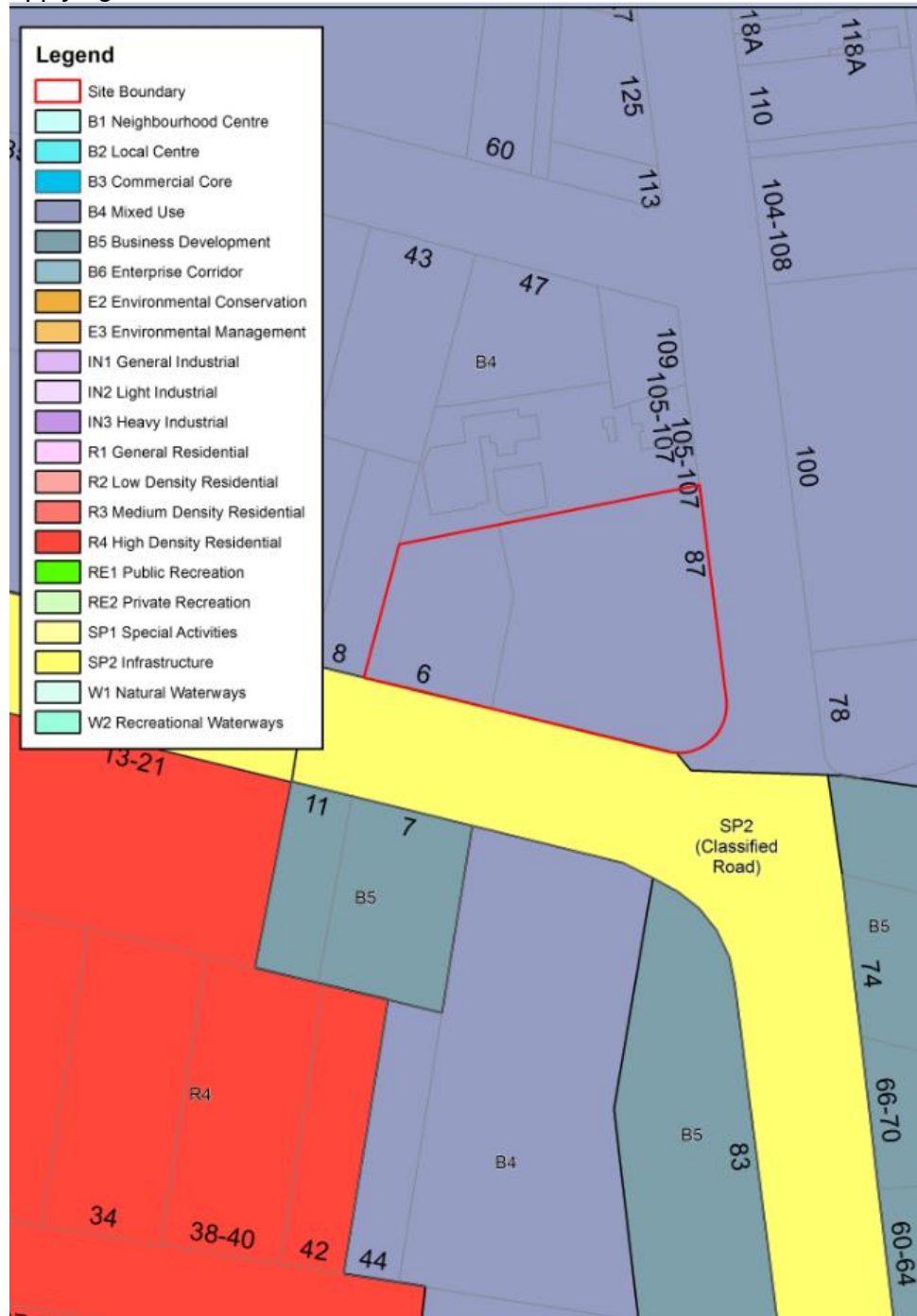
In accordance with Council resolution (b) an Aeronautical Study is required. The proposed form penetrates the Obstacle Limitation Surface (OLS) and requires approval, as detailed in this report. Relevant approvals will be sought at the Design Competition stage.

## PART 4 – MAPPING

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

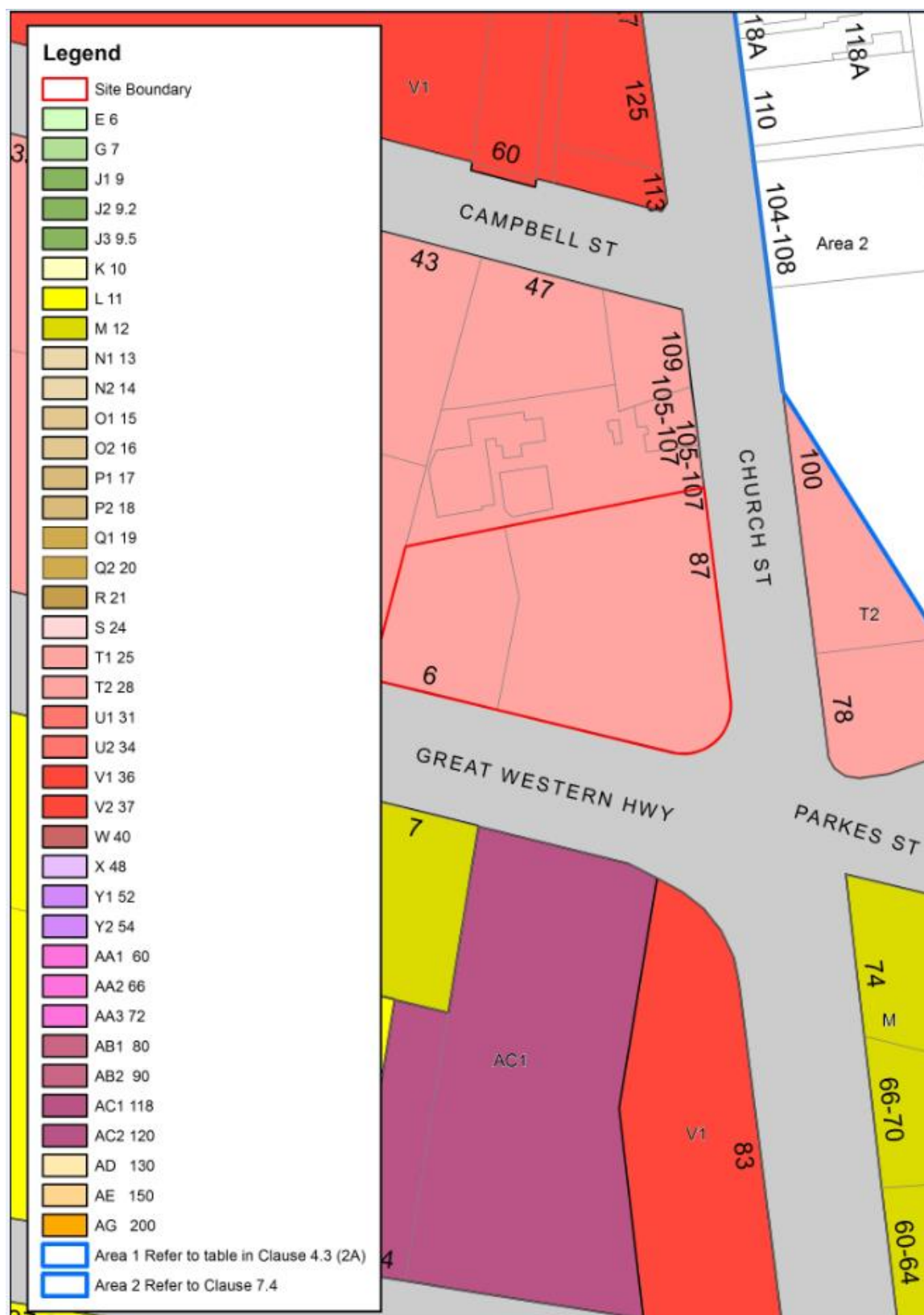
### 4.1 Existing controls

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



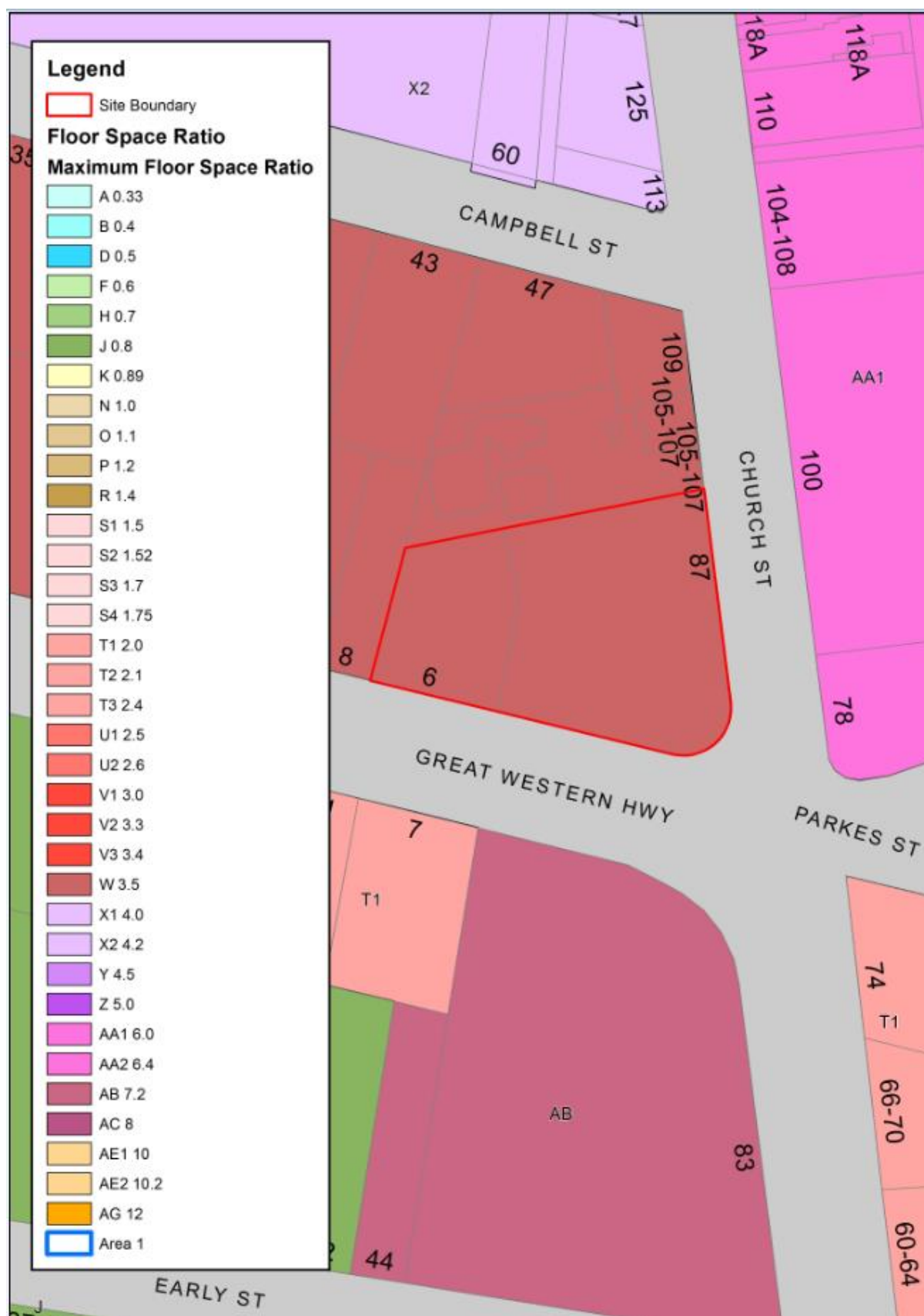
**Figure 5** Existing zoning extracted from the *PLEP 2011* Land Zoning Maps

Figure 5 above illustrates the existing B4 Mixed Use zone over the site. There is no proposed change to the zone.



**Figure 6 – Existing building heights extracted from the PLEP 2011 Height of Buildings Maps**

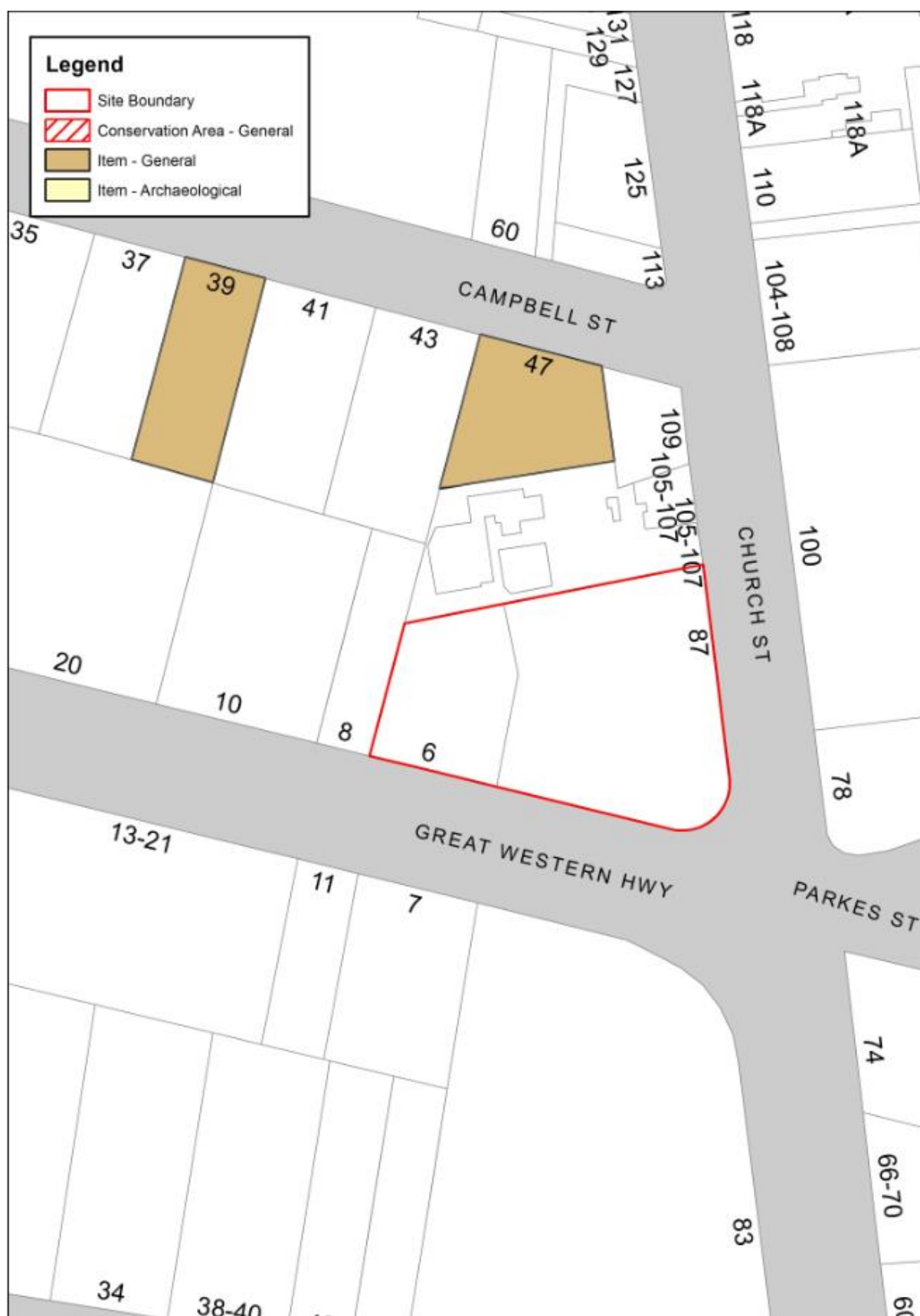
Figure 6 above illustrates the existing 28 metre height restriction which applies to the site.



**Figure 7 – Existing floor space ratio extracted from the PLEP 2011 Floor Space Ratio Map**

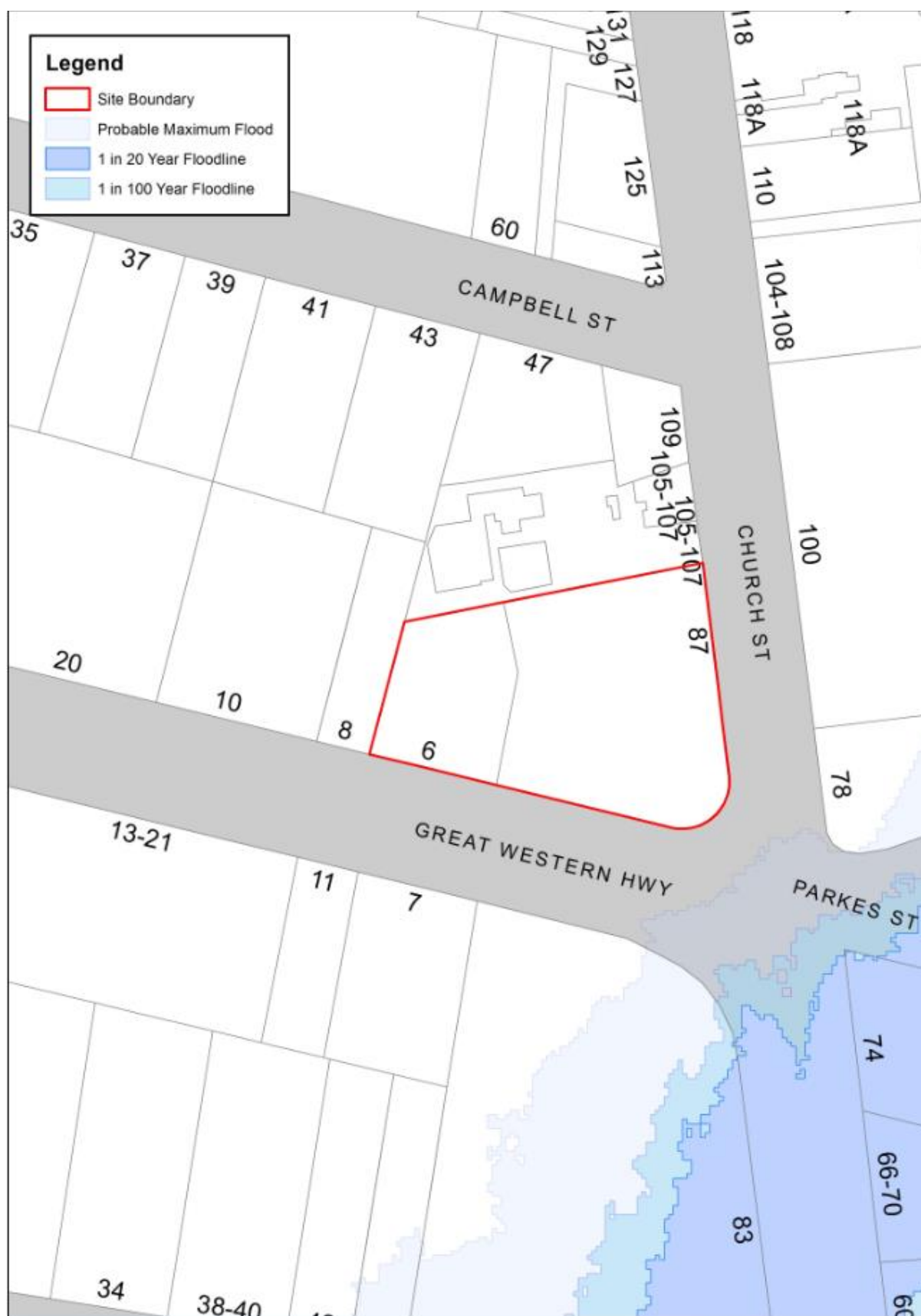
Figure 7 above illustrates the existing FSR of 3.5:1 which applies to the site.





**Figure 8 – Existing heritage items extracted from the *PLEP 2011* Heritage Maps**

Figure 8 above illustrates the heritage items in the locality.

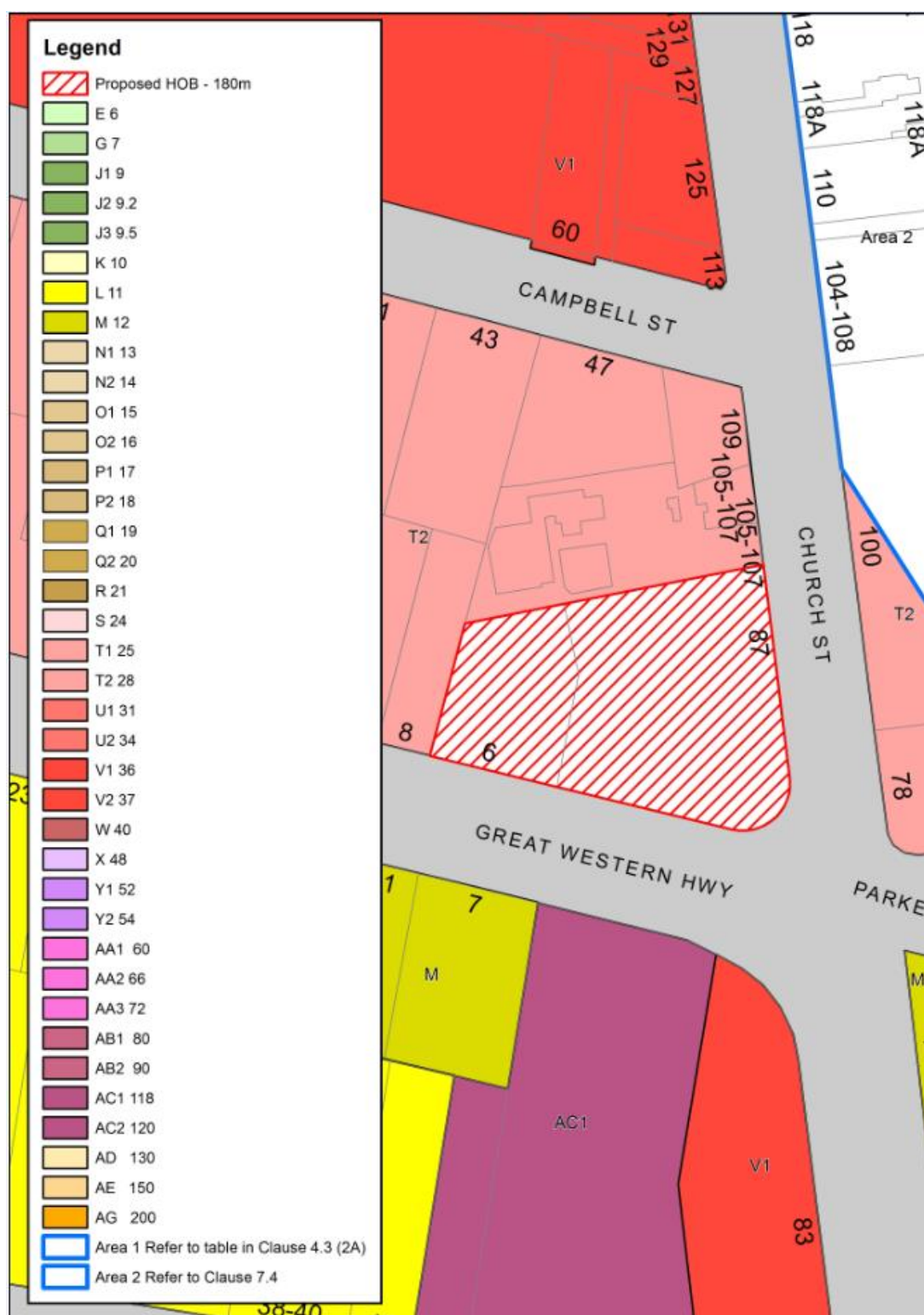


**Figure 9 – Existing flooding extant extracted from the PLEP 2011 Flooding Maps**

Figure 9 above illustrates the site is not affected by flooding constraints.

## 4.2 Proposed controls

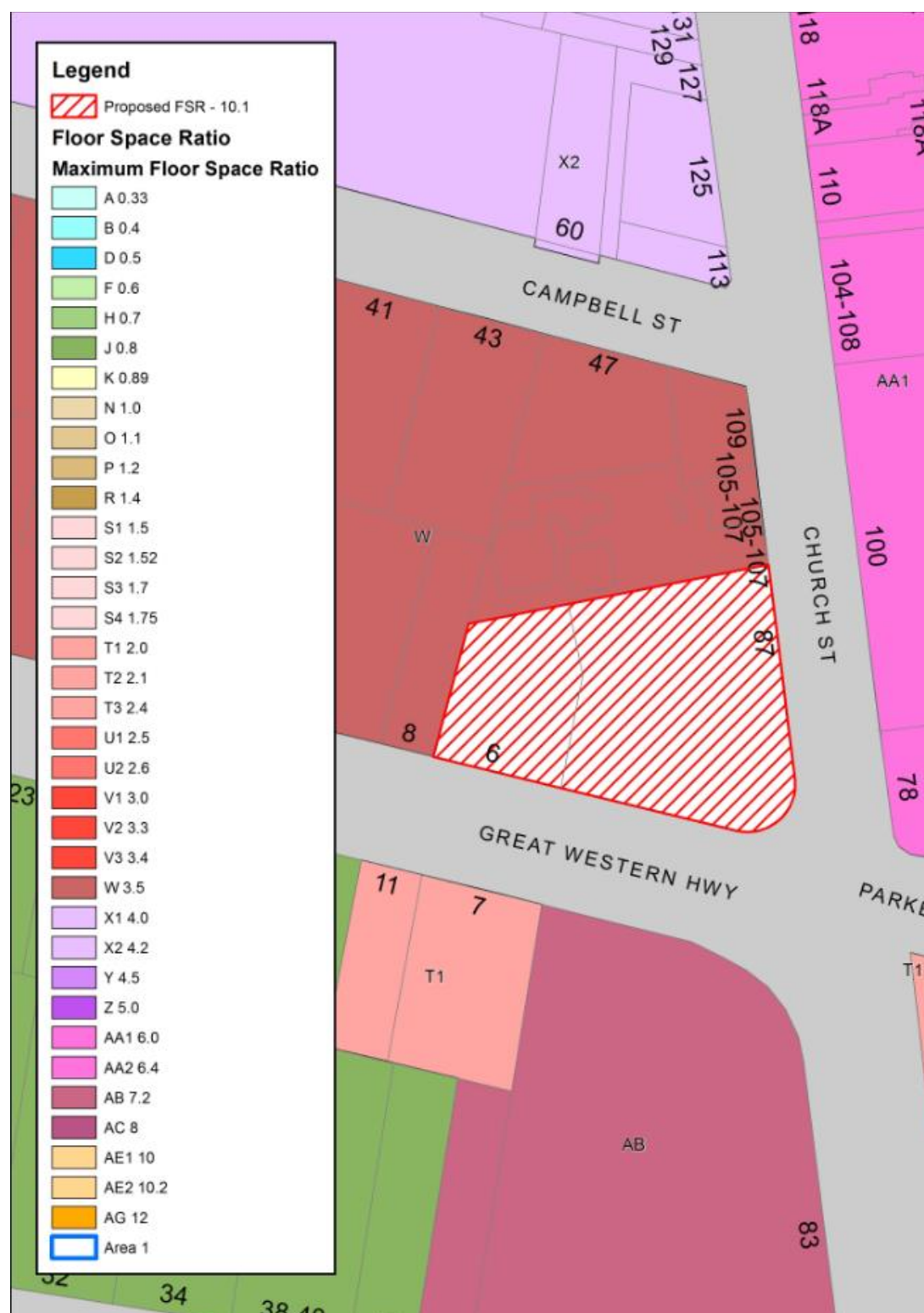
The figures in this section (Figures 10 and 11) illustrate the proposed building height and floor space ratio controls sought by this planning proposal.



**Figure 10 – Proposed amendment to the PLEP 2011 Height of Building Map**

Figure 10 above illustrates the proposed 180m maximum building height.





**Figure 11** – Proposed amendment to the *PLEP 2011* Floor Space Ratio Map

Figure 11 above illustrates the proposed 10:1 FSR over the site. This excludes the additional 15% of GFA achieved through the design excellence clause and additional 0.5:1 through the high performance building provision that can be applied at the development application stage.

## **PART 5 – COMMUNITY CONSULTATION**

---

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

Public exhibition is likely to include:

- newspaper advertisement;
- display on the Council's web-site; and
- written notification to adjoining landowners.

The gateway determination will specify the level of public consultation that must be undertaken in relation to the planning proposal including those with government agencies.

Pursuant to Section 57(8) of the *EP&A Act 1979* the Responsible Planning Authority must consider any submissions made concerning the proposed instrument and the report of any public hearing.

## **PART 6 – PROJECT TIMELINE**

---

The detail around the project timeline is expected to be prepared following the referral to the Minister for a Gateway Determination.

The following steps are anticipated:

- Referral to Minister for a Gateway determination (July 2016)
- Commencement and completion dates for public exhibition period and government agency notification (October 2016)
- Consideration of submissions (November 2016)
- Consideration of proposal post exhibition and reporting to Council (December 2016)
- Submission to the Department to finalise the LEP (February 2017)
- Notification of instrument (April 2017)

## **Appendix 1 – Urban Design Study**

# 87 CHURCH ST PARRAMATTA

PLANNING PROPOSAL REPORT

SEPTEMBER 2015

---

## CLIENT

Hampton Property Services  
(on behalf of WFM Motors and NGP Investments (No.2))

## CONSULTANTS

Architect: Bates Smart

## PROJECT NUMBER

s11925

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Note: All area calculations are advisory only and all figures should be checked and verified by a licensed surveyor.

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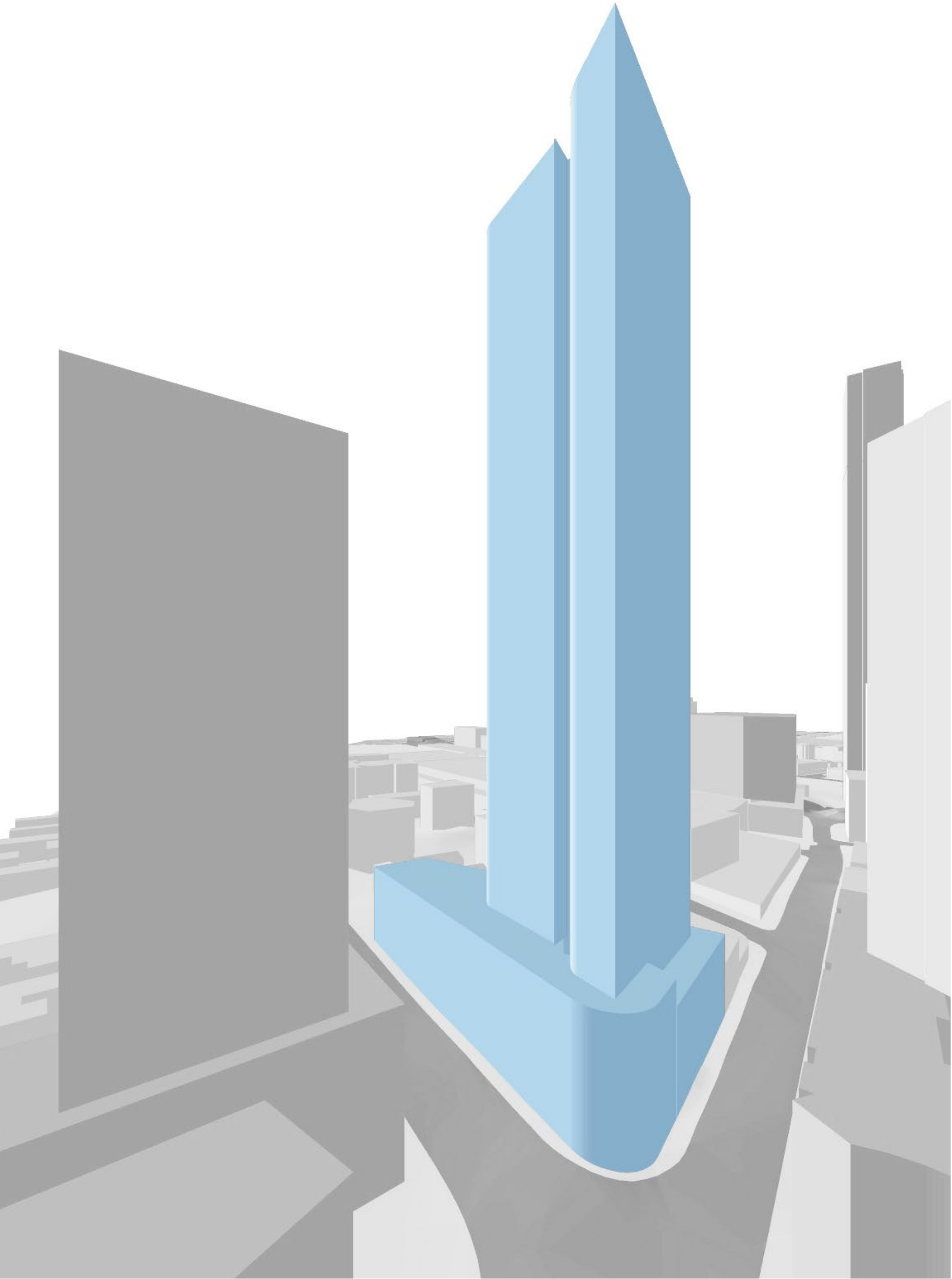
**APPENDIX A:**  
Bates Smart Architectural Drawings

**APPENDIX B:**  
Survey

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# 1.0 INTRODUCTION

## 1.0 INTRODUCTION

This Design Report has been prepared by Bates Smart Pty Ltd for Hamptons Property Services acting on behalf of WFM Motors and NGP Investments (No.2) and forms part of the Town Planning Proposal to Parramatta City Council.

The proposed development seeks to investigate a design strategy that will enhance currently under-utilised site at 87 Church Street Parramatta, and provide a building envelope that will enhance the site’s entry aspect whilst integrating it within the overall vision for Parramatta CBD.

The development envelope and design concept consists of 4 and 5 storey podium volumes that in effect creates a perimeter street wall. The podium provides opportunity for a variety of mixed uses, ranging from an active street frontage of retail and car showroom on the ground floor to commercial and residential uses above. The 180m tower form above is setback 6m from the street alignment and is predominantly for residential use.

From studies taken on similarly located developments on the fringe of Parramatta CBD, the tower form, height and alignment references the other two entry developments (northern entry and eastern entry), and also form a strong relationship to the iconic Aspire tower. The building will reference from surrounding street alignments and also both natural and historical (Georgian grid) context, thereby forming an integral part of the vision for Parramatta CBD.

*‘The proposed commercial and residential development will draw upon the natural advantages and rich heritage of its context to create a new development that will define an entry and therefore form an integral part of a comprehensive vision for future of Parramatta CBD’*

## DEVELOPMENT SUMMARY

### Total Floor Space

|                         |          |
|-------------------------|----------|
| Site Area               | 3306 sqm |
| FSR                     | 13:9     |
| Design Excellence Bonus | +10% FSR |
| Max FSR                 | 15.29:1  |

### Residential Mix

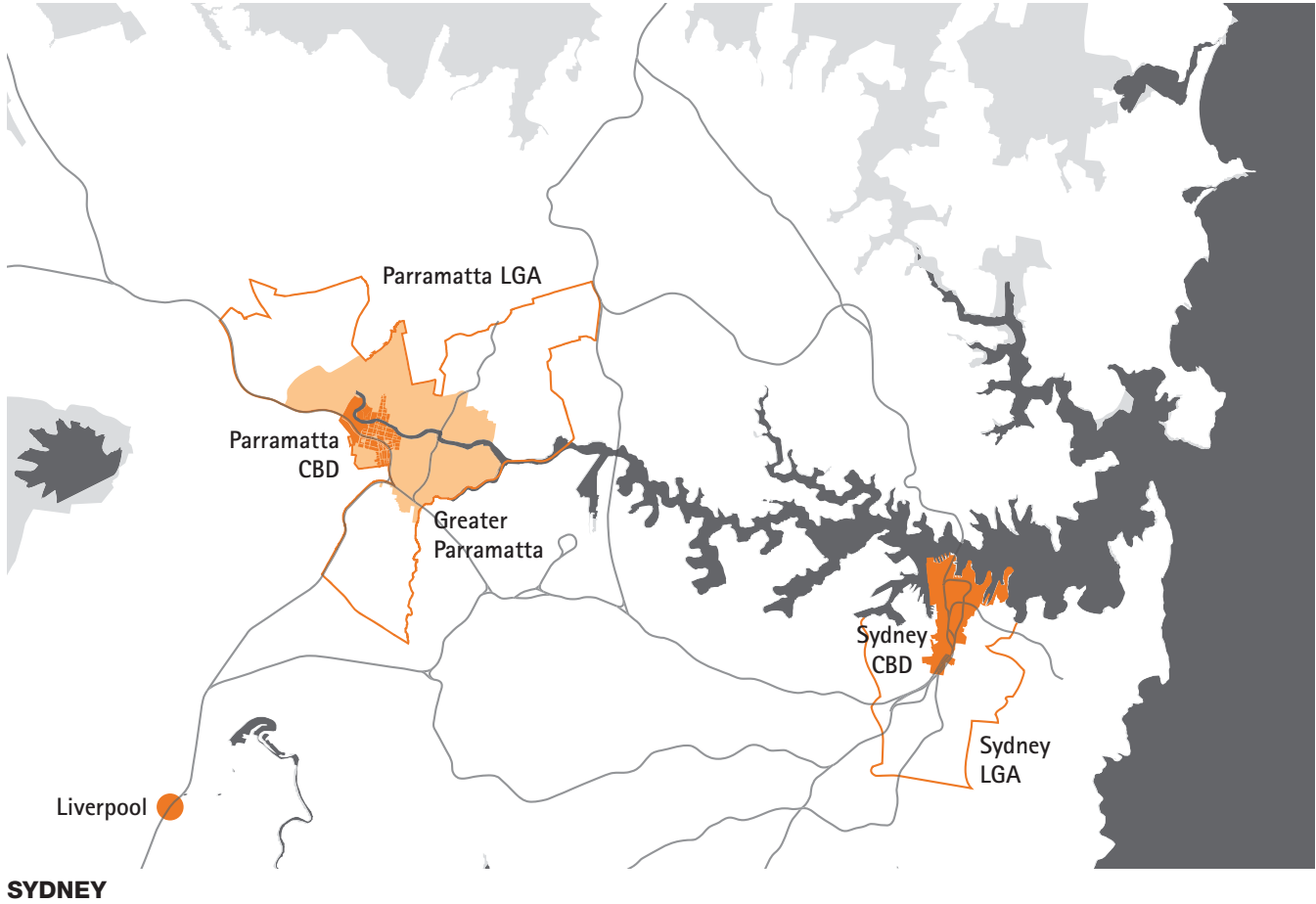
|                  |                        |
|------------------|------------------------|
| Total Apartments | 570 Apartments         |
|                  | 57 Studios (10%)       |
|                  | 228 One Bedroom (40%)  |
|                  | 228 Two Bedroom (40%)  |
|                  | 57 Three Bedroom (10%) |

# 2.0 LOCATION AERIAL

## PARRAMATTA CBD

Parramatta is located some 23kms west of Sydney CBD with the subject site on the southern perimeter of Parramatta CBD.

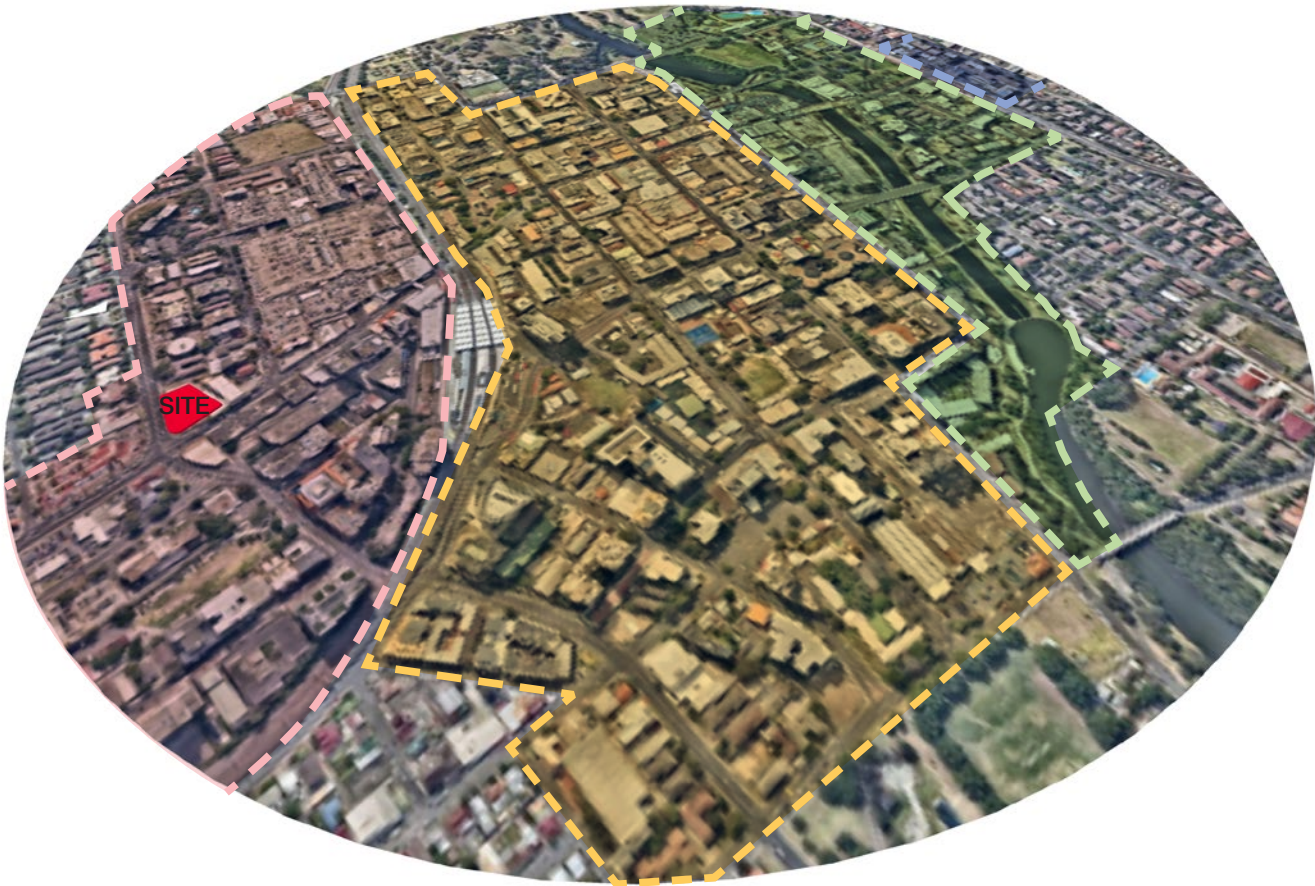
Now the sixth largest CBD in Australia, Parramatta has emerged as an economic and cultural hub of Western Sydney.



## SOUTHERN ENTRANCE

The subject site is located on intersection of Church Street and Great Western Highway.

The site is located on the northern edge of the current Auto Alley, however with the vision for the development of Parramatta CBD, it's location will form a prominent approach along North-South entry axis.



- South precinct
- Central precinct
- Cultural and recreational precinct
- North precinct

AERIAL VIEW OF PARRAMATTA CBD





# 2.1

## LOCATION

### SITE PHOTOS



**PICTURED**  
Selected Site and Context Photographs

1/ View of site from Church St looking North  
2/ View of site from Church St looking South  
3/ View of site from Great Western Hwy looking East  
4/ View of site from Parkes St looking West



# 21

## LOCATION

### SITE PHOTOS



**PICTURED**  
Selected Site and Context Photographs

1/ View of site from Church St  
2/ View of site from Great Western Highway  
3/ View of site corner of Church St and Great Western Hwy



# 3.0

## CONTEXT ANALYSIS

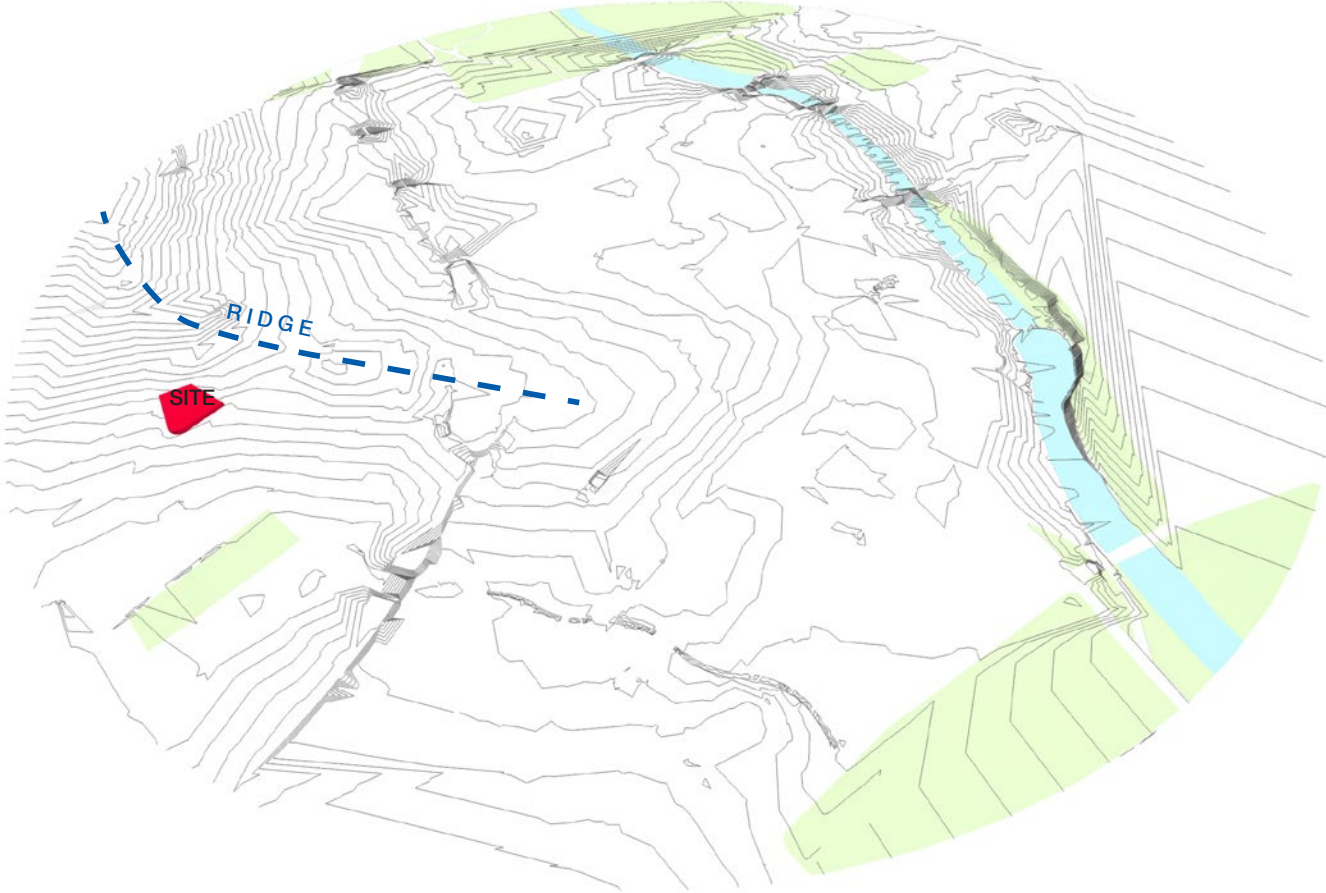
### TOPOGRAPHY & TRANSPORT

#### 3.1 TOPOGRAPHY & NATURAL CHARACTERISTICS

The topography of the site and the surrounding area forming today's location of Parramatta CBD is a direct result of the interaction between physical features of the environment (geology, water movement) with man-made features that came with human occupation.

The initial planning grid was established circa 1800's when the first European settlement took advantage of a relatively flat area to the south of the river.

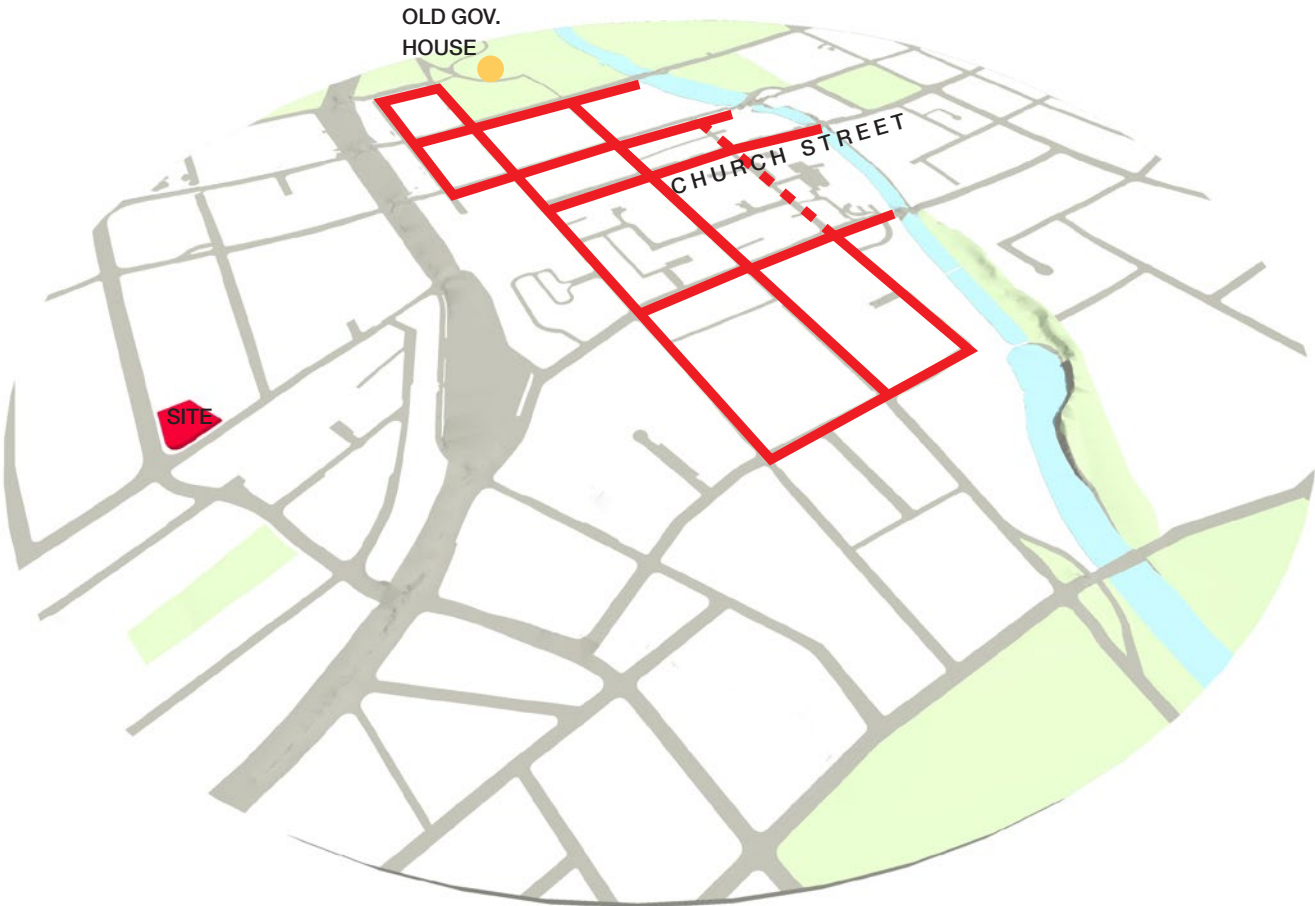
With changing uses along and upstream of the river, today's riverbank has evolved to its current form, with construction of public facilities and transport infrastructure along the waterfront.



#### 3.2 GEORGIAN GRID (1804)

The city of Parramatta was founded in the same year as the city of Sydney (1788) and is second oldest European settlement in Australia. Old Government House was built in 1799 in place of a small house built by Governor Arthur Phillip. This building was substantially improved between 1815-1818, making it the oldest Government house in Australia.

The diagram shows the Georgian city grid in 1804, a part of the initial planning arrangement for Parramatta which continued to be developed and expanded upon.



# CONTEXT ANALYSIS

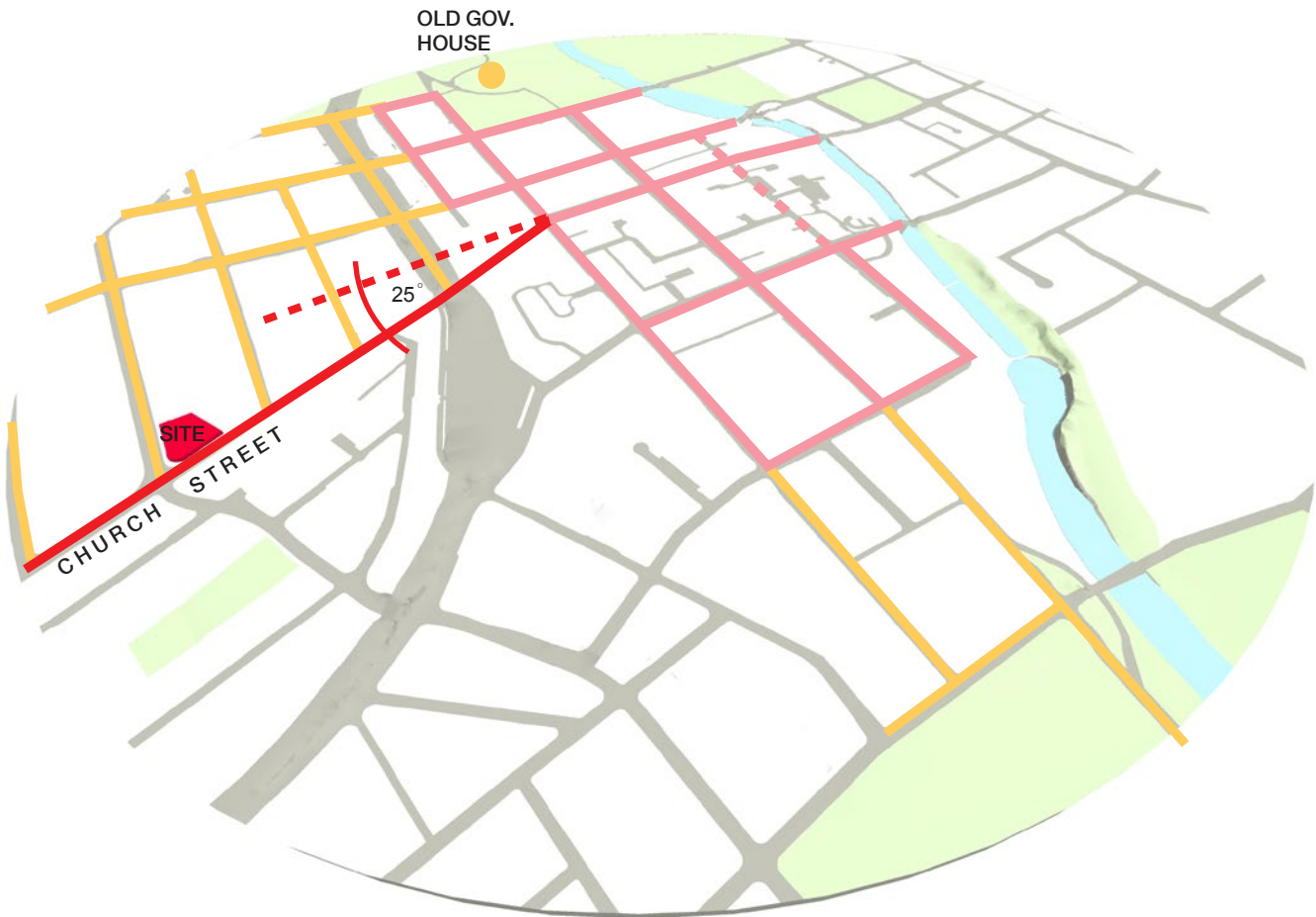
## GEORGIAN GRID

### 3.3 GEORGIAN GRID (1823)

The diagram shows the expansion of the initial Georgian grid circa. 1823. The location of the subject site is encompassed within this grid.

Church Street, whilst part of the initial grid, was established on an offset angle of 25 deg. to the originally perpendicular street alignment.

It takes its name from St John's Cathedral which was built in 1803 and is the oldest church in Parramatta.

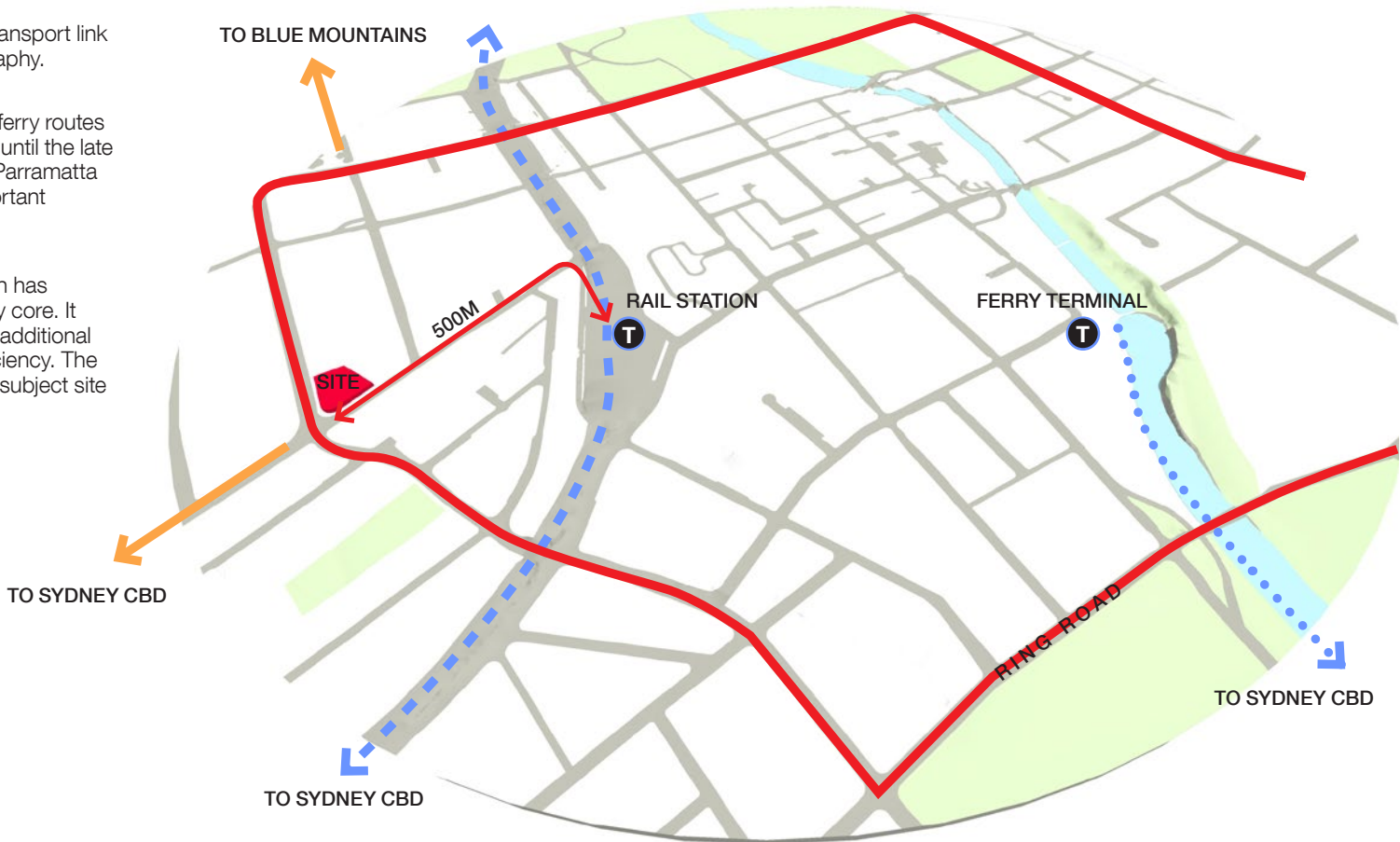


### 3.4 TRANSIT LINK

In 1865 a railway line was established providing a transport link to Sydney and further reinforced the natural topography.

Although Parramatta wharf was in place to service ferry routes in the early part of the 20th Century, for a long time until the late 1990s Meadowbank wharf was the terminus of all Parramatta River ferries. Today the ferry terminal forms an important transport link to Circular Quay and Darling Harbour.

The diagram shows a proposed city ring road which has been proposed to retain through-traffic from the city core. It is currently only partially completed and will require additional improvements and signage to operate at its full efficiency. The city ring further outlines the important nature of the subject site when approaching Parramatta.





# 3.1

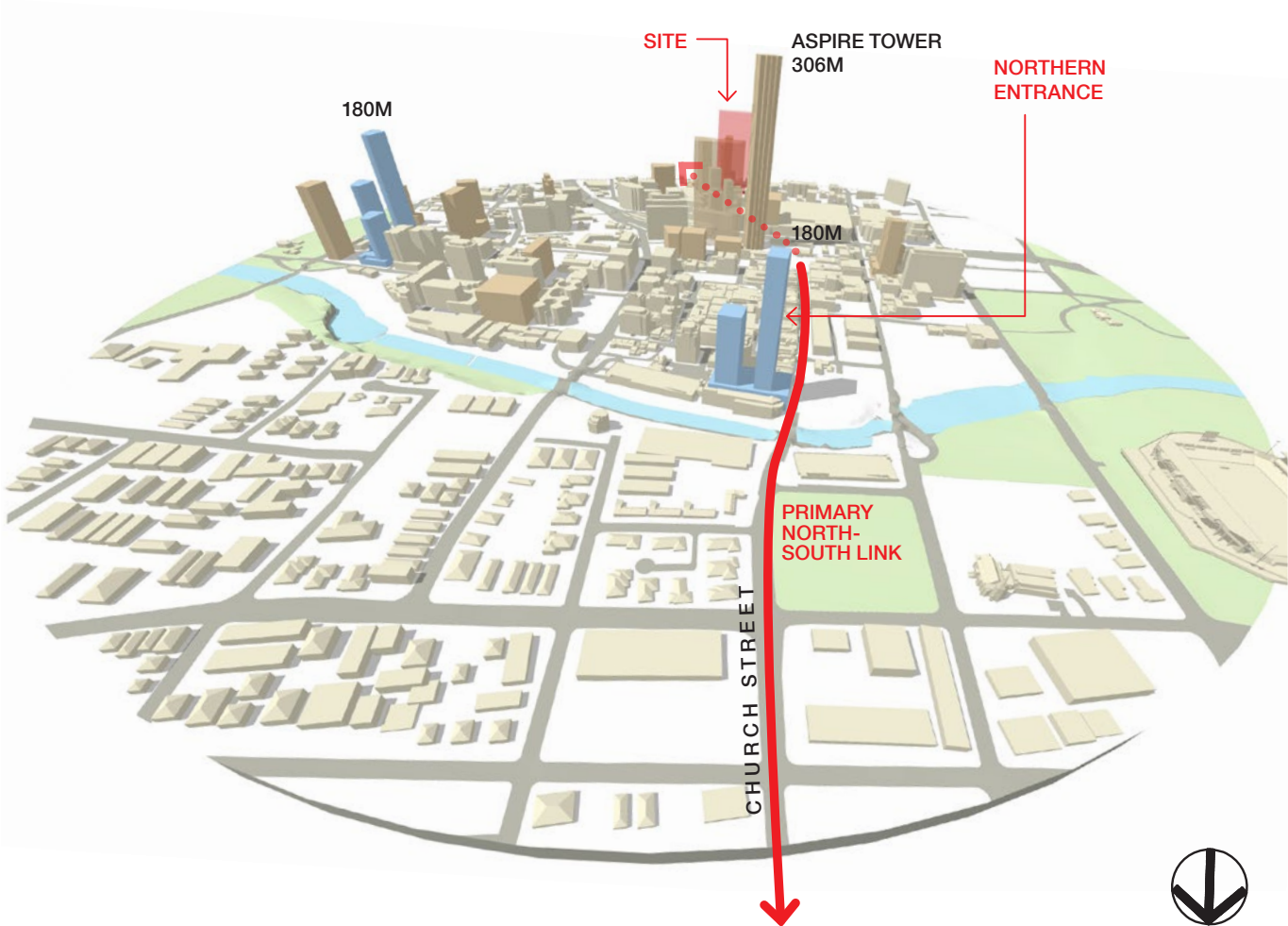
## CONTEXT ANALYSIS

### CBD ENTRANCES

#### 3.5 NORTHERN ENTRANCE

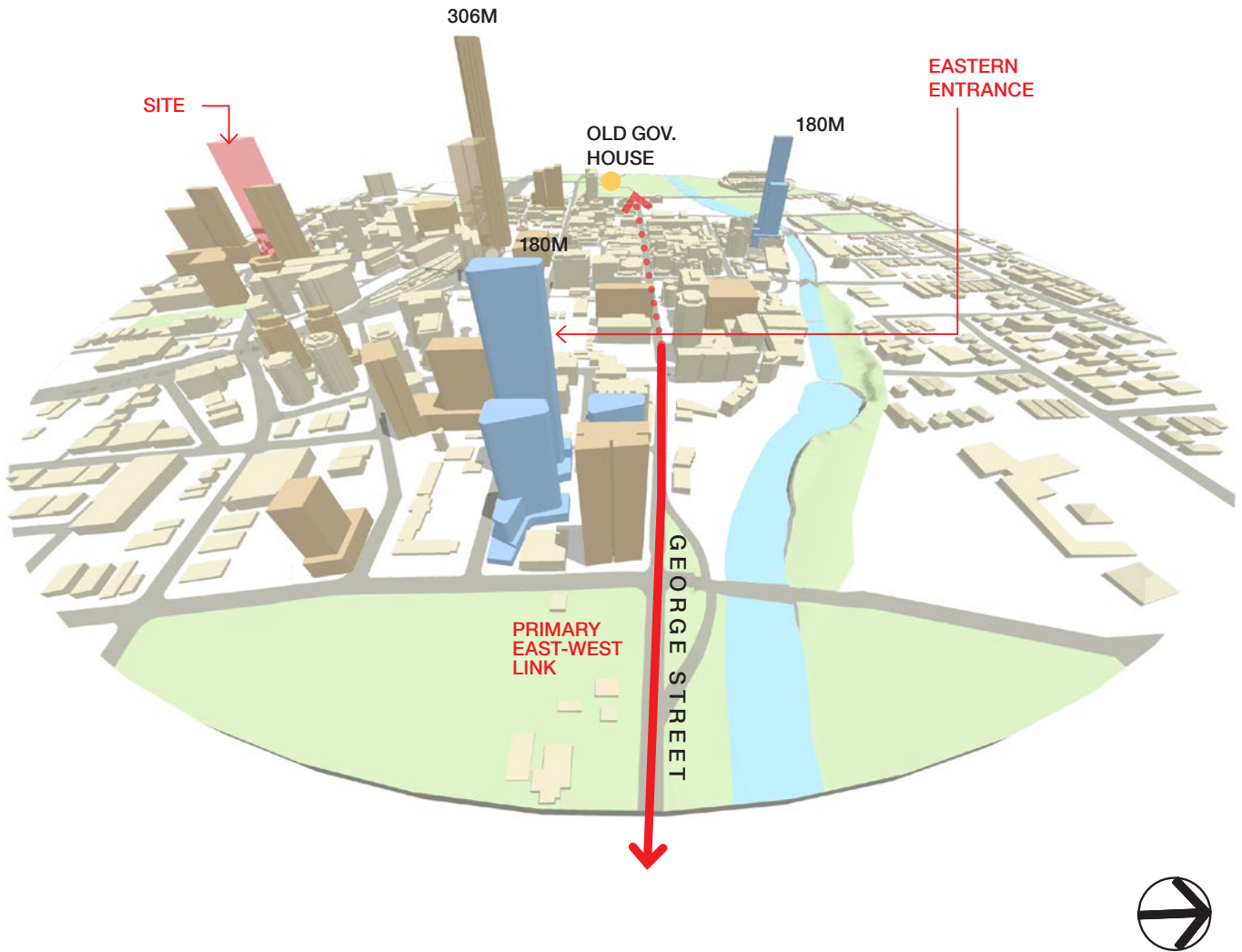
The Northern Entry development forms an important part of the wider strategy for Parramatta CBD’s overall planning vision. Located at 330 Church Street it will sit at the northern edge of the CBD and mark a clear urban way-finding element with a strong relationship to Aspire tower.

The current development approval allows for 180m (approx 55-60 storey) building above a five storey podium.



#### 3.6 EASTERN ENTRANCE

Similarly the Eastern Entry development forms an important part of the wider strategy for Parramatta CBD’s overall planning vision. Located at 135 George Street, the current proposal for a 180m (approx 55-60 storey) building reflects the Northern Entry proposal and anchors the Eastern Entry in relation to the Aspire tower.



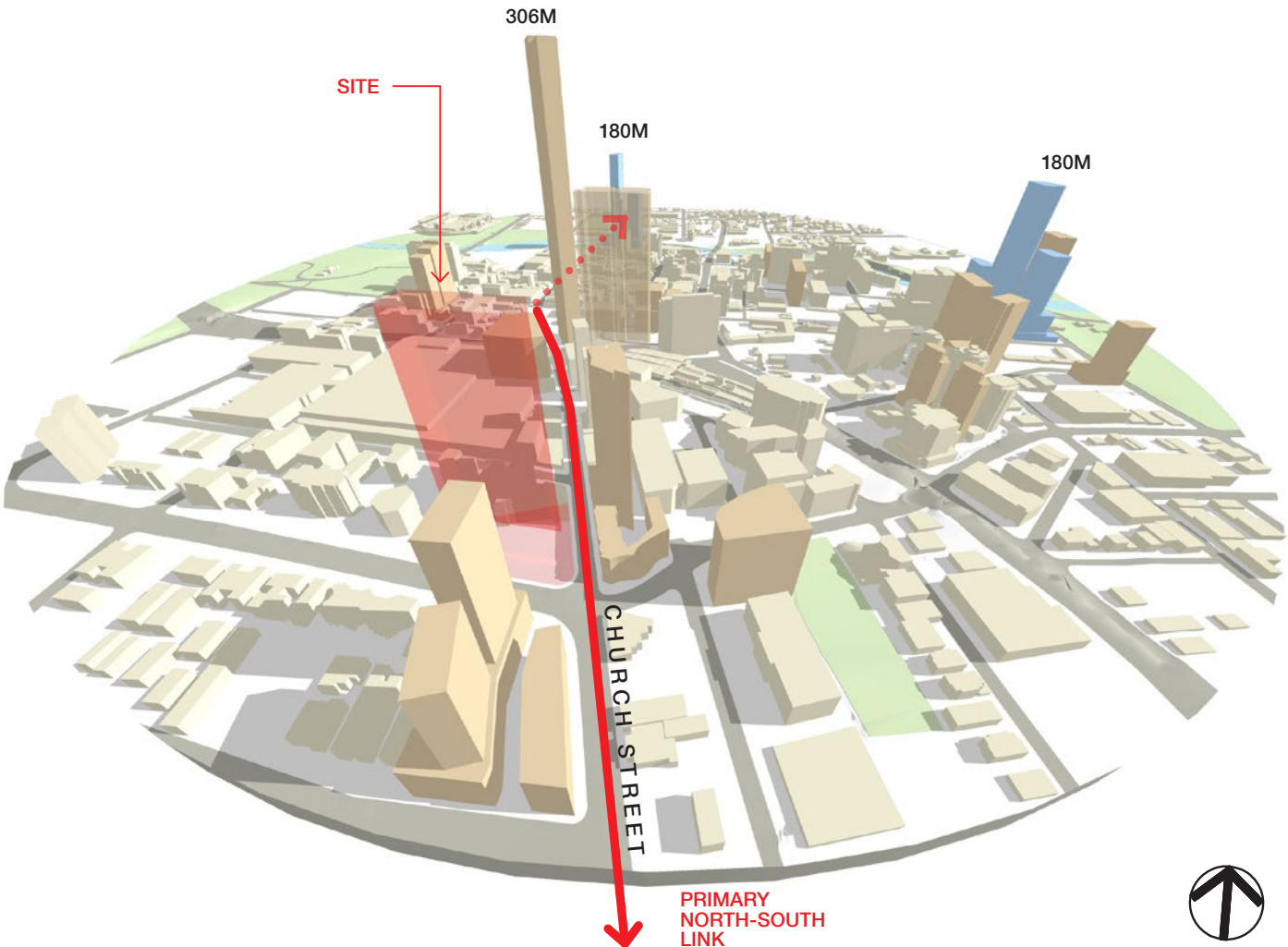
- Site
- Proposed Developments
- Existing Buildings
- Entrance Sites
  - 1- 330 Church St (The Altitude)
  - 2- 135 George St (Cumberland Press Site)

# CONTEXT ANALYSIS

## CBD ENTRANCES

### 3.7 SOUTHERN ENTRANCE

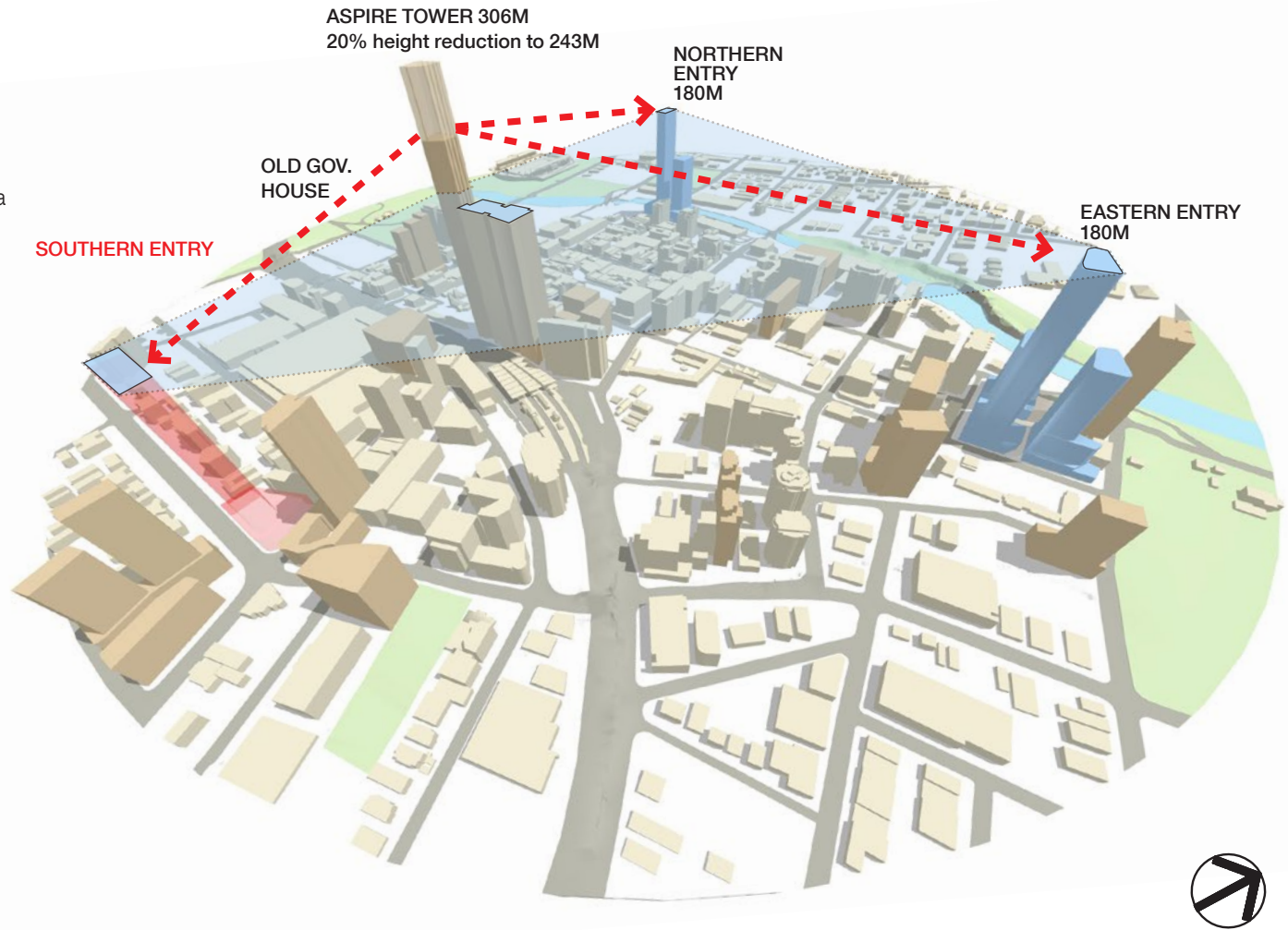
The subject site at 87 Church Street forms the Southern Entry for Parramatta CBD. It has a similar relationship to Aspire tower and Parramatta's urban grid to the other two entry developments. Mirroring the Northern Entry the site defines the fringe of the Parramatta CBD on the southern end of Church Street.



### 3.8 THE THREE ENTRIES

The height of the Aspire tower is likely going to be reduced from the initially proposed 306m (by approx. 20%). As a result the proposed height at 87 Church Street will likely be reduced accordingly to maintain its relationship to the central spire marked by Aspire Tower.

However, rather than applying the same percentage reduction, a 180m height is considered more appropriate for the subject site given its relationship to the other entry buildings and its location as a main axial gateway to Parramatta CBD.

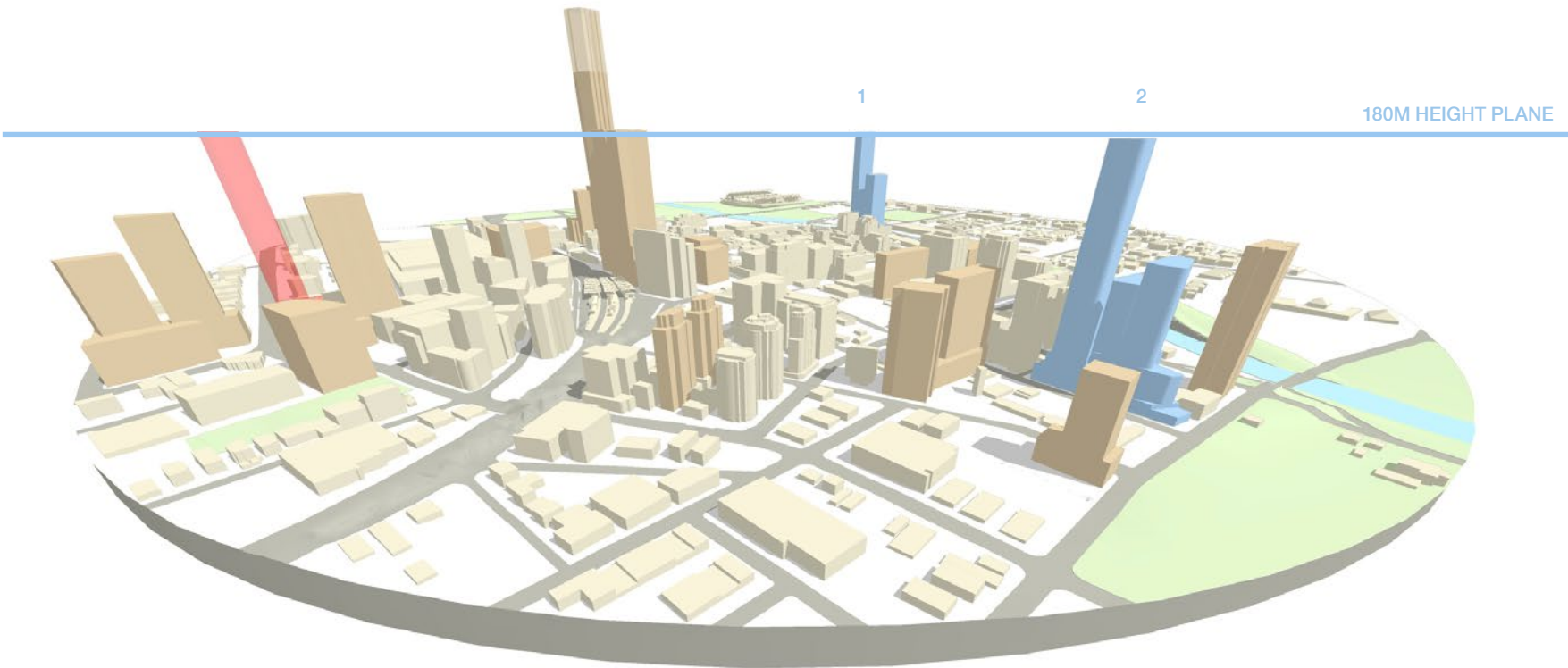




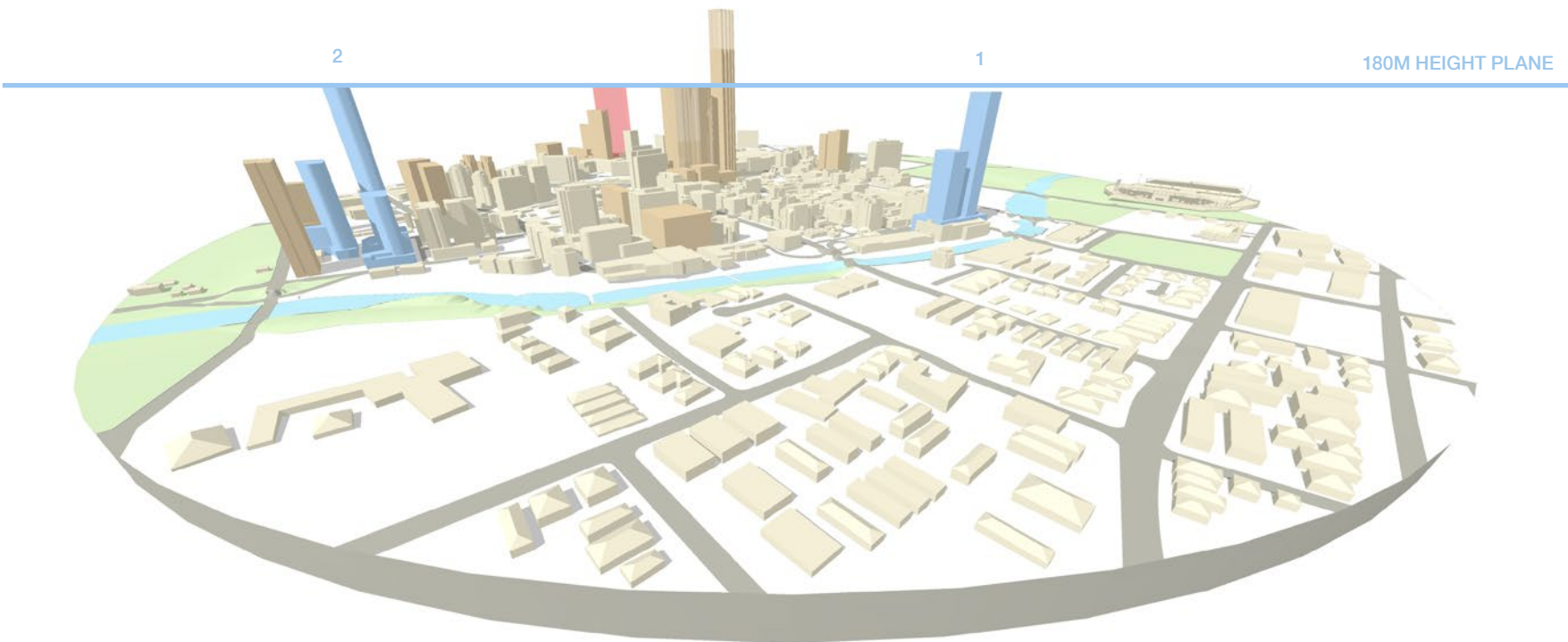
# 3.2

## CONTEXT ANALYSIS

### MASSING IN SKYLINE



SOUTH EASTERN VIEW

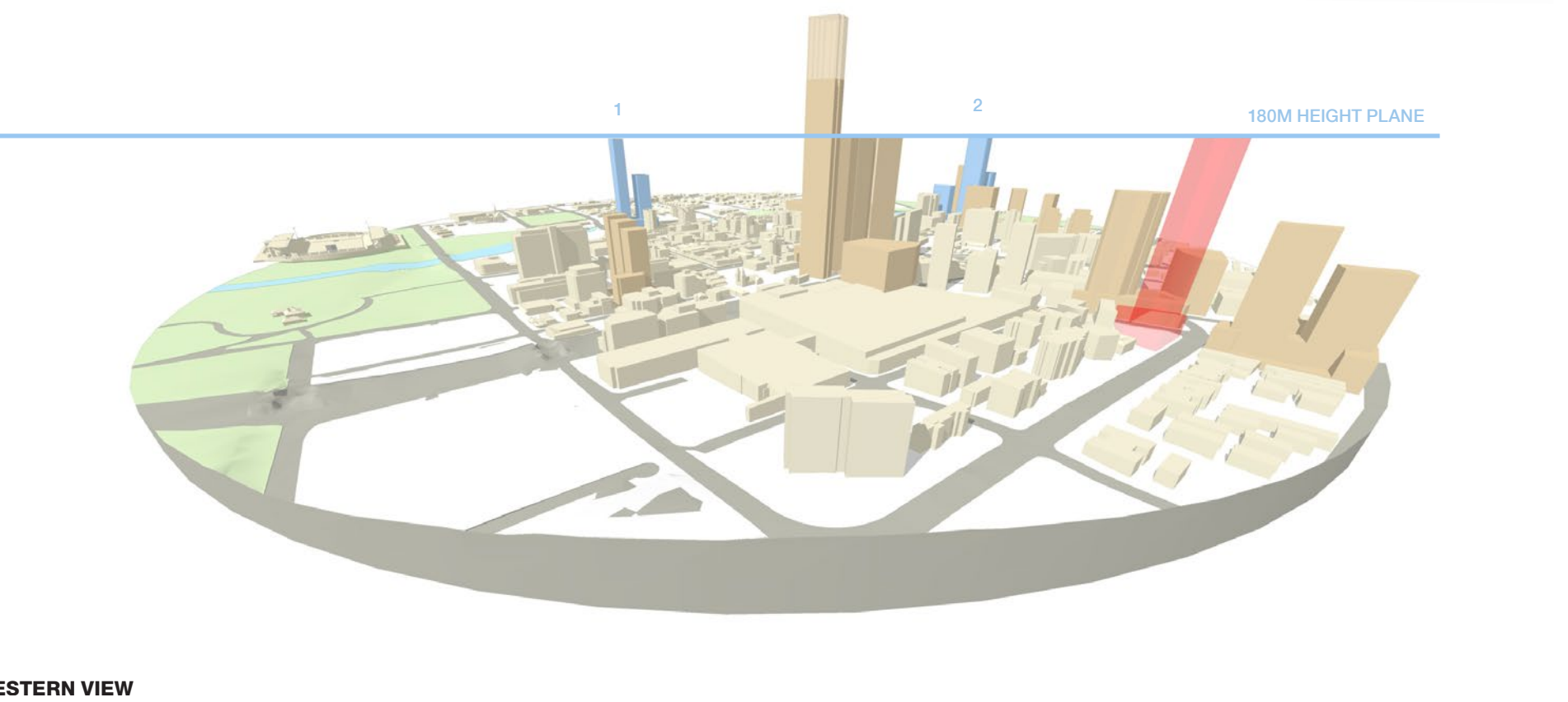
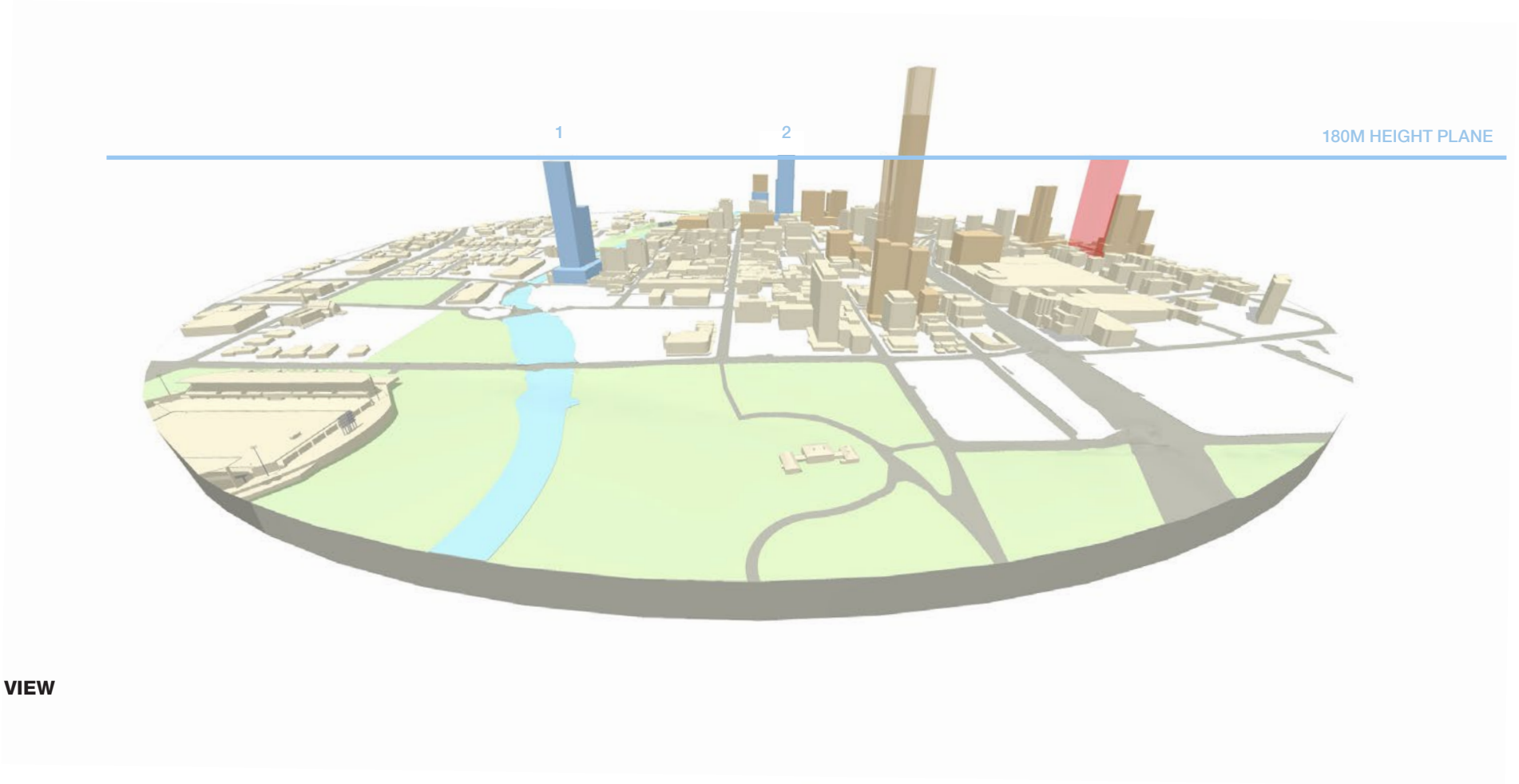


NORTH EASTERN VIEW

- Site
- Proposed Developments
- Existing Buildings
- Entrance Sites
  - 1- 330 Church St (The Altitude)
  - 2- 135 George St (Cumberland Press Site)

# CONTEXT ANALYSIS

## MASSING IN SKYLINE



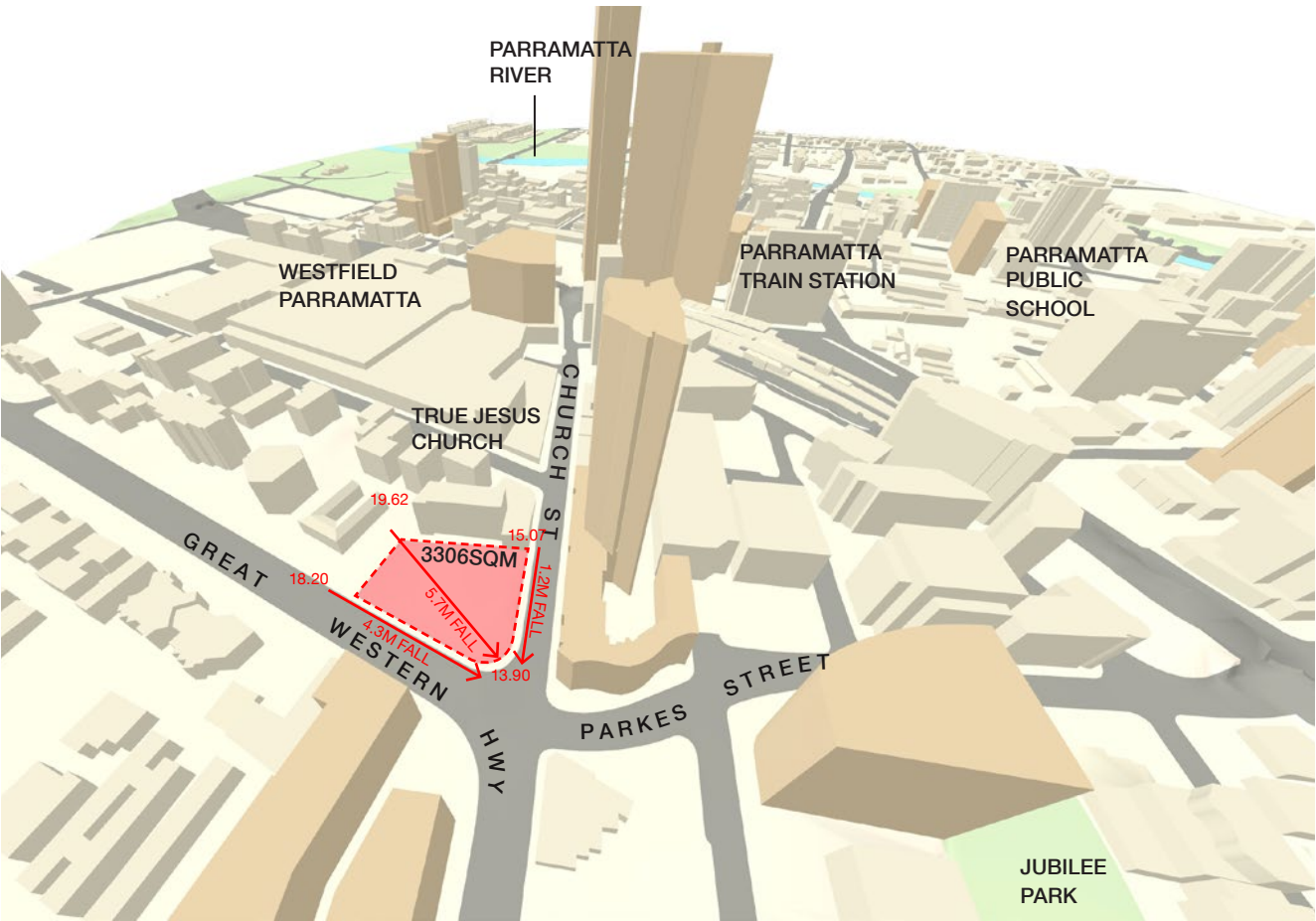


# 4.0 SITE ANALYSIS

## 4.1 SITE LOCATION & TOPOGRAPHY

In general subject site falls towards the intersection of Great Western Highway and Church Street.

The site slopes in two directions towards a the street corner. There is a 4.3m fall along GWH and a 1.2m fall along Church Street.



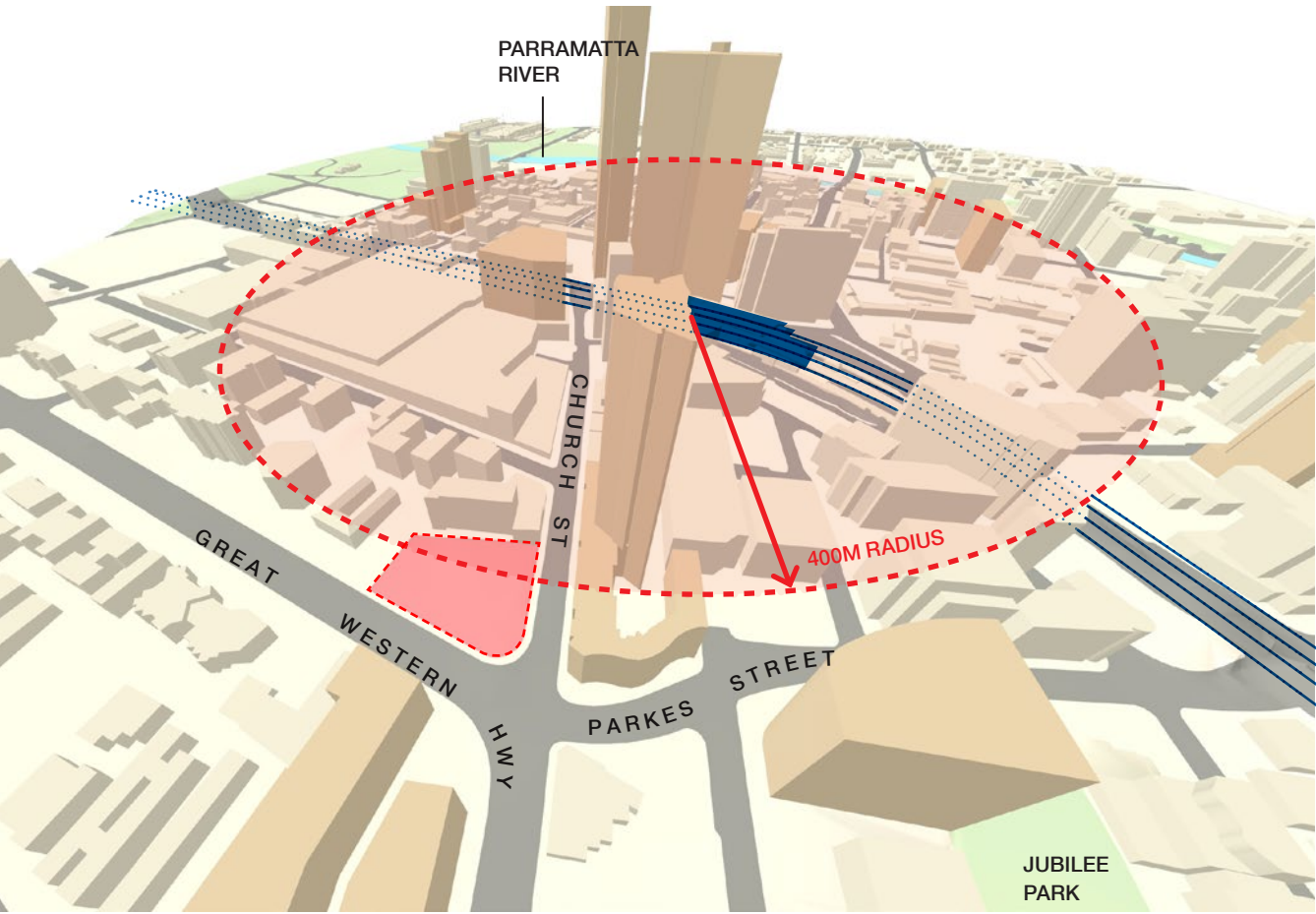
## 4.2 TRANSPORT NODE

The subject site is ideally located in relation to the main transport network available in Parramatta CBD.

Parramatta Railway station is approx. 5 minutes walking distance from the site, falling within a 400m radius from the station.

Parramatta Wharf is approx. 10 minutes walking distance from the site. There are also a number of bus routes along Church Street and nearby Argyle Street.

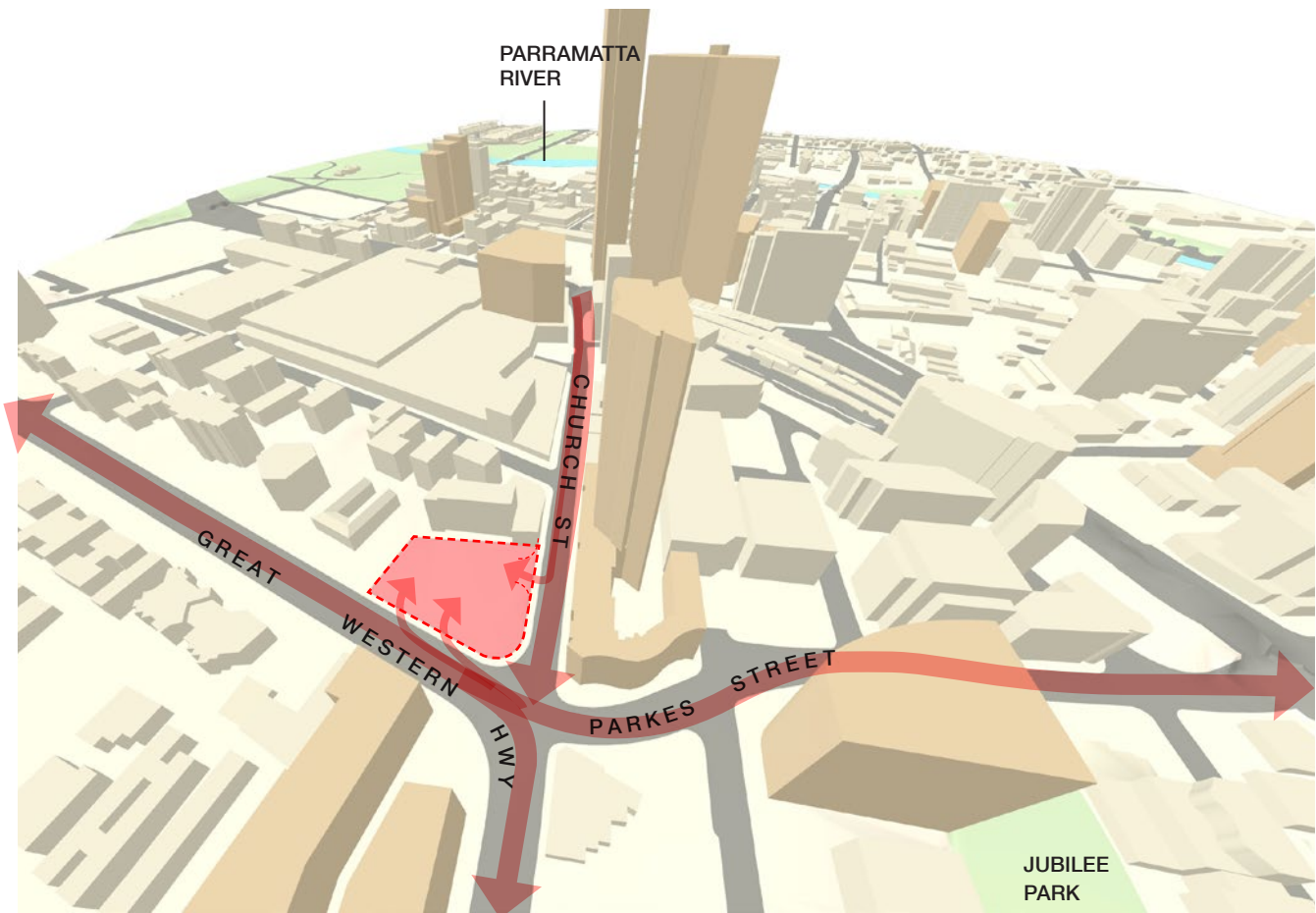
The site fronts Great Western Highway which is part of the future City Ring Road as proposed in the Integrated Transport Plan.



4.3 TRAFFIC

The immediate context of the site is subject to dense traffic and heavy congestion in particular during peak hours. This is especially the case along the Great Western Highway which spills over onto Church and Parkes Streets.

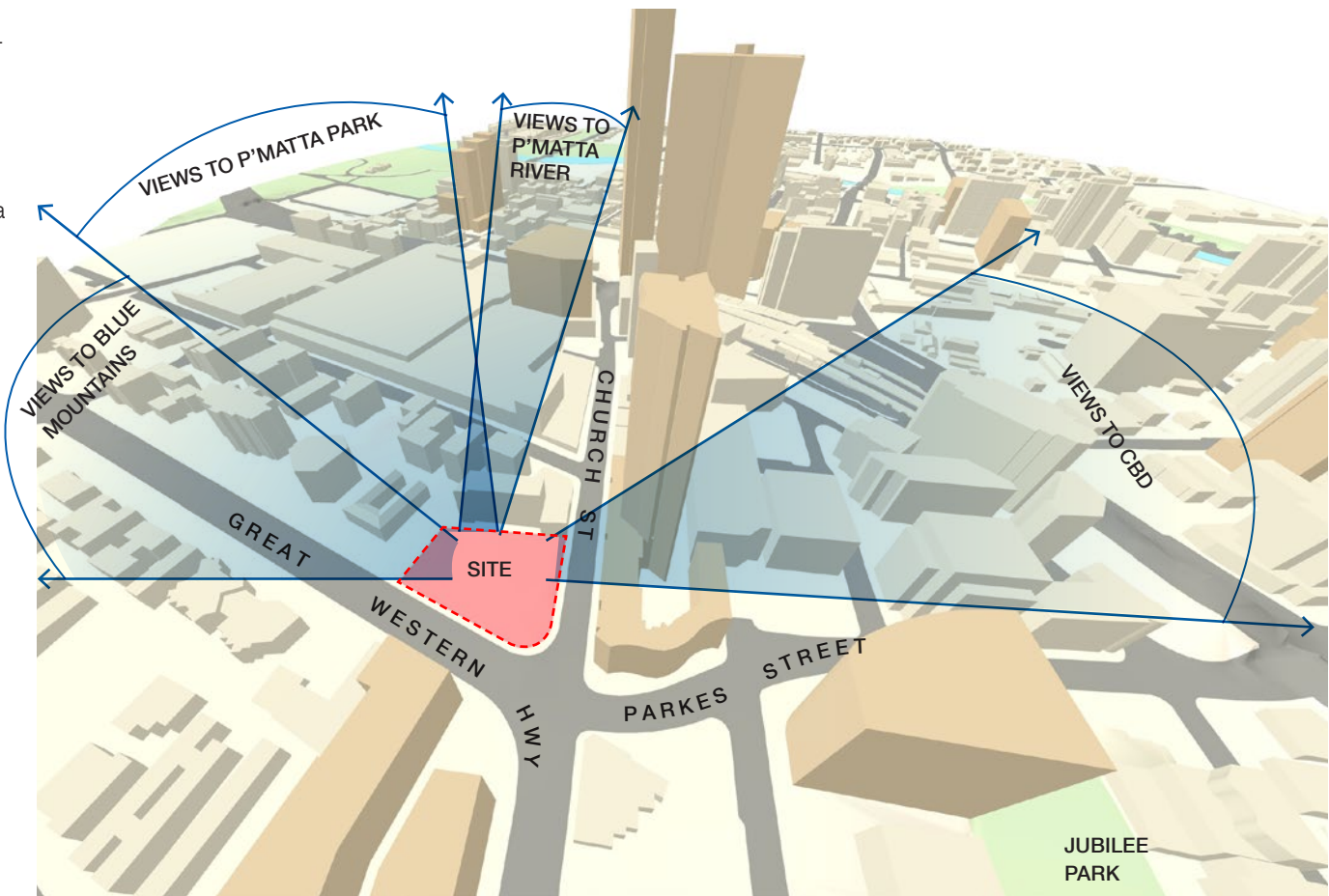
Currently the subject site incorporates three vehicle entries, two located on the GWH and one on Church St.



4.4 VIEW OPPORTUNITY

The subject site enjoys excellent views to North-East and North-West towards Parramatta River. There are also excellent views North-West towards Parramatta Park and Government House.

Distant views to the East (towards Sydney CBD) are available from upper levels (above approx. level 40). Distant views to the West are largely unobstructed and will offer a faraway panorama of the Blue Mountains.



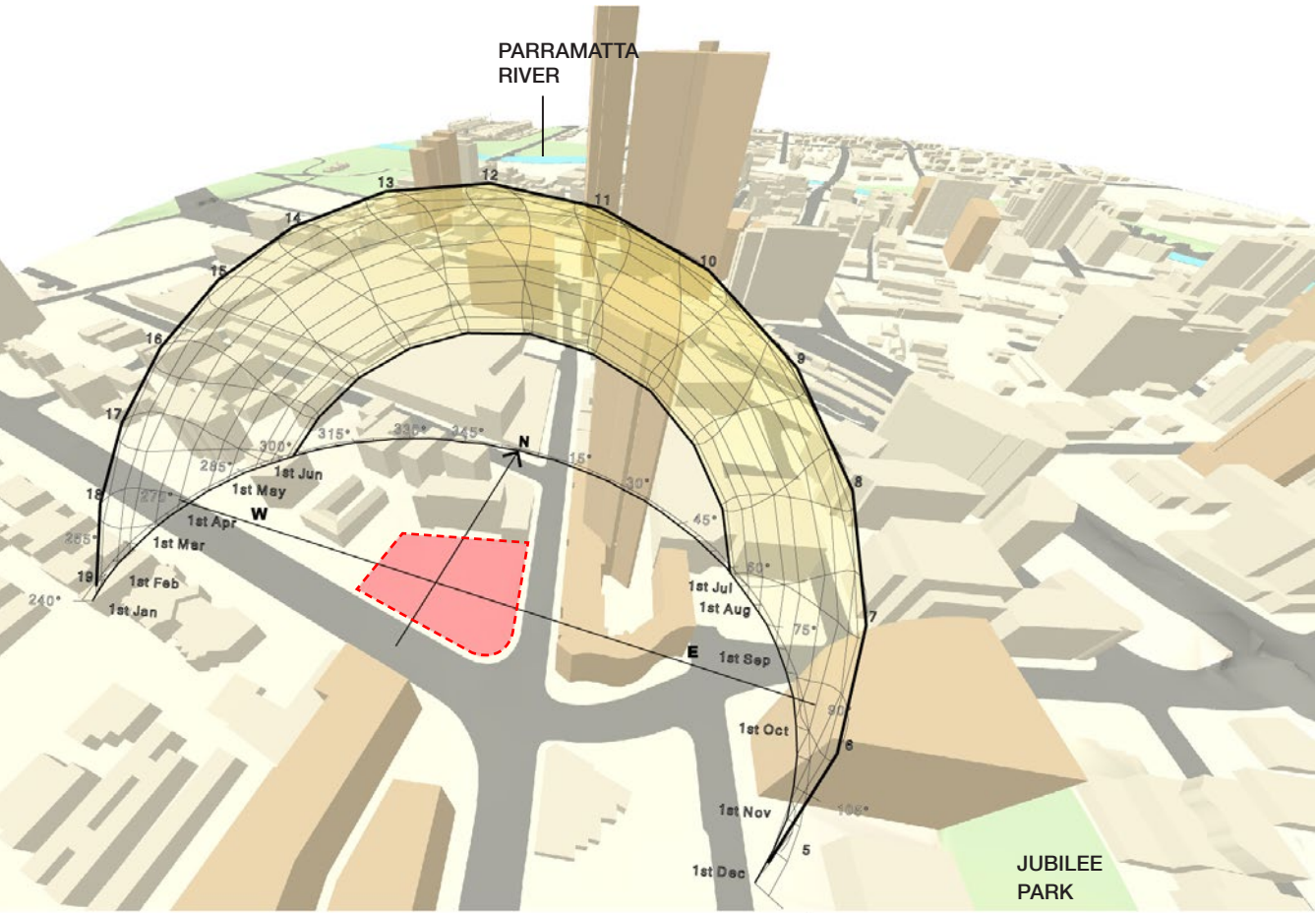


# SITE ANALYSIS

## 4.5 SOLAR ORIENTATION

The subject site enjoys excellent solar amenity where the only South facing elevation is predominantly along the Great Western Highway.

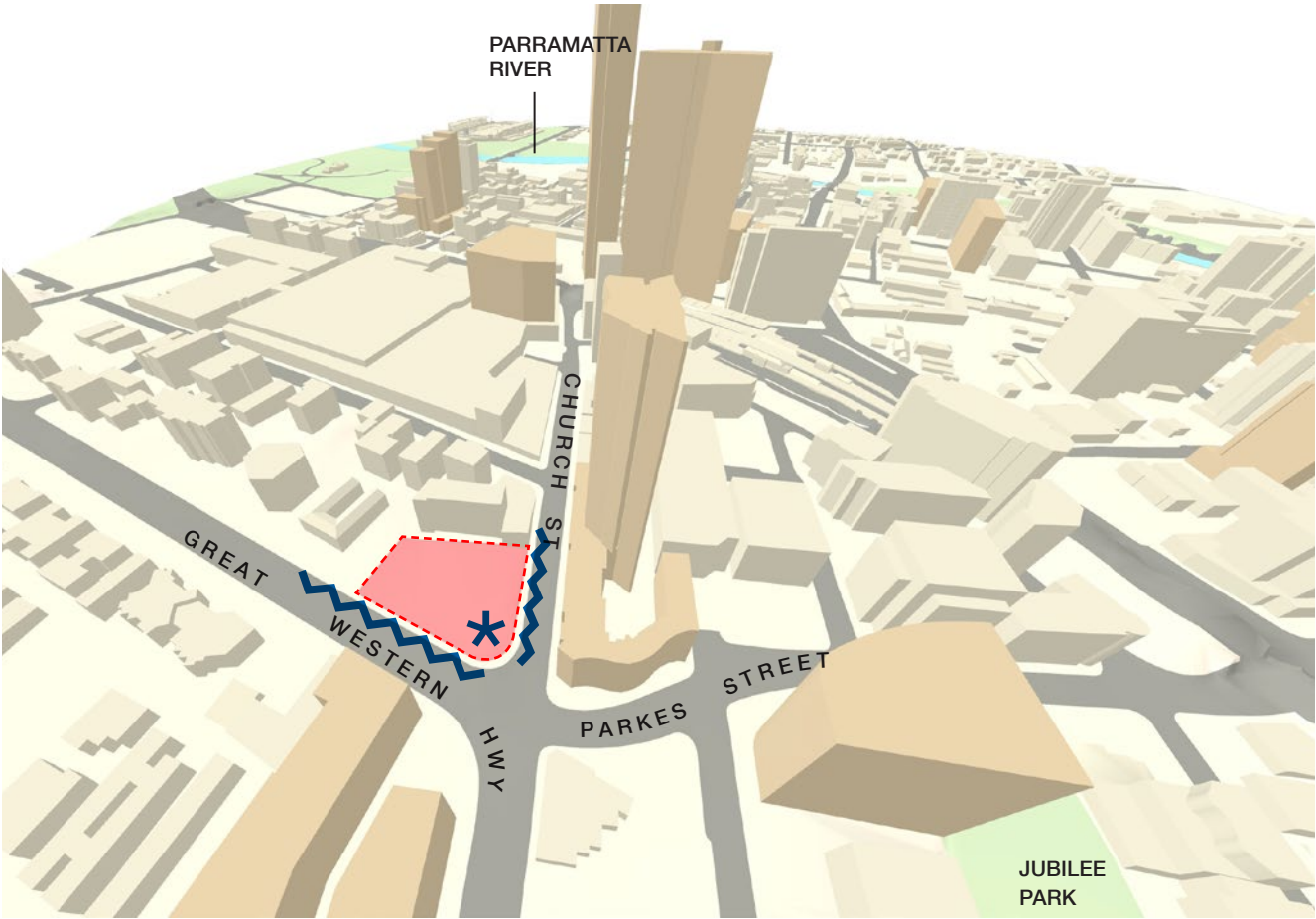
The impact of the proposed development will need to be considered in conjunction with a neighbouring development across the road (to the South). The North-South arrangement of the proposed tower will mediate any overshadowing impacts as it relies on mostly on sun from the East and West to achieve solar amenity.



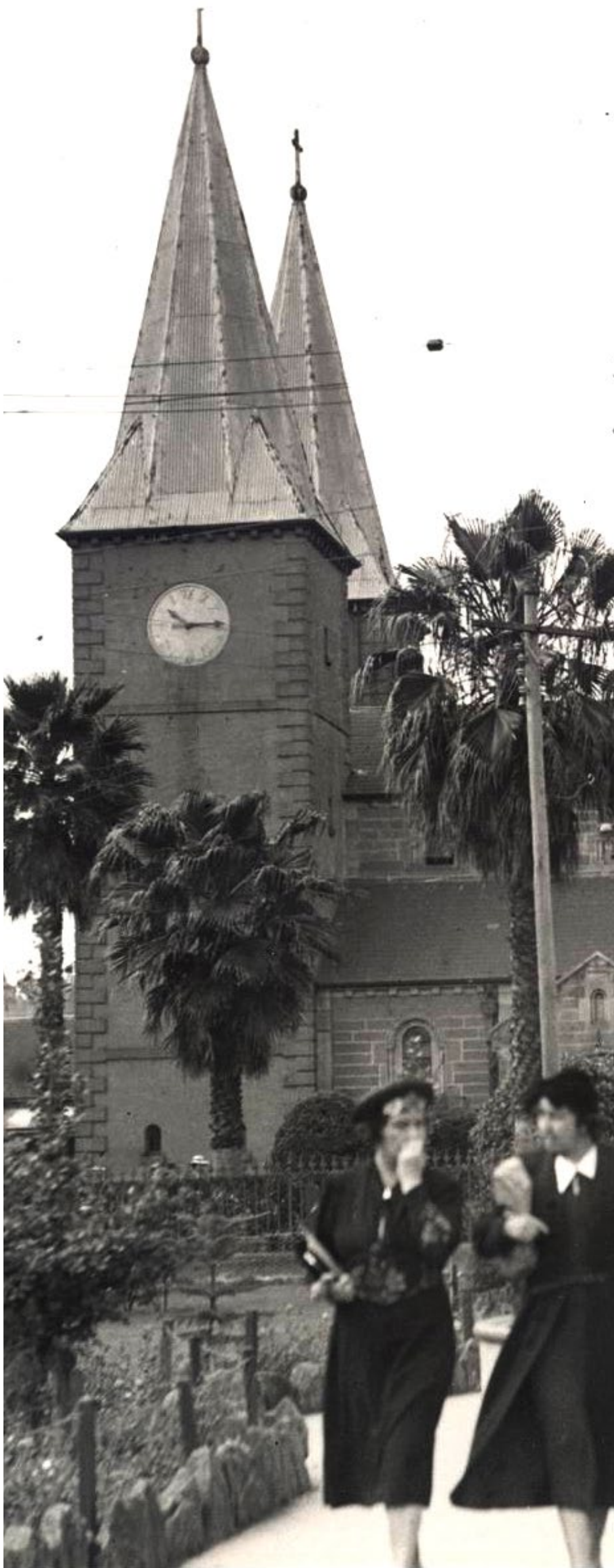
## 4.6 URBAN DESIGN RESPONSE

The proposed development will implement sufficient street activation to both Church Street and Great Western Highway frontages as required to provide a good urban design response. This will be particularly reinforced along Church Street where its street front is in close proximity to Westfield Parramatta (approx. 100m north of the site).

As the site is located at a prominent entry point to Parramatta CBD, an emphasis is placed on the corner of Church Street and GWH. This will be addressed in the overall architectural form and ground level treatment.







# 5.0 DESIGN STRATEGY

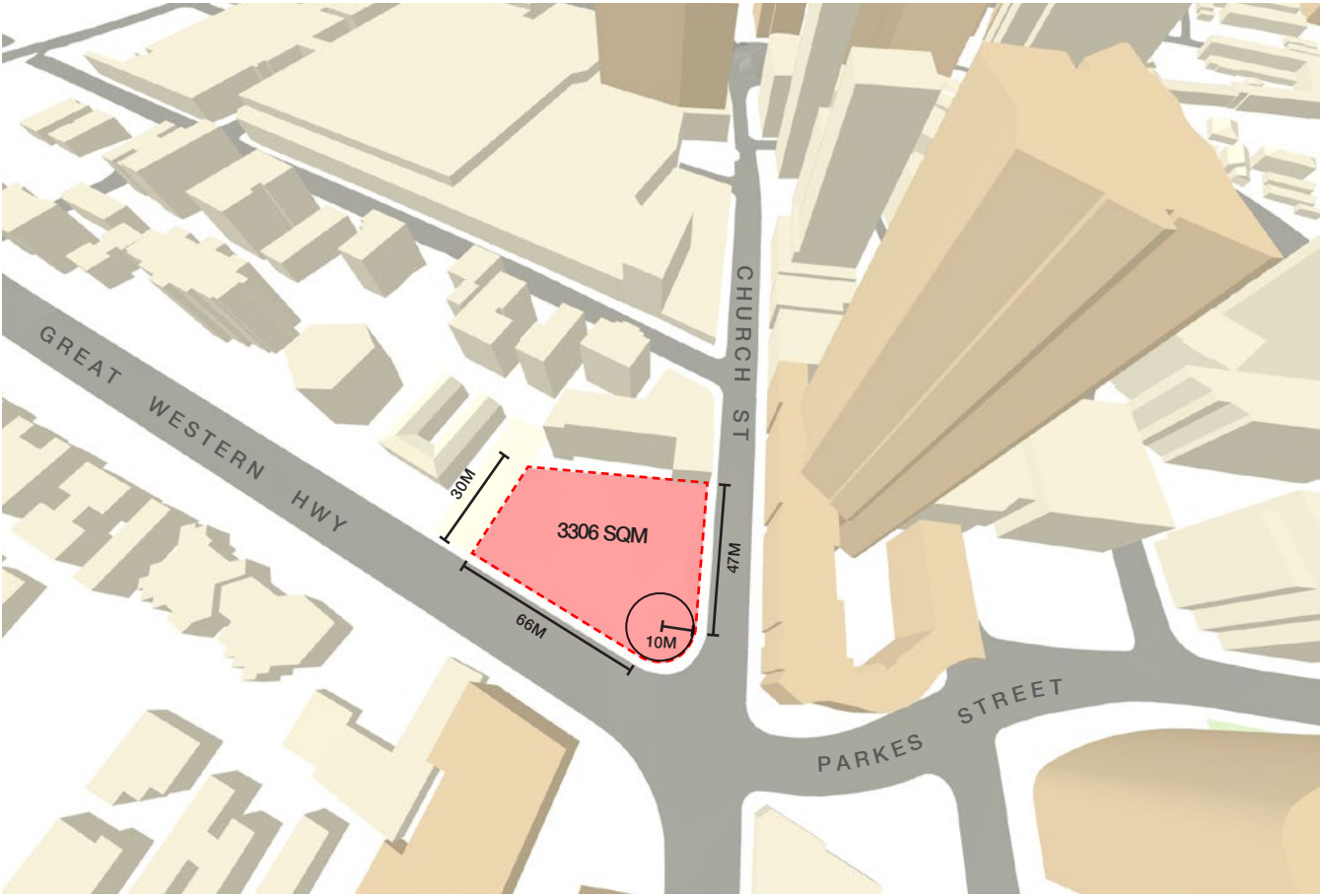


# 5.0 DESIGN STRATEGY PODIUM & MASSING

## 5.1 SITE DESCRIPTION

The subject site occupies two allotments with a combined area of 3306sqm. It features two street frontages; 47m facing Church Street and 66m facing Great Western Highway.

The site is irregular in its rectilinear shape; the junction between Church St and GWH features a round corner condition with the radius of 10m.



## 5.2 THROUGH SITE LINK

The site setbacks to its north and west boundary create opportunity for a vehicular and pedestrian share-way link that would serve as the primary vehicular access and drop off point for the future development.

This link could be established as a private through site link between Church St and GWH that would utilise two of its three existing vehicular entries. A controlled internal thoroughfare can be allocated to reduce loading on the existing road networks.

For security reasons and to avoid short-cutting of the corner it is proposed that this link remain as a private and gated thoroughfare.



# DESIGN STRATEGY

## PODIUM & MASSING

### 5.3 PODIUM

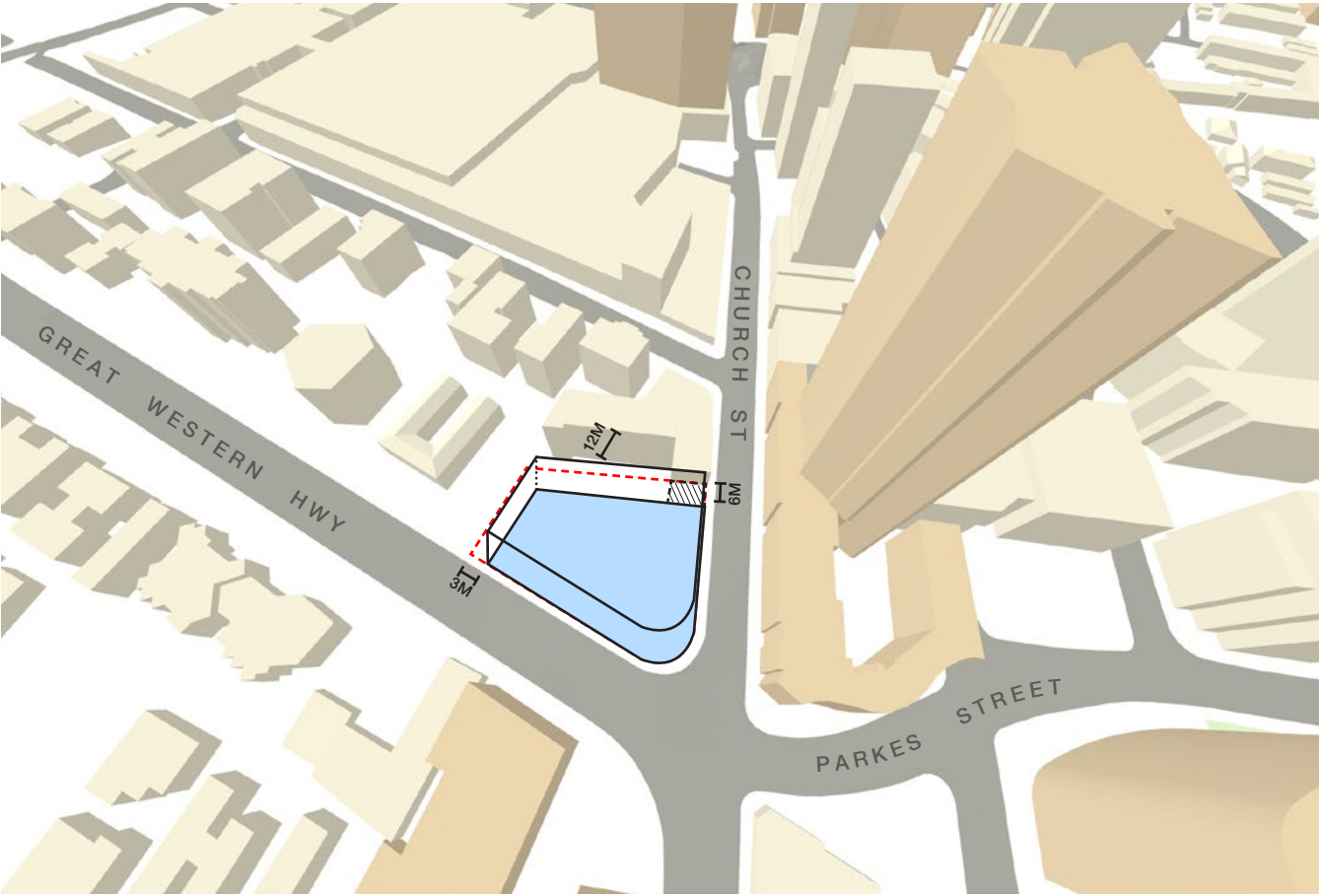
The proposed podium envisages a 0m setback along Church St and Great Western highway. Upper sections of the podium structure form a visual connection to the existing row of buildings along Church Street creating a continuous street wall frontage.

To preserve and maintain a similar continuous street wall effect along the western boundary, a 3m setback is proposed along the street frontage to upper levels of the podium.

As an interim strategy, this would enable a good relationship to the adjacent residential site and establish a street wall frontage that could be appropriated for future development.

A 12-13m setback is proposed to the neighbouring residential building at the north of the site. This setback of the podium structure creates an effective blank facade thereby negating any privacy issues on the neighbouring site.

A transition zone is proposed immediately above, between the podium and the tower. A two level structure to the north will house communal meeting room facilities, and is setback an additional 3m to its residential neighbour, creating an additional degree of separation and enhancing privacy.

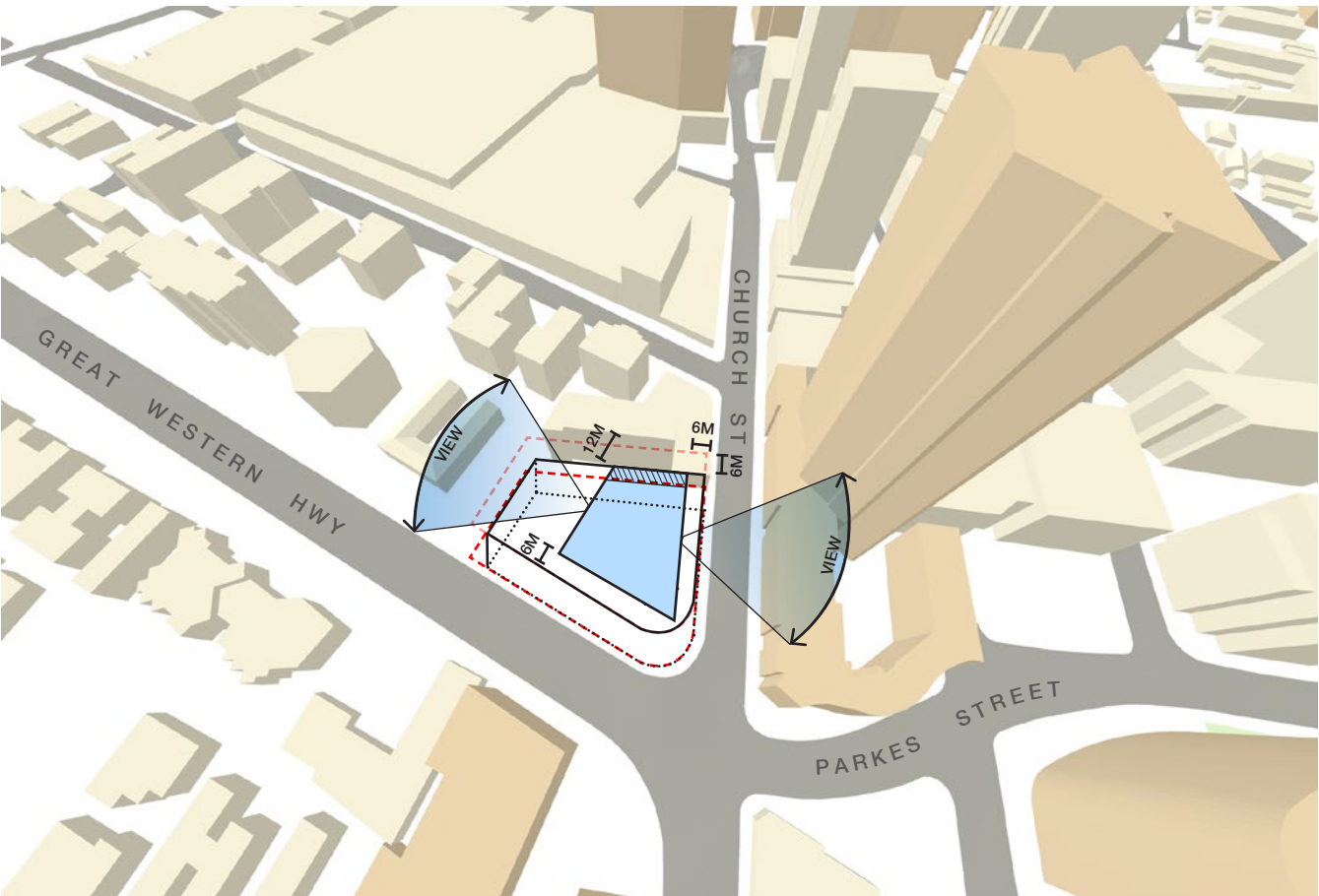


### 5.4 TOWER & SETBACKS

The residential massing above podium is subjected to a 6m setback from the boundary on all sides; including a 6m separation to the north.

It is proposed that the residential component of the tower will commence above the neighbouring 8-storey building to the north of the site, to negate any issues of proximity.

In order to further mitigate any separation issues to the north (and preserve development opportunities to the sites north of the subject site) it is proposed that the predominant orientation of the apartments be either towards east or west rather than north.

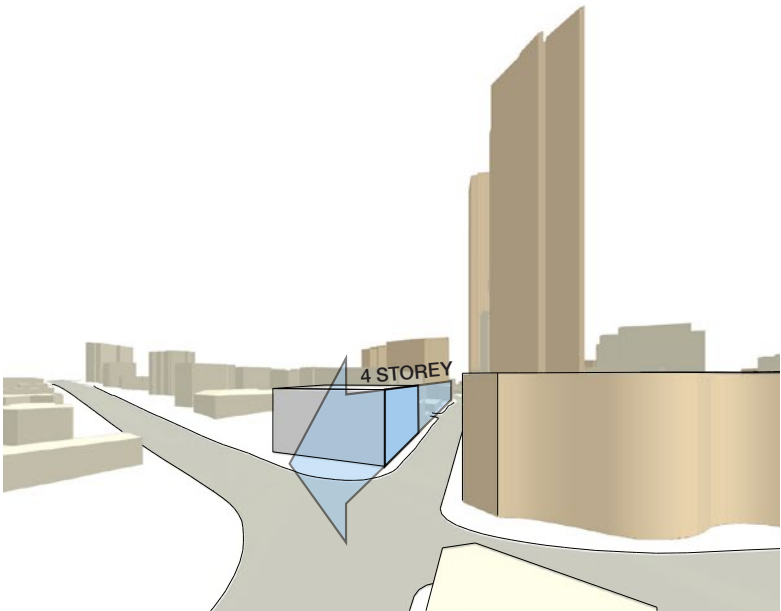
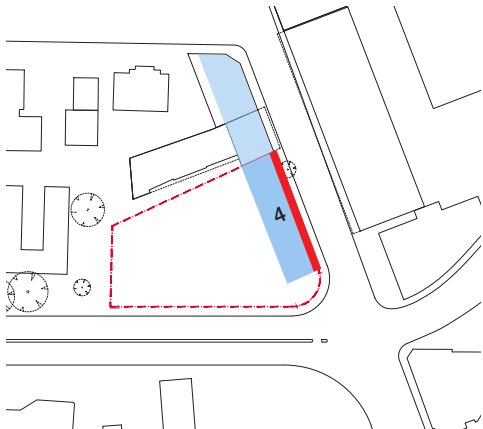




# 5.1 MASSING STRATEGY

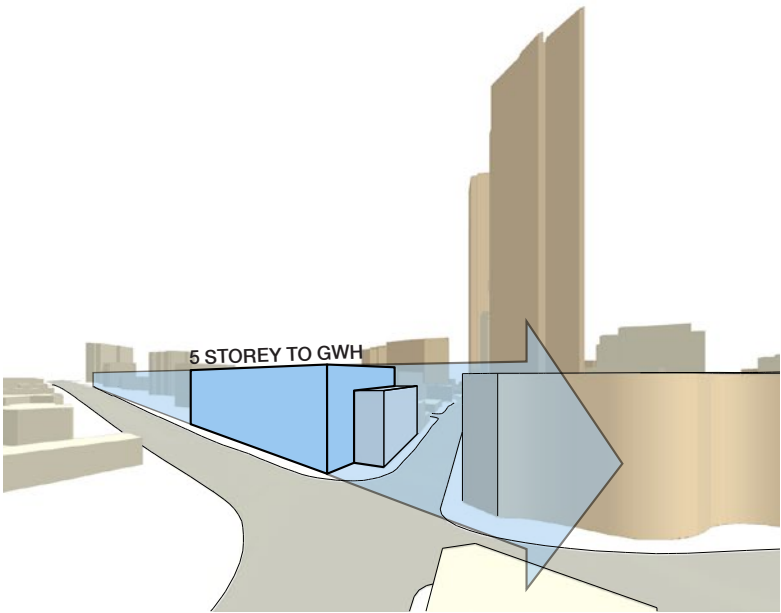
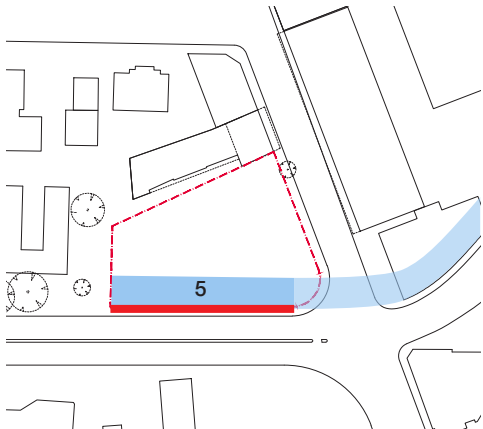
## 4 STOREY PODIUM SCALE TO CHURCH ST.

- / Street wall along Church street is continued in podium alignment
- / 4 storey wall height is proposed to match the planning vision for Church Street
- / 0m alignment to the upper levels is proposed consistent with the existing streetscape
- / A smaller recess (approx. 1.2- 2m) may be appropriate to ground levels as existing retail increase the width of the footpath along Church Street. This is however not a consistent ground level treatment in the existing streetscape.



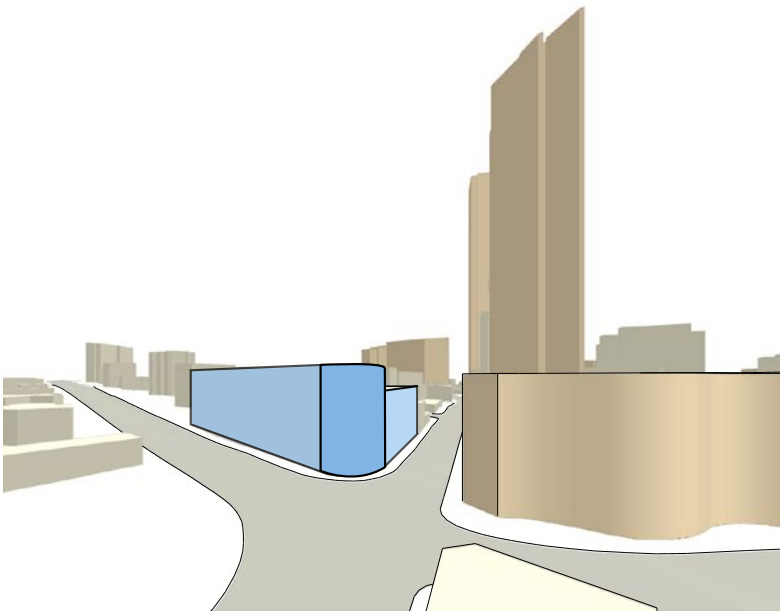
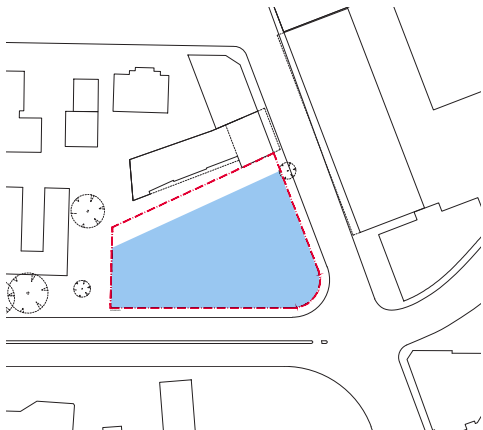
## 5 STOREY PODIUM SCALE TO GREAT WESTERN HIGHWAY

- / Street wall along GWH is 5 storeys in height to match the height of the approved development across the road.
- / 0m alignment to the upper levels is proposed to be consistent with the existing streetscape.
- / 3m setback is proposed to upper levels of the street wall against the western boundary to address the building separation to neighbouring residential development. It is envisaged that once the neighbouring site is developed to the consistent street wall, the 3m separation will act as a laneway.
- / A smaller recess (approx. 1.2- 2m) may be appropriate to ground levels should a similar ground treatment be adopted to Church street frontage.



## PROPOSED PODIUM INCLUDING CORNER ARTICULATION

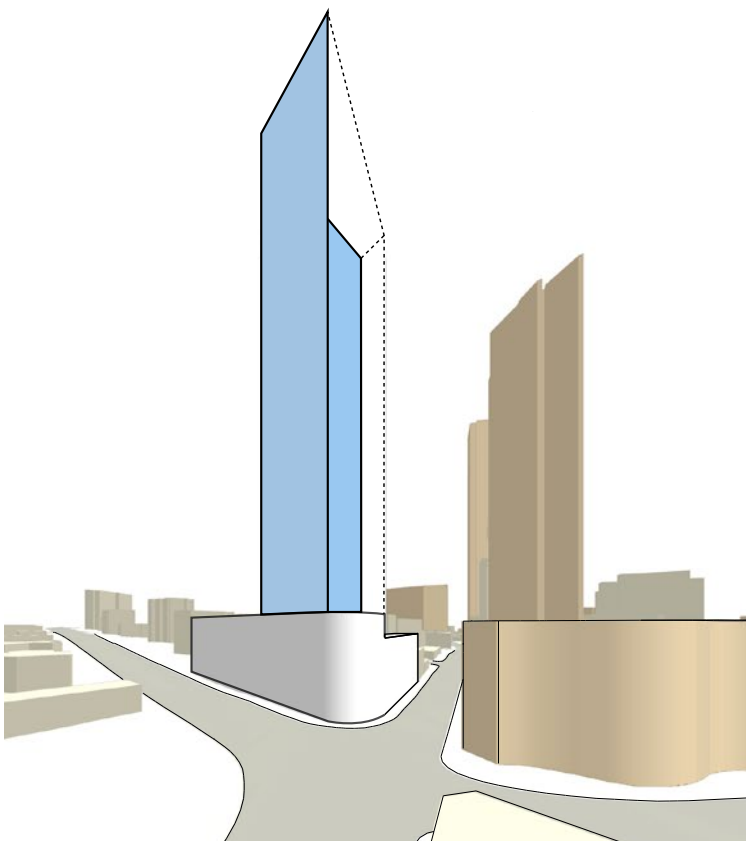
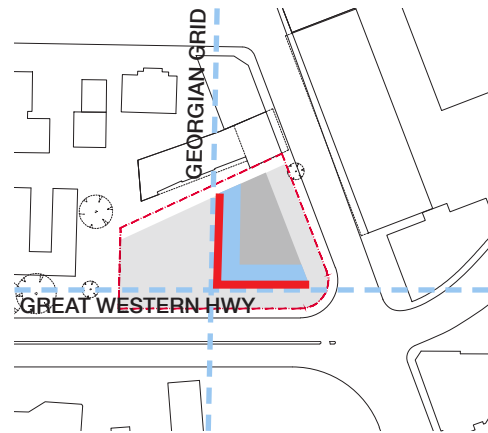
- / Proposed podium incorporates a transition from 5 storey along GWH to 4 storey height, along Church Street
- / The step in street wall creates an opportunity for a transition and articulation zone that will both address the street wall change of height as well as acknowledge the significance of the gateway corner to Parramatta CBD.





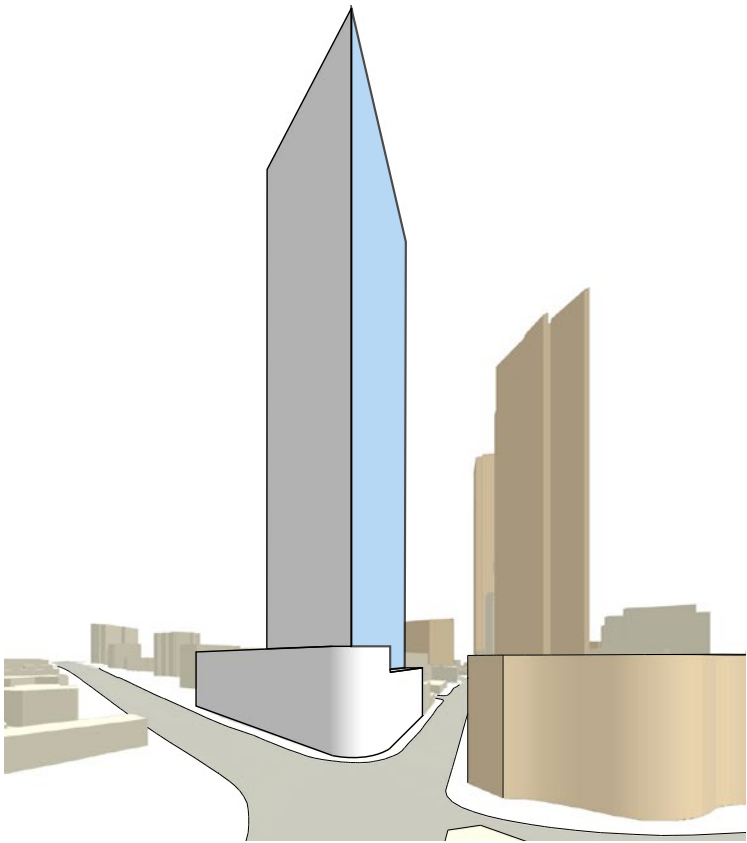
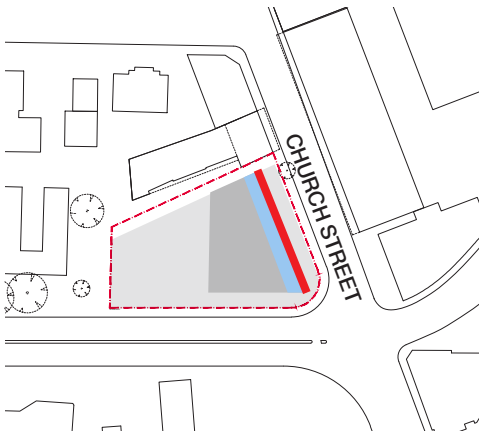
ALIGN TOWER TO GREAT WESTERN HIGHWAY AND THE GEORGIAN GRID

- / The west and south facade of the tower form is aligned with the historical Georgian grid in recognition of the key urban design methodology that established the planning logic of Parramatta CBD.
- / In addition to forming a strong design and visual reference, this arrangement aligns the western facade with sufficient declination to north to allow for a minimum of two hours direct solar access in mid winter months.



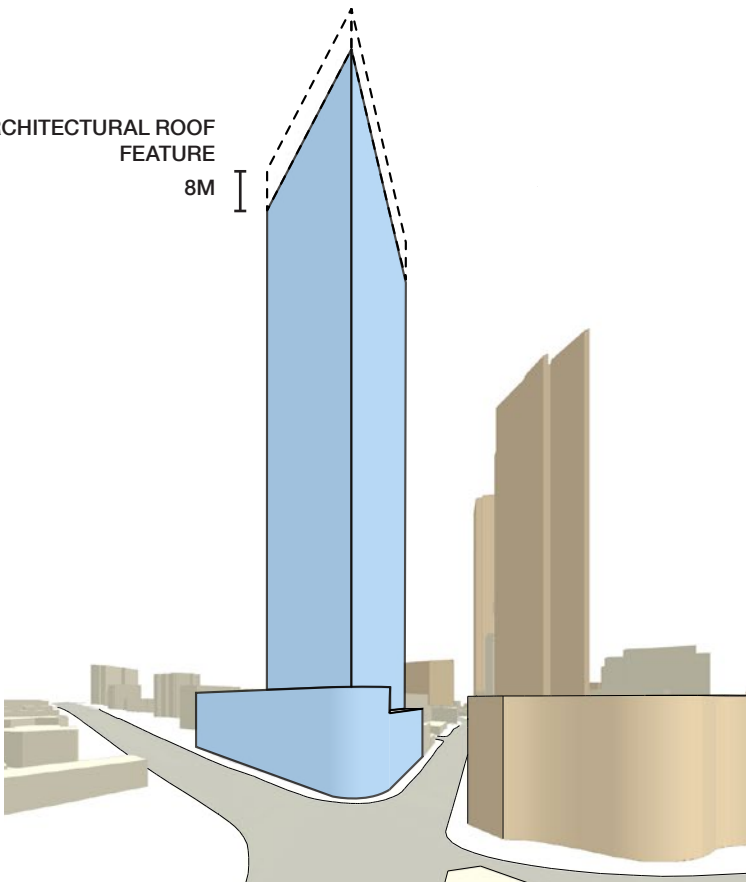
ALIGN FACE OF TOWER TO WITH CHURCH ST

- / The east facade of the tower form is aligned with Church Street at 25 degree deflection to west off the historical Georgian grid.
- / This further interpolates the tower within the existing urban network that forms the planning basis of Parramatta CBD and acknowledges the importance of Church Street in the overall town planning hierarchy.
- / This arrangement aligns the eastern facade with sufficient declination to north to allow for a minimum of two hours of direct solar access in mid winter months.



PROPOSED SCHEME

- / The proposed scheme places the development form by drawing upon the contextual and historical planning precedents to establish a building form that integrates into the urban fabric of Parramatta CBD.
- / The podium form addresses the street wall heights and the corner articulation will acknowledge the importance of the intersection within the overall context.
- / The tower form is derived by drawing from the building context and with view to increase prominence to the site within the overall vision for Parramatta CBD
- / The entrance aspect of the site in relation to the overall CBD precinct and the unique orientation of the site at the intersection of two important grid alignments further increase the importance of the site corner. There is an opportunity to acknowledge this in the overall building form and in particular the treatment of the corner element. As such a roof feature articulation zone has been proposed.

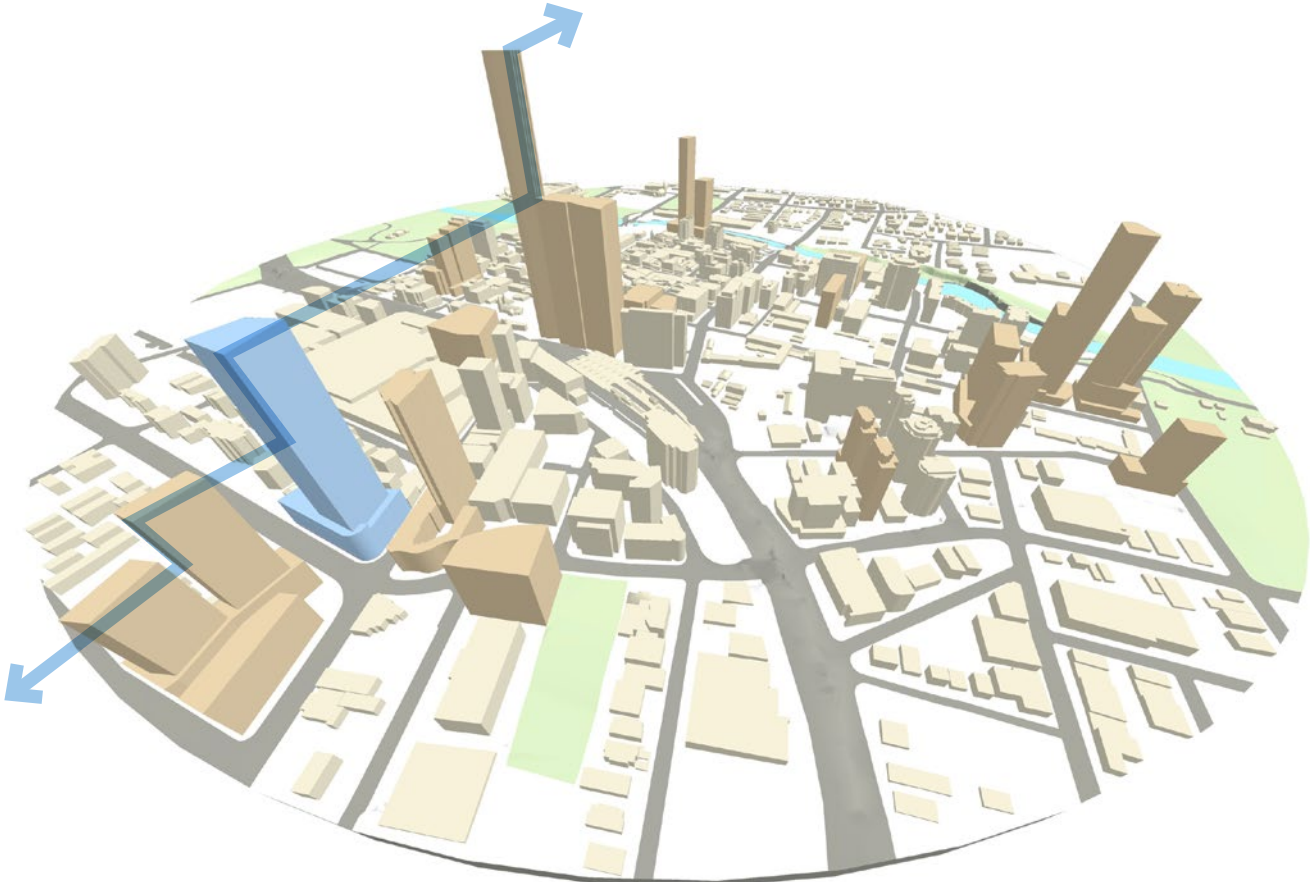


# 5.2 DESIGN STRATEGY PROOF OF CONTEXT

## 5.1.1 TOWER HEIGHT CONTEXTUAL RESPONSE

In addition to responding to its current context, by matching tower height to line with the other entrance developments into Parramatta CBD the proposed tower form will sit harmoniously within the future context of the proposed tower forms.

As such the building height would create the next logical step from the building forms to south and along the current auto alley.

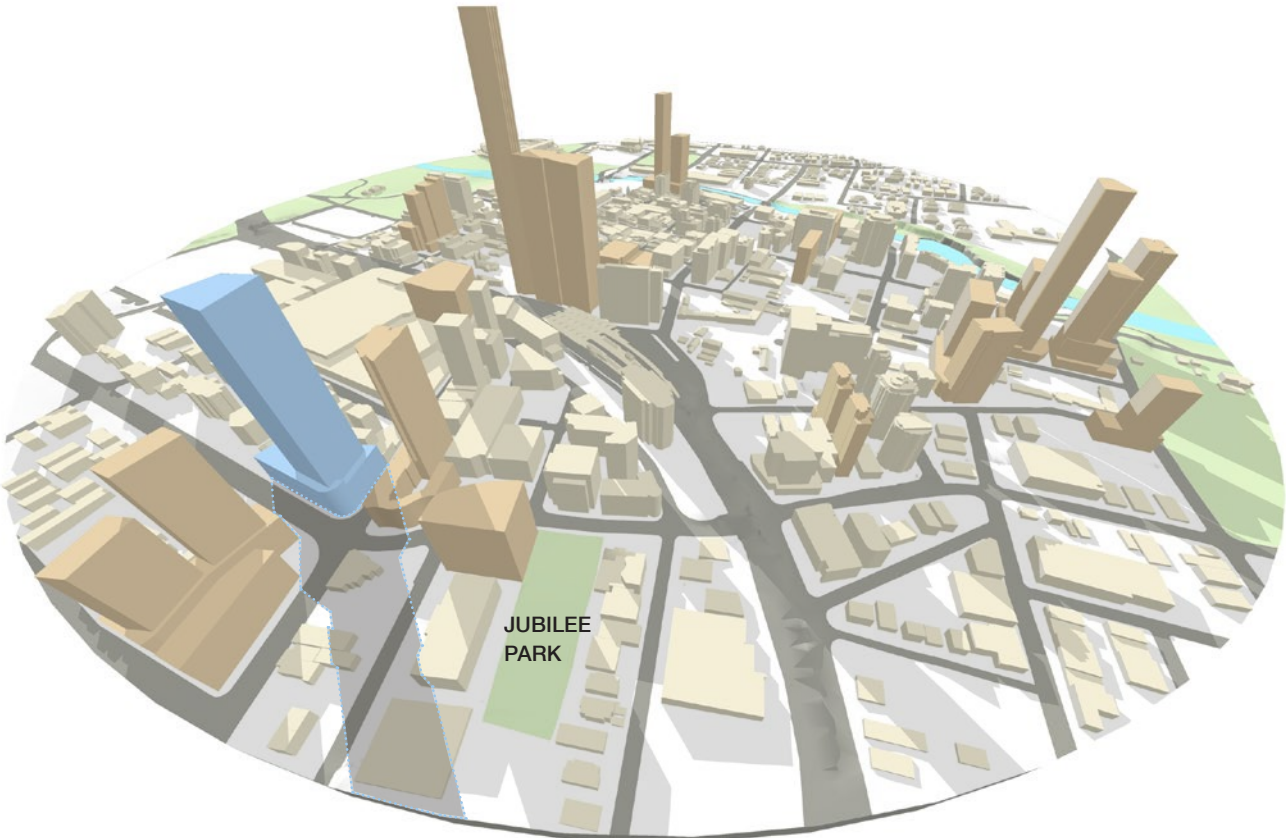


## 5.1.2 TOWER HEIGHT & OVERSHADOWING

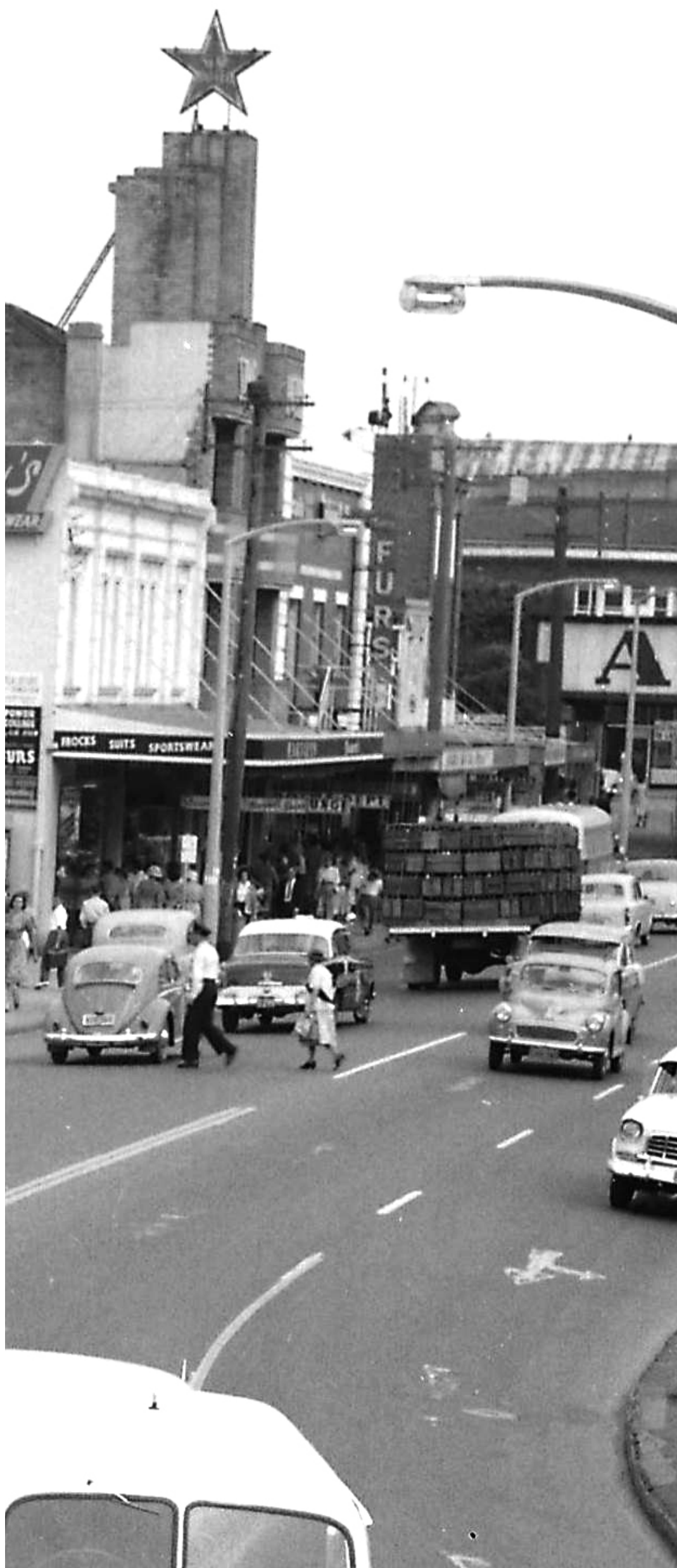
A number of tower and podium options were analysed to determine a form with minimal impacts to the developments in the south.

From approximately level 10 and up, the western part of the site creates adverse impact to the proposed residential development south of GWH. As a result, the proposed development form is concentrated on the eastern side of the site to reduce the extent of overshadowing. The western part of the site has been minimised to ensure that solar access can be preserved over the podium component.

The proposed form will in effect create a slender shadow profile to the south that will retain solar amenity to affected buildings and will not overshadow Jubilee Park in the period of 9am to 3pm mid winter.







# 6.0 PROOF OF CONCEPT





# 6.0 PROOF OF CONCEPT DESIGN OVERVIEW

## 6.1 SUMMARY

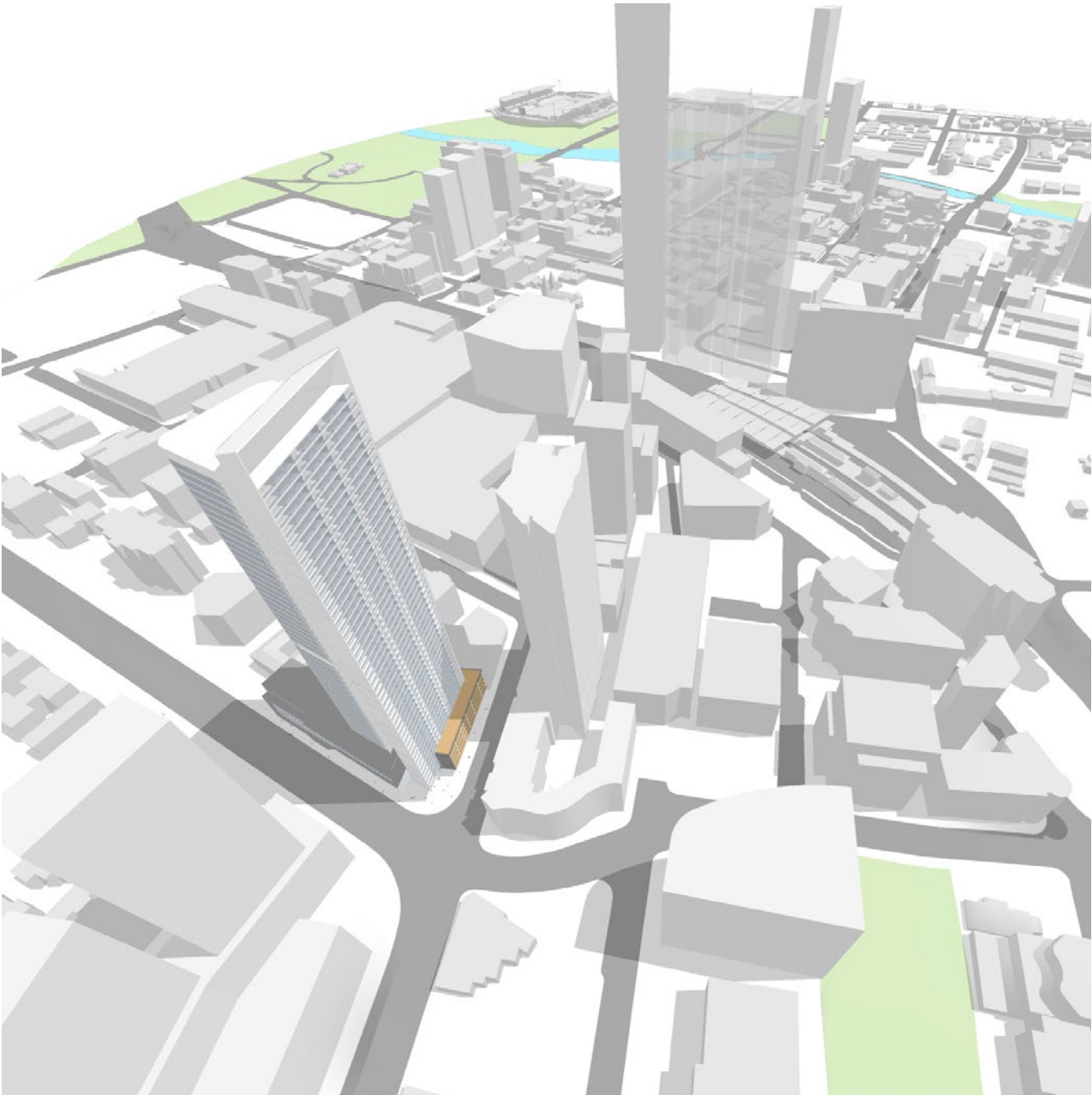
The proof of concept proposal investigates the appropriateness of the proposed planning envelope in terms of development use, urban response and residential amenity.

The proposal consists of a 4 and 5 storey high podium element, that incorporates the above ground car parking to the rear and envelopes the volume with residential and commercial uses along the street frontages. This mixed use approach, resolves the issue of the deep floorplate and creates an appropriate response to the neighbouring urban context. Active retail and commercial uses have been proposed on ground level as well as access to residential and child care facility lobbies.

The roof of the podium element creates opportunities for communal resident facilities (gardens, bbq spaces, etc.) as well as being an ideal location for a child care facility. The tower form has been located on the east part of the site to minimise overshadowing to the development to the south and address the importance of the street corner as a gateway to Parramatta CBD.

The tower form incorporates a mix of residential units arranged in a manner to maximise solar amenity and opportunities for natural cross-ventilation. To protect outdoor living spaces of high rise developments from high winds, balconies have been incorporated into the overall building form which also maximises their use.

The upper levels of the tower form have been articulated with a roof feature to enhance the development's location as a corner site and as an important entry into Parramatta CBD.



# 6.0 PROOF OF CONCEPT GROUND & SHOWROOM

## 6.2 GROUND FLOOR

The proposed ground floor is designed to work with the existing condition of Church Street and Great Western Highway. Church Street front is characterised by a seamless continuation of shop fronts and retail facades which activate the street. The corner condition is activated with a plaza-like urban space that could potentially house a cafe and create a green buffer to the highway.

An active street frontage is also proposed for GWH. Due to the different nature of the ground level along the busy highway, a car showroom is proposed. The building also features two lobbies located at each end of GWH; one for residential use and one for child care facility.

To the rear of the site a through-site pedestrian and vehicular shareway link is proposed that will provide access to car parking and also a safe pick-up/drop-off point for the child care facility.

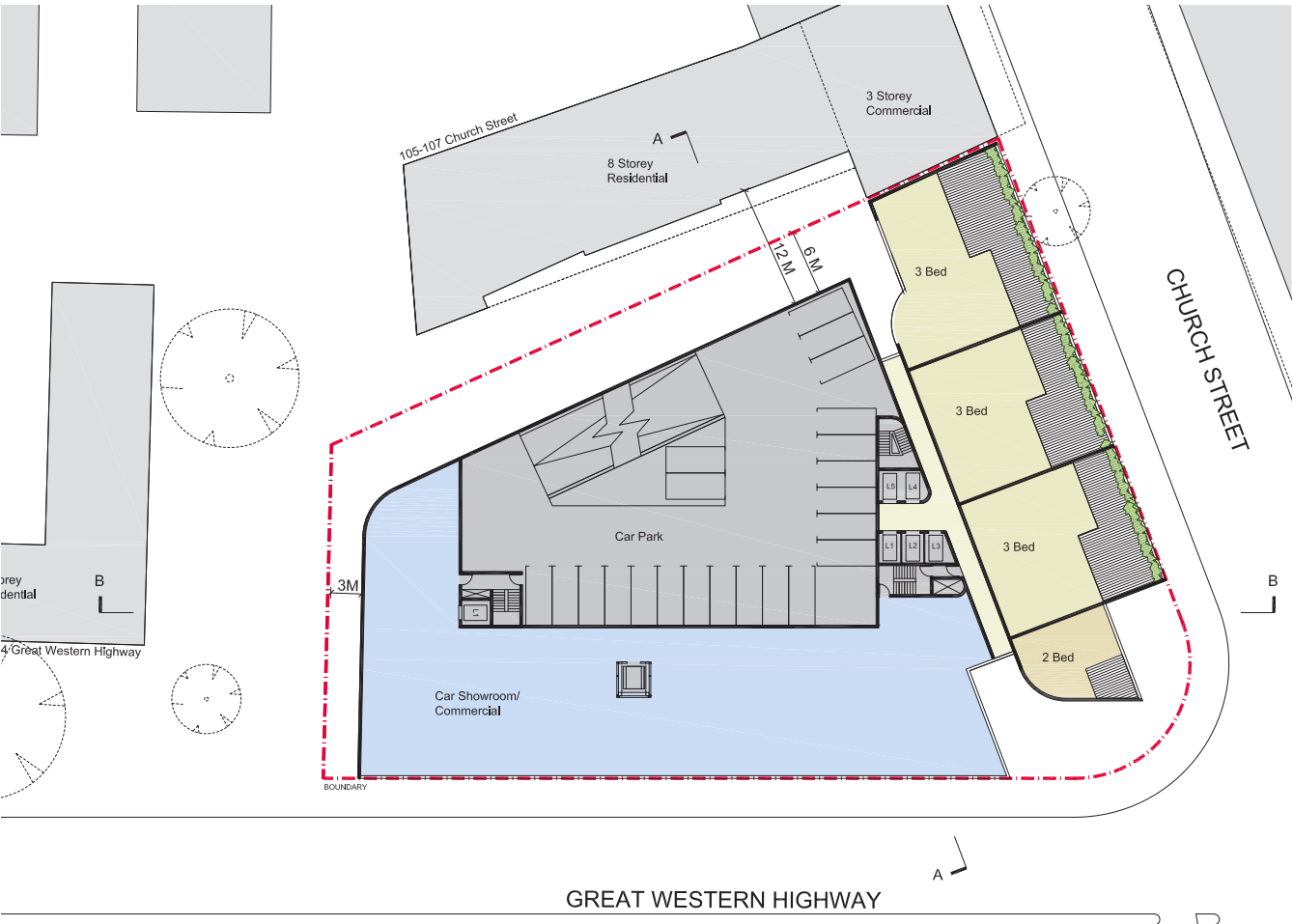


## 6.3 L01-4 PODIUM UPPER LEVELS

The podium levels contain a mix of commercial, residential and above ground parking.

The commercial area is proposed to house a traditional commercial office space or alternatively provide an extension to the car showroom facility (on ground floor) with direct access to above ground car parking at the rear.

The podium facing Church Street is envisaged to house apartments with a mix of layouts ranging from studio, one bedroom, two bedrooms and three bedrooms



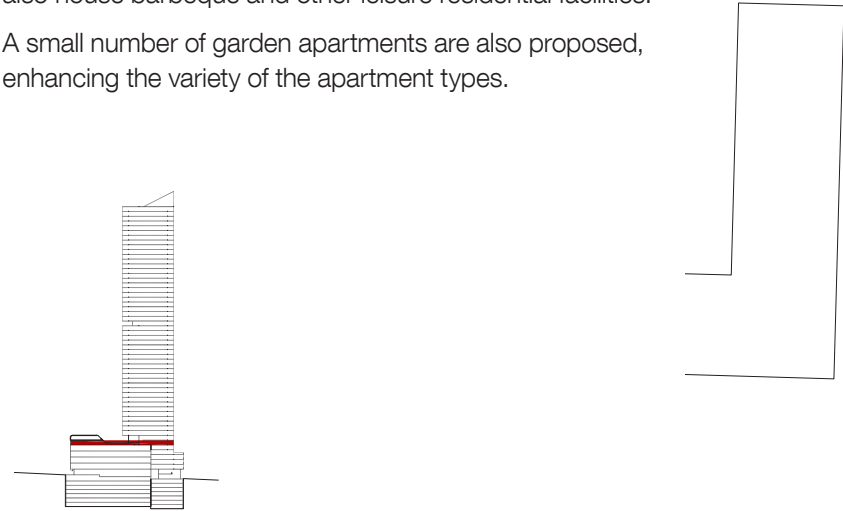
# 6.0 PROOF OF CONCEPT ROOFTOP GARDEN & TOWER

## 6.4 L05 ROOFTOP GARDEN

The roof of the podium features a transition zone that is proposed to house a large number of resident and communal amenities.

To the west of the podium roof a child care facility with ample outdoor space is proposed. In addition, residential communal facilities, meeting rooms etc. are envisaged to be located on Level 5 with direct access to outdoor communal open space. The landscaped podium could also house barbeque and other leisure residential facilities.

A small number of garden apartments are also proposed, enhancing the variety of the apartment types.



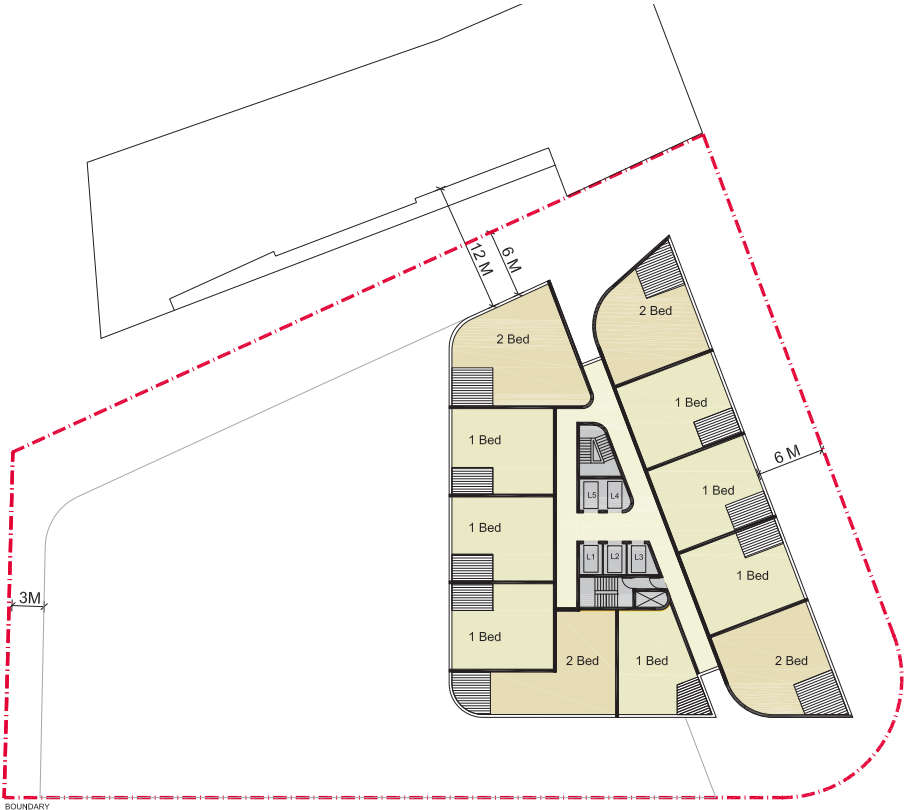
## 6.5 TYPICAL TOWER LEVELS

The tower floorplate features a consistent grid that enables a variety of apartment mixes and variations.

A 1.0 grid width is proposed to accommodate a single 1 bedroom apartment, a 1.5 grid correspond to 2 bedroom apartment and 2.0 grid width to a 3 bedroom apartment.

The orientation of the east and west facade assures excellent solar amenity, with only a single south-facing apartment (out of a maximum of 11 to 12).

The slots and corner arrangement of the apartments ensure a minimum of 60% (up to 70%) of apartments that are cross ventilated.





# 6.0 PROOF OF CONCEPT SECTION

## 6.6 BUILDING SECTION

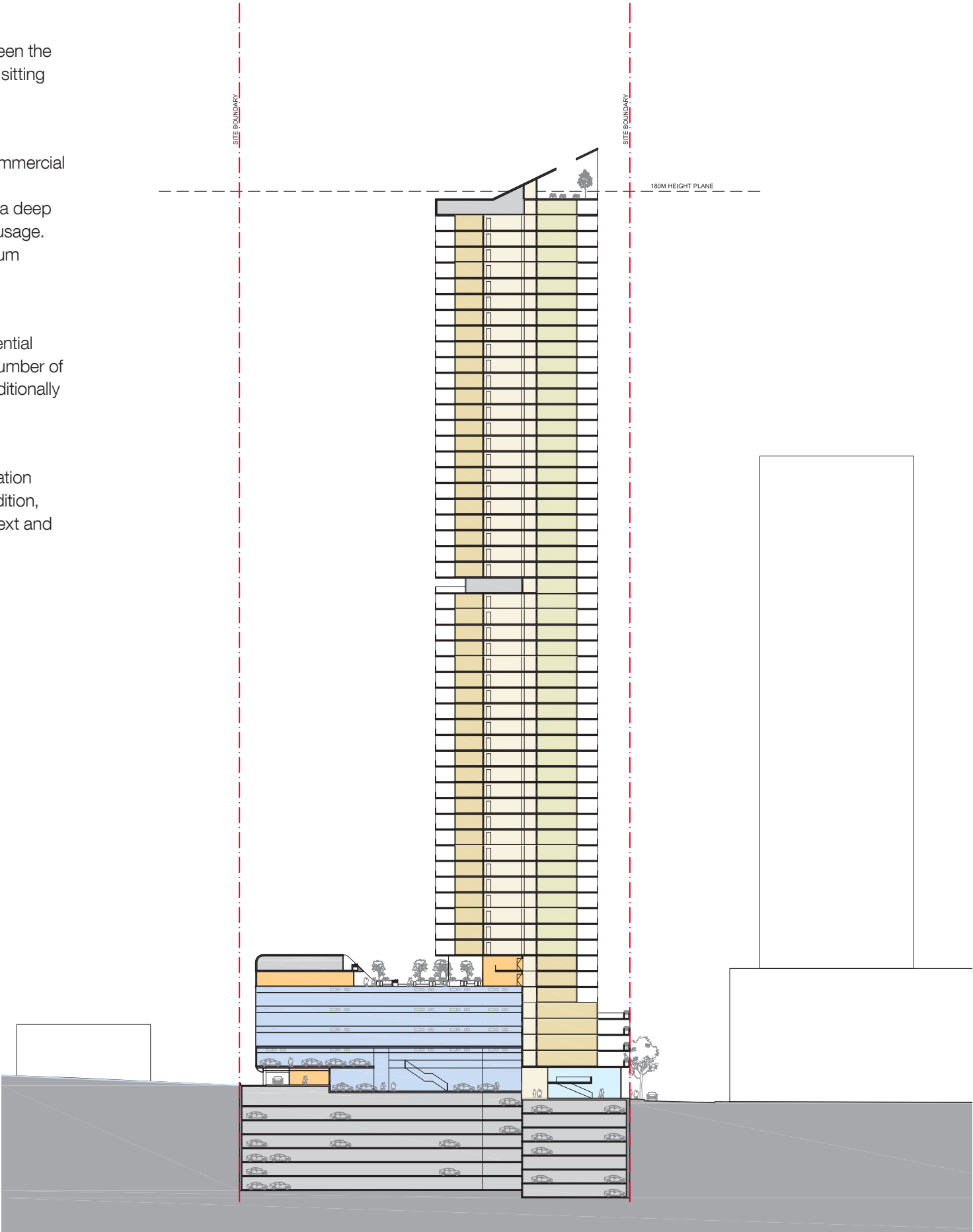
The building section shows the relationship between the spaces and the potential use of the building form sitting within the proposed envelope.

The mixed use podium proposes to utilise the commercial and residential components to curtain the above ground parking to rear. This resolves the issue of a deep floorplate and provides appropriate and efficient usage. Opportunities for active facade treatment to podium elevations are also established.

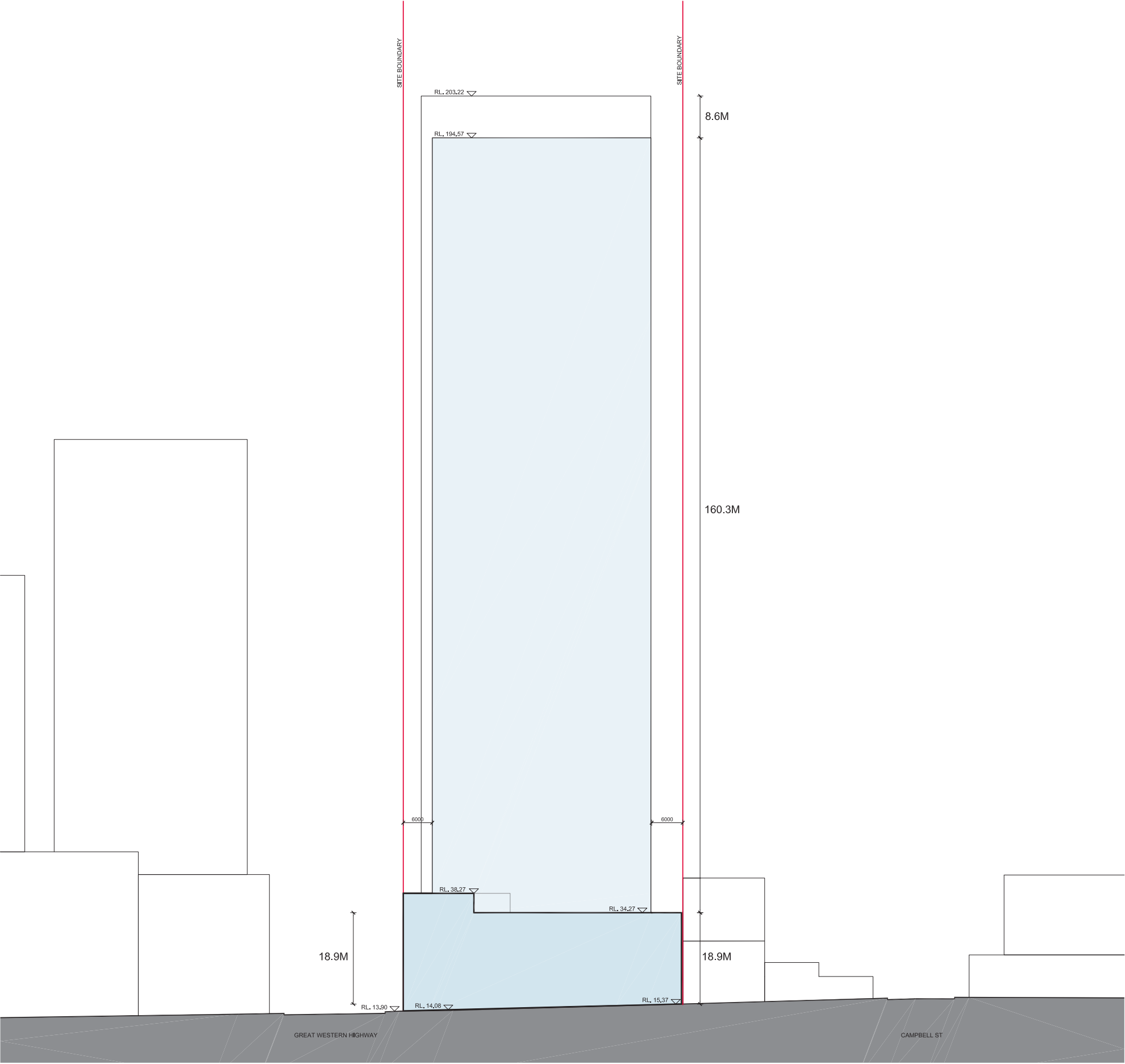
The residential tower primarily incorporates residential usage. The tower of this height would require a number of intermediate plant room spaces that could be additionally utilised to articulate the building form.

Finally, the roof feature is proposed to add articulation to the building form and enhance the corner condition, reflecting its relationship to the overall urban context and site location within Parramatta CBD.

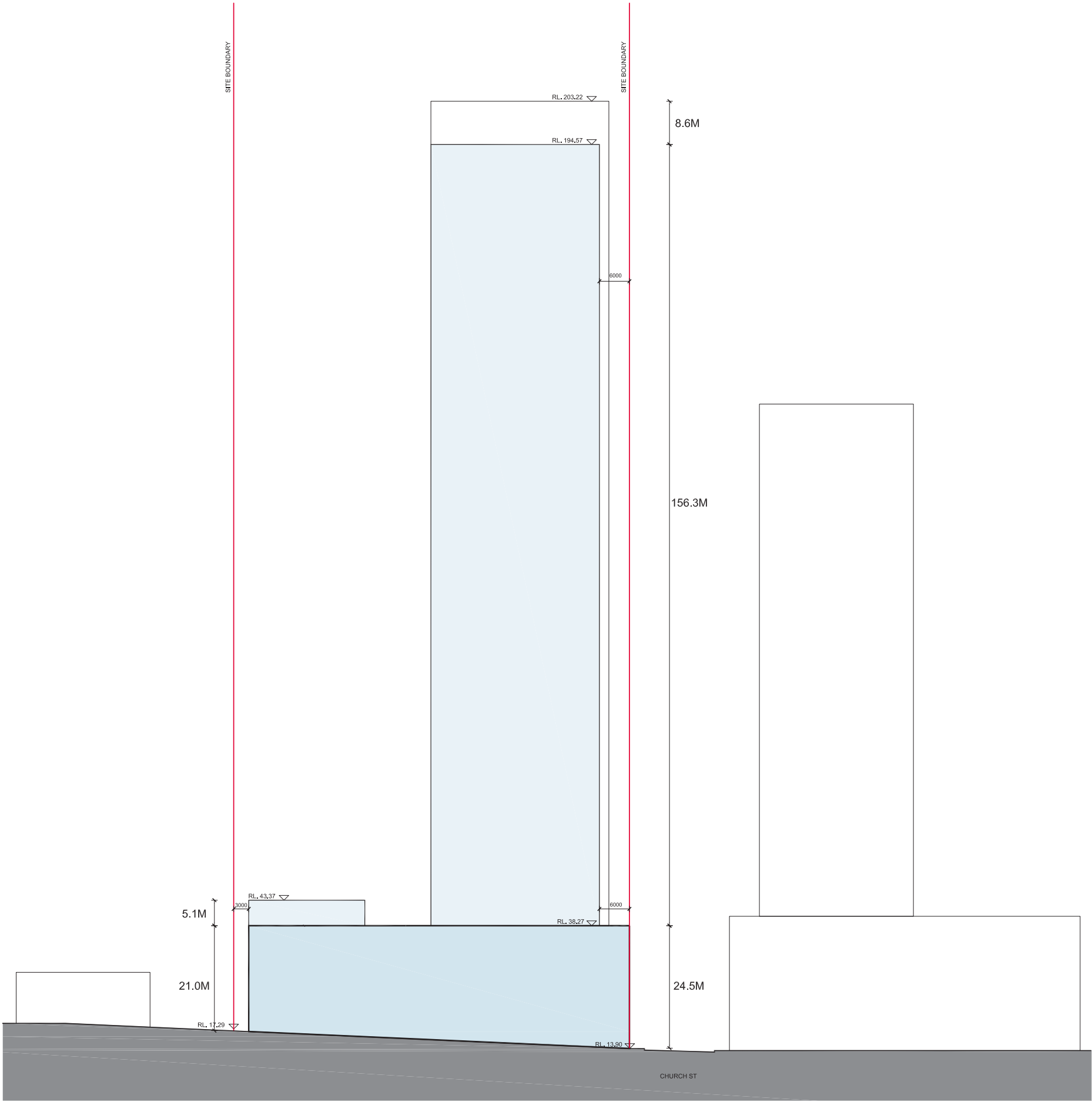
- Commercial
- Daycare
- Communal
- Residential
- Parking/ Plant



# PROOF OF CONCEPT EAST ELEVATION



# 6.1 PROOF OF CONCEPT NORTH ELEVATION





8.0  
SCHEDULE

S11925 Church st Parramatta

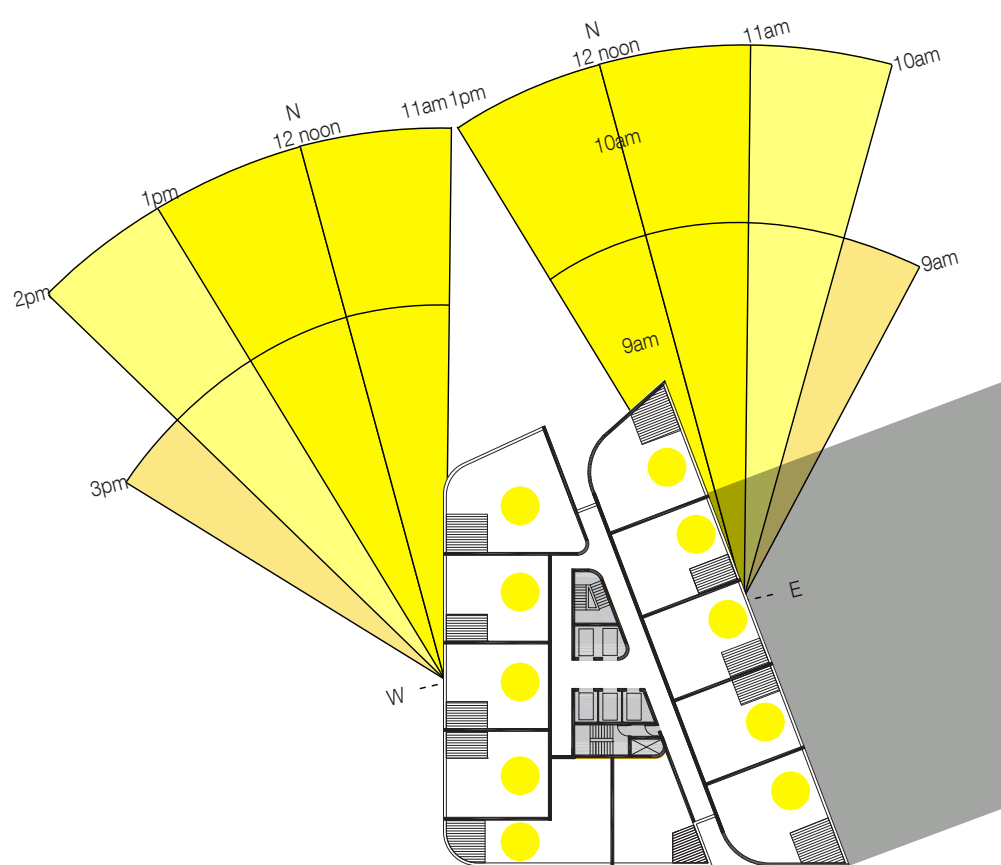
OPTION 06

Bates Smart

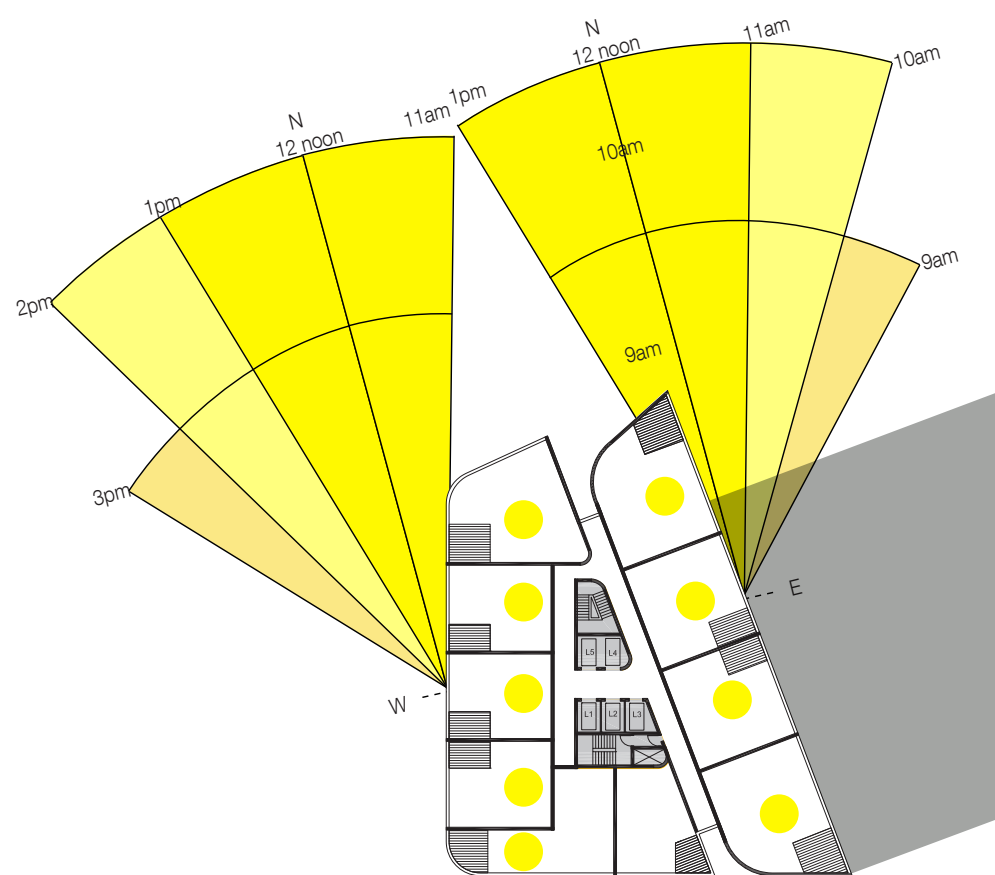
| Development Summary:                                 |        |     | Notes: |  |
|------------------------------------------------------|--------|-----|--------|--|
| Site Area                                            | 3,306  | sqm |        |  |
| Proposed Gross Floor Area (GFA):                     | 50,549 | sqm |        |  |
| Current Permissable FSR:                             | 3.5    | :1  |        |  |
| Target FSR:                                          | 13.9   | :1  |        |  |
| Design Excellence FSR (+10%):                        | 15.29  | :1  |        |  |
| Proposed FSR:                                        | 15.29  | :1  |        |  |
| Total Commercial and Retail GFA:                     | 5,737  | sqm |        |  |
| Residential Net Saleable Efficiency Ratio: NSA / GBA | 69%    |     |        |  |
| Total Residential Net Saleable Area:                 | 39,115 | sqm |        |  |
| Total Commercial NLA:                                | 5,080  | sqm |        |  |
| Retail and Commercial FSR:                           | 1.74   | :1  |        |  |
| Total Residential GFA:                               | 44,812 | sqm |        |  |
| Residential FSR:                                     | 13.55  | :1  |        |  |
| Current Permissable Height:                          | 28     | m   |        |  |
| Proposed Height:                                     | 187    | m   |        |  |

| Level                | Tower 1                               |        |        |        |                                                            | Tower 2 |     |        |        |        |        |       |        |       |       |       |  |
|----------------------|---------------------------------------|--------|--------|--------|------------------------------------------------------------|---------|-----|--------|--------|--------|--------|-------|--------|-------|-------|-------|--|
|                      | GEA                                   | GBA    | GFA    | RES    | NLA /                                                      | GEA     | GBA | GFA    | RES    | Total  | Studio | 1 Bed | 2 Bed  | 3 Bed |       |       |  |
|                      | sqm                                   | sqm    | sqm    | NSA    | GLAR                                                       |         | sqm | sqm    | sqm    | NSA    |        | sqm   | sqm    | sqm   | sqm   |       |  |
|                      | 186.75                                |        |        |        |                                                            |         |     |        |        |        |        |       |        |       |       |       |  |
|                      | 178.10                                | 89%    | 93%    | 82%    |                                                            |         |     | 89%    | 93%    | 82%    |        | 45    | 55     | 80    | 95    |       |  |
|                      |                                       | of GEA | of GBA | of GBA |                                                            |         |     | of GEA | of GBA | of GBA |        | 10%   | 40%    | 40%   | 10%   |       |  |
| Level                |                                       |        |        |        |                                                            |         |     |        |        |        |        |       |        |       |       |       |  |
| Level 55 - Roof      | 8.65                                  |        |        |        |                                                            |         |     |        |        |        |        |       |        |       |       |       |  |
| Level 54             | 3.15                                  |        |        |        |                                                            |         |     |        |        |        |        |       |        |       |       |       |  |
| Level 53             | 3.15                                  |        |        |        |                                                            | 400     |     |        |        |        |        | 6     | 0.6    | 2.4   | 2.4   |       |  |
| Level 52             | 3.15                                  |        |        |        |                                                            |         |     |        |        |        |        | 11    | 1.1    | 4.5   | 4.5   |       |  |
| Level 51             | 3.15                                  |        |        |        |                                                            |         |     |        |        |        |        | 11    | 1.1    | 4.5   | 4.5   |       |  |
| Level 50             | 3.15                                  |        |        |        |                                                            |         |     |        |        |        |        | 11    | 1.1    | 4.5   | 4.5   |       |  |
| Level 49             | 3.15                                  |        |        |        |                                                            |         |     |        |        |        |        | 11    | 1.1    | 4.5   | 4.5   |       |  |
| Level 48             | 3.15                                  |        |        |        |                                                            |         |     |        |        |        |        | 11    | 1.1    | 4.5   | 4.5   |       |  |
| Level 47             | 3.15                                  |        |        |        |                                                            |         |     |        |        |        |        | 11    | 1.1    | 4.5   | 4.5   |       |  |
| Level 46             | 3.15                                  |        |        |        |                                                            |         |     |        |        |        |        | 11    | 1.1    | 4.5   | 4.5   |       |  |
| Level 45             | 3.15                                  |        |        |        |                                                            |         |     |        |        |        |        | 11    | 1.1    | 4.5   | 4.5   |       |  |
| Level 44             | 3.15                                  |        |        |        |                                                            |         |     |        |        |        |        | 11    | 1.1    | 4.5   | 4.5   |       |  |
| Level 43             | 3.15                                  |        |        |        |                                                            |         |     |        |        |        |        | 11    | 1.1    | 4.5   | 4.5   |       |  |
| Level 42             | 3.15                                  |        |        |        |                                                            |         |     |        |        |        |        | 11    | 1.1    | 4.5   | 4.5   |       |  |
| Level 41             | 3.15                                  |        |        |        |                                                            |         |     |        |        |        |        | 11    | 1.1    | 4.5   | 4.5   |       |  |
| Level 40             | 3.15                                  |        |        |        |                                                            |         |     |        |        |        |        | 11    | 1.1    | 4.5   | 4.5   |       |  |
| Level 39             | 3.15                                  |        |        |        |                                                            |         |     |        |        |        |        | 11    | 1.1    | 4.5   | 4.5   |       |  |
| Level 38             | 3.15                                  |        |        |        |                                                            |         |     |        |        |        |        | 11    | 1.1    | 4.5   | 4.5   |       |  |
| Level 37             | 3.15                                  |        |        |        |                                                            |         |     |        |        |        |        | 11    | 1.1    | 4.5   | 4.5   |       |  |
| Level 36             | 3.15                                  |        |        |        |                                                            |         |     |        |        |        |        | 11    | 1.1    | 4.5   | 4.5   |       |  |
| Level 35             | 3.15                                  |        |        |        |                                                            |         |     |        |        |        |        | 11    | 1.1    | 4.5   | 4.5   |       |  |
| Level 34             | 3.15                                  |        |        |        |                                                            |         |     |        |        |        |        | 11    | 1.1    | 4.5   | 4.5   |       |  |
| Level 33             | 3.15                                  |        |        |        |                                                            |         |     |        |        |        |        | 11    | 1.1    | 4.5   | 4.5   |       |  |
| Level 32             | 3.15                                  |        |        |        |                                                            |         |     |        |        |        |        | 11    | 1.1    | 4.5   | 4.5   |       |  |
| Level 31             | 3.15                                  |        |        |        |                                                            |         |     |        |        |        |        | 11    | 1.1    | 4.5   | 4.5   |       |  |
| Level 30             | 3.15                                  |        |        |        |                                                            | 483     |     |        |        |        |        | 6     | 0.6    | 2.4   | 2.4   |       |  |
| Level 29             | 3.15                                  |        |        |        |                                                            |         |     |        |        |        |        | 11    | 1.1    | 4.5   | 4.5   |       |  |
| Level 28             | 3.15                                  |        |        |        |                                                            |         |     |        |        |        |        | 11    | 1.1    | 4.5   | 4.5   |       |  |
| Level 27             | 3.15                                  |        |        |        |                                                            |         |     |        |        |        |        | 11    | 1.1    | 4.5   | 4.5   |       |  |
| Level 26             | 3.15                                  |        |        |        |                                                            |         |     |        |        |        |        | 11    | 1.1    | 4.5   | 4.5   |       |  |
| Level 25             | 3.15                                  |        |        |        |                                                            |         |     |        |        |        |        | 11    | 1.1    | 4.5   | 4.5   |       |  |
| Level 24             | 3.15                                  |        |        |        |                                                            |         |     |        |        |        |        | 11    | 1.1    | 4.5   | 4.5   |       |  |
| Level 23             | 3.15                                  |        |        |        |                                                            |         |     |        |        |        |        | 11    | 1.1    | 4.5   | 4.5   |       |  |
| Level 22             | 3.15                                  |        |        |        |                                                            |         |     |        |        |        |        | 11    | 1.1    | 4.5   | 4.5   |       |  |
| Level 21             | 3.15                                  |        |        |        |                                                            |         |     |        |        |        |        | 11    | 1.1    | 4.5   | 4.5   |       |  |
| Level 20             | 3.15                                  |        |        |        |                                                            |         |     |        |        |        |        | 11    | 1.1    | 4.5   | 4.5   |       |  |
| Level 19             | 3.15                                  |        |        |        |                                                            |         |     |        |        |        |        | 11    | 1.1    | 4.5   | 4.5   |       |  |
| Level 18             | 3.15                                  |        |        |        |                                                            |         |     |        |        |        |        | 11    | 1.1    | 4.5   | 4.5   |       |  |
| Level 17             | 3.15                                  |        |        |        |                                                            |         |     |        |        |        |        | 11    | 1.1    | 4.5   | 4.5   |       |  |
| Level 16             | 3.15                                  |        |        |        |                                                            |         |     |        |        |        |        | 11    | 1.1    | 4.5   | 4.5   |       |  |
| Level 15             | 3.15                                  |        |        |        |                                                            |         |     |        |        |        |        | 11    | 1.1    | 4.5   | 4.5   |       |  |
| Level 14             | 3.15                                  |        |        |        |                                                            |         |     |        |        |        |        | 11    | 1.1    | 4.5   | 4.5   |       |  |
| Level 13             | 3.15                                  |        |        |        |                                                            |         |     |        |        |        |        | 11    | 1.1    | 4.5   | 4.5   |       |  |
| Level 12             | 3.15                                  |        |        |        |                                                            |         |     |        |        |        |        | 11    | 1.1    | 4.5   | 4.5   |       |  |
| Level 11             | 3.15                                  |        |        |        |                                                            |         |     |        |        |        |        | 11    | 1.1    | 4.5   | 4.5   |       |  |
| Level 10             | 3.15                                  |        |        |        |                                                            |         |     |        |        |        |        | 11    | 1.1    | 4.5   | 4.5   |       |  |
| Level 9              | 3.15                                  |        |        |        |                                                            |         |     |        |        |        |        | 11    | 1.1    | 4.5   | 4.5   |       |  |
| Level 8              | 3.15                                  |        |        |        |                                                            |         |     |        |        |        |        | 11    | 1.1    | 4.5   | 4.5   |       |  |
| Level 7              | 3.15                                  |        |        |        |                                                            |         |     |        |        |        |        | 11    | 1.1    | 4.5   | 4.5   |       |  |
| Level 6              | 3.15                                  | 278    | 278    | 225    |                                                            | 232     |     | 900    | 801    | 745    | 657    | 10    | 1.0    | 3.9   | 3.9   |       |  |
| Level 5              | 3.15                                  | 278    | 278    | 225    |                                                            | 232     |     | 900    | 801    | 745    | 657    | 10    | 1.0    | 3.9   | 3.9   |       |  |
|                      |                                       | 1860   | 1740   | 880    |                                                            | 750     | 760 | 21     | 840    | 610    | 567    | 500   | 7      | 0.7   | 2.9   | 0.7   |  |
| Level 4              | 3.90                                  | 1860   | 1740   | 880    |                                                            | 750     | 760 | 21     | 840    | 610    | 567    | 500   | 7      | 0.7   | 2.9   | 0.7   |  |
| Level 3              | 3.90                                  | 1860   | 1740   | 880    |                                                            | 750     | 760 | 21     | 840    | 610    | 567    | 500   | 7      | 0.7   | 2.9   | 0.7   |  |
| Level 2              | 3.90                                  | 1860   | 1740   | 880    |                                                            | 750     | 760 | 21     | 840    | 610    | 567    | 500   | 7      | 0.7   | 2.9   | 0.7   |  |
| Level 1              | 3.90                                  | 1860   | 1740   | 880    |                                                            | 750     | 760 | 21     | 840    | 610    | 567    | 500   | 7      | 0.7   | 2.9   | 0.7   |  |
| Ground (Plaza Level) | 5.00                                  | 2330   | 2325   | 1337   |                                                            | 1330    |     | 20     |        |        |        |       |        |       |       |       |  |
| Basement 01          | 5.00                                  |        | 2800   |        | 67 *400sqm has been allowed for waste, loading, etc        |         |     |        |        |        |        |       |        |       |       |       |  |
| Basement 02          | 2.80                                  |        | 2800   |        | 78                                                         |         |     |        |        |        |        |       |        |       |       |       |  |
| Basement 03          | 2.80                                  |        | 2800   |        | 78 * 1 car per 36 sqm measured to net internal basement    |         |     |        |        |        |        |       |        |       |       |       |  |
| Basement 04          | 2.80                                  |        | 2800   |        | 78 wall. (2800 sqm GBA assumed based on 1m retaining wall) |         |     |        |        |        |        |       |        |       |       |       |  |
| Basement 05          | 2.80                                  |        | 2800   |        | 78                                                         |         |     |        |        |        |        |       |        |       |       |       |  |
| Basement 06          | 2.80                                  |        | 2800   |        | 78                                                         |         |     |        |        |        |        |       |        |       |       |       |  |
| Basement 07          | 2.80                                  |        | 2800   |        | 78                                                         |         |     |        |        |        |        |       |        |       |       |       |  |
| Total                | 178.10 m above plaza level inc. plant | 12,186 | 33,981 | 6,187  |                                                            | 5,080   | 736 | 54,370 | 47,701 | 44,362 | 39,115 | 570   | 57     | 228   | 228   | 57    |  |
| Total Spaces         |                                       |        |        |        |                                                            |         |     |        |        |        |        | Total | Studio | 1 Bed | 2 Bed | 3 Bed |  |

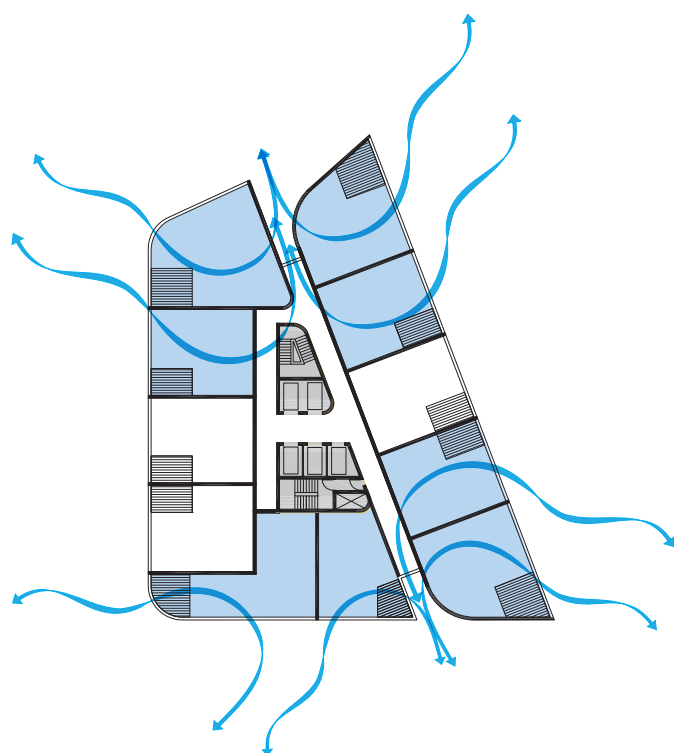
# 7.0 SEPP 65 ANALYSIS



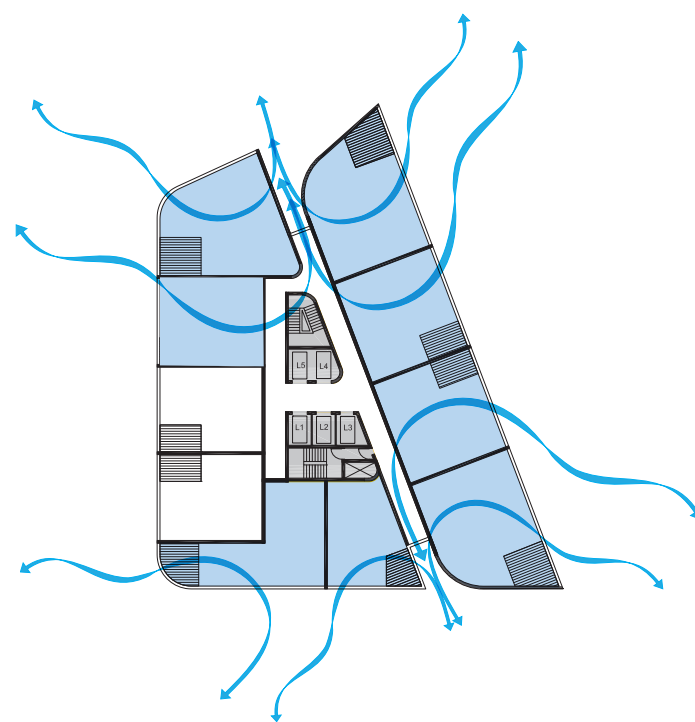
11 UNITS  
91% UPPER  
55% LOWER



10 UNITS  
90% UPPER  
60% LOWER



11 UNITS  
72%



10 UNITS  
80%

# 9.0 SOLAR ANALYSIS MID SUMMER 22ND DEC



12 NOON



9AM



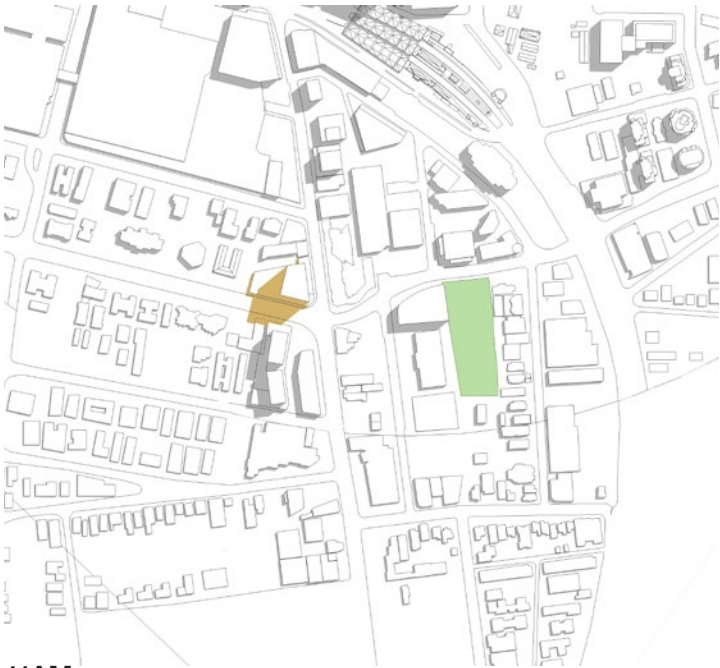
1PM



10AM



2PM



11AM



3PM



# 9.1

## SOLAR ANALYSIS

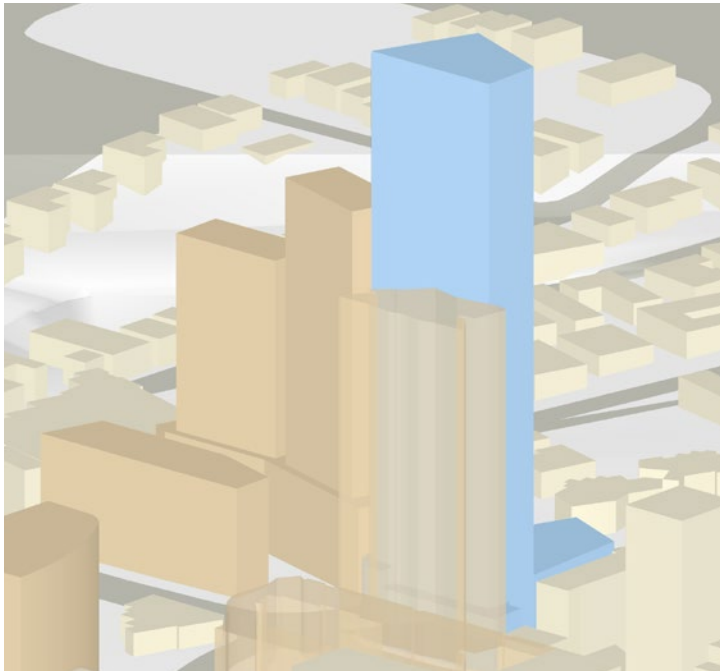
### MID WINTER

### 22ND JUNE





# 9.2 SOLAR ANALYSIS VIEW FROM THE SUN 22ND JUNE



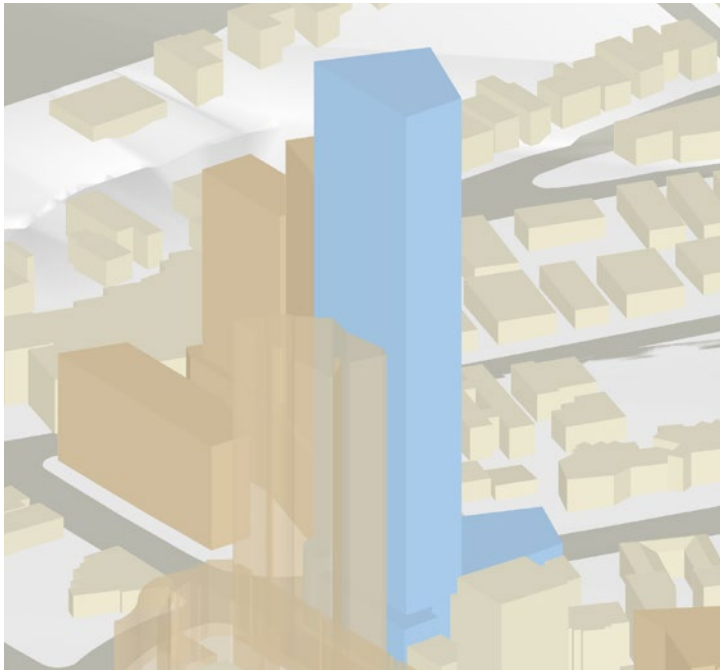
9AM



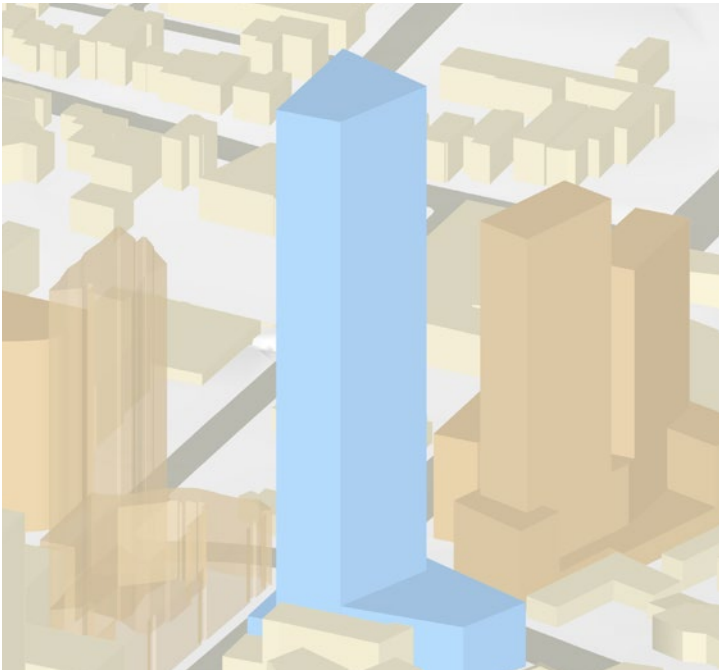
12 NOON



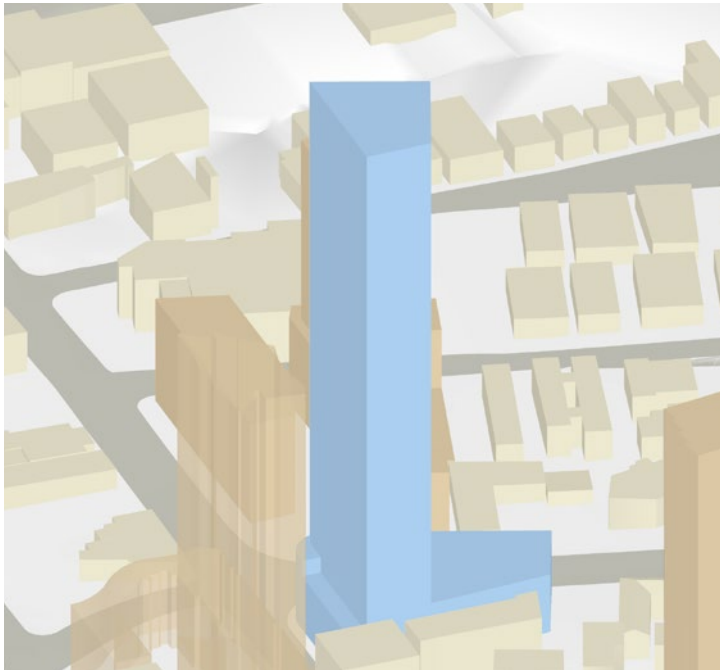
1PM



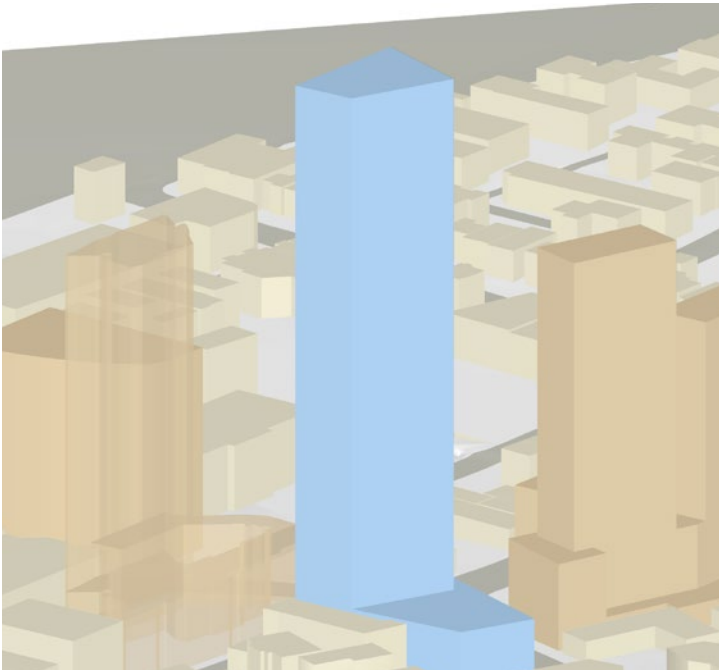
10AM



2PM

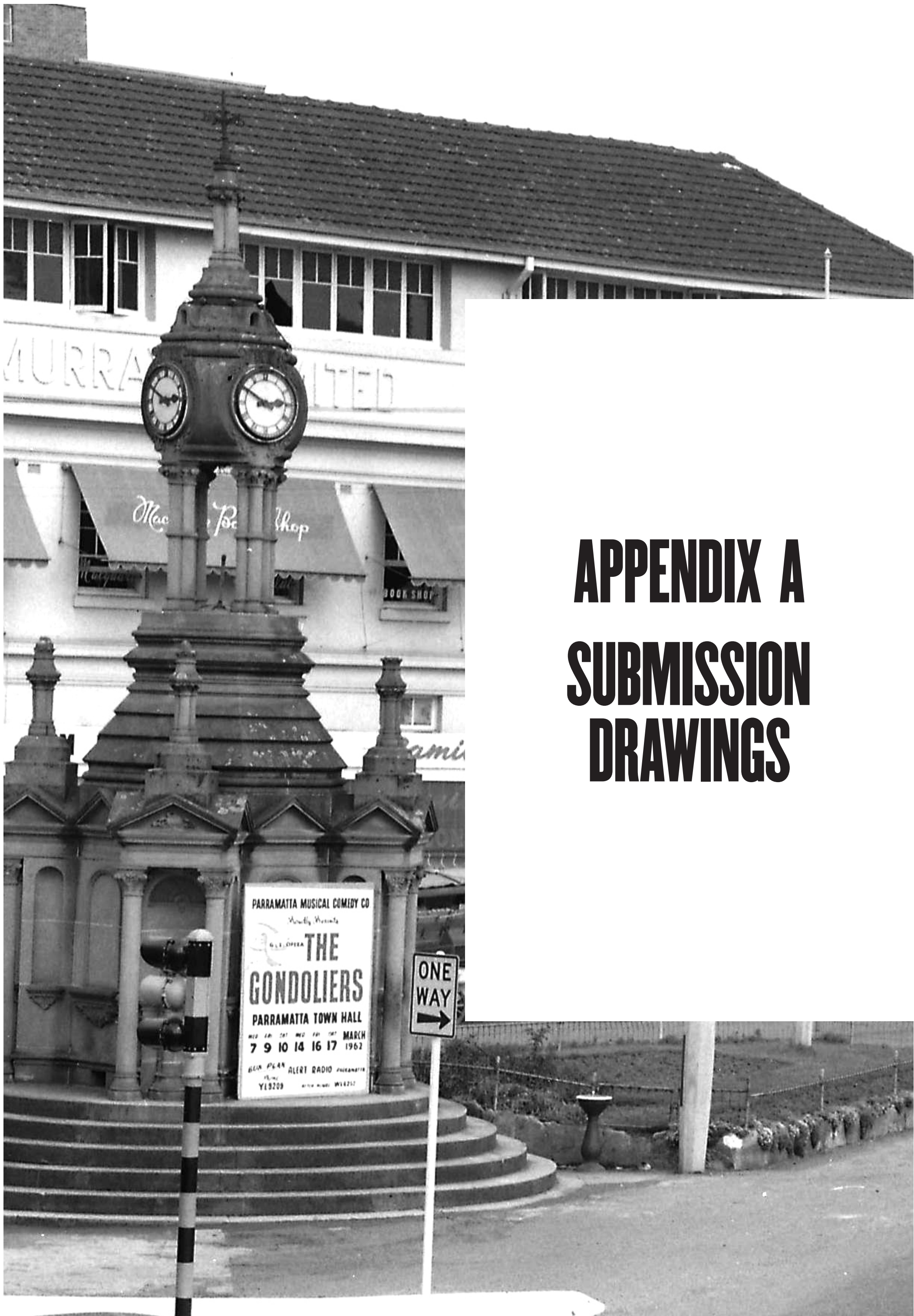


11AM



3PM



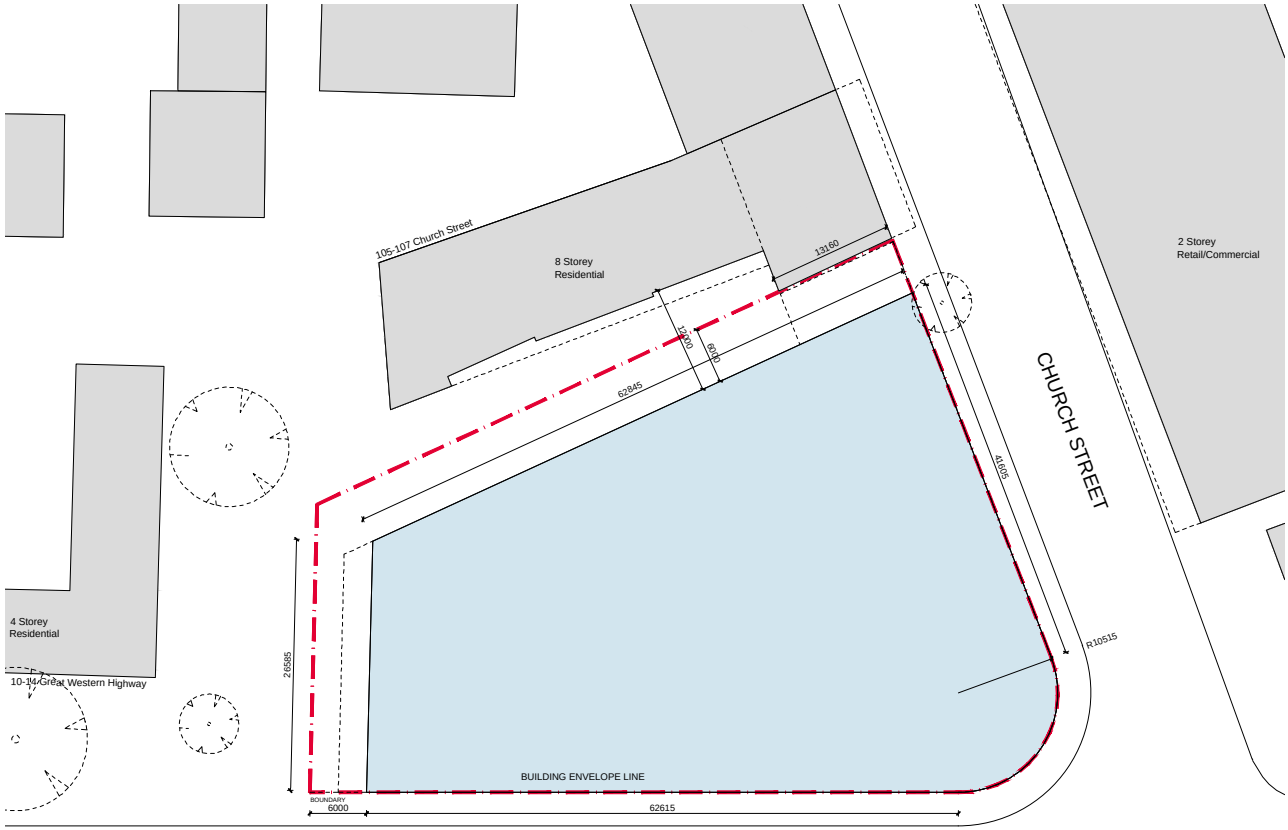


# APPENDIX A

## SUBMISSION

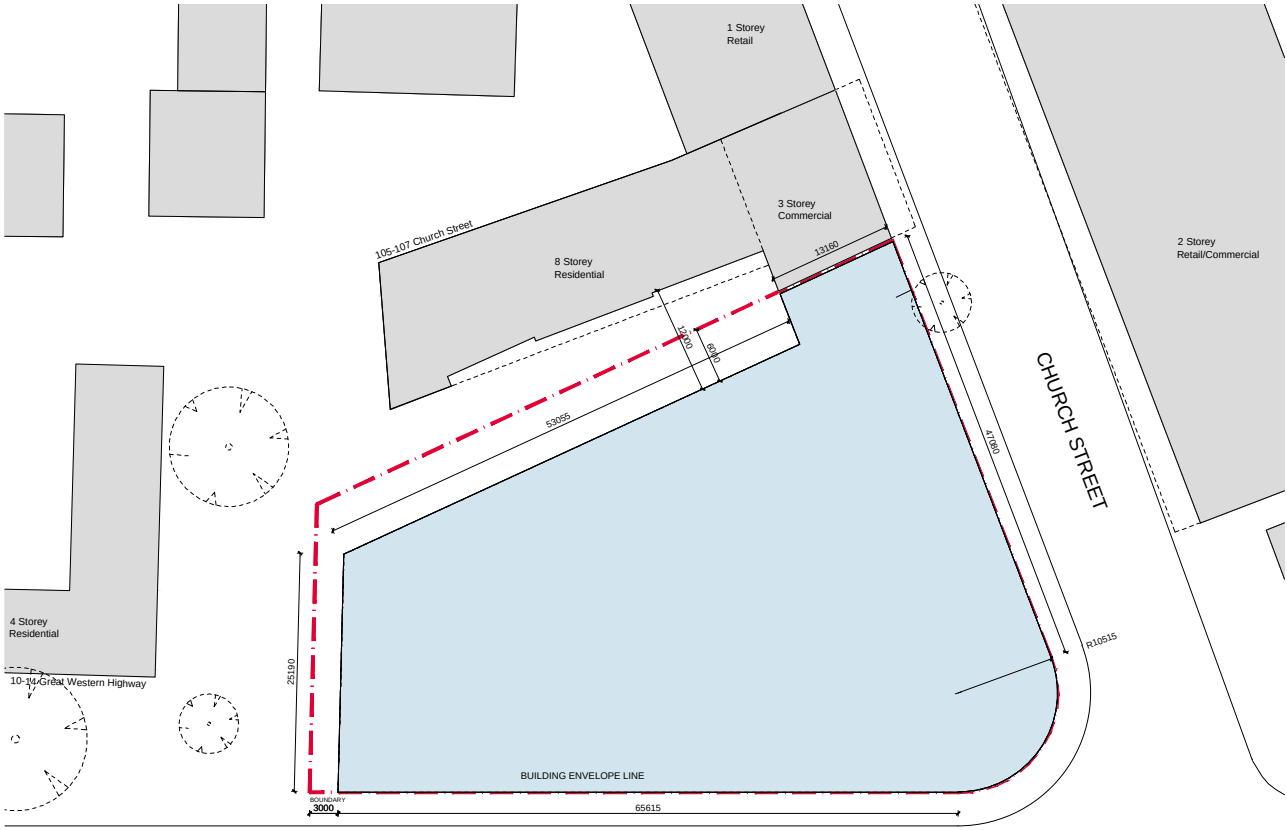
## DRAWINGS





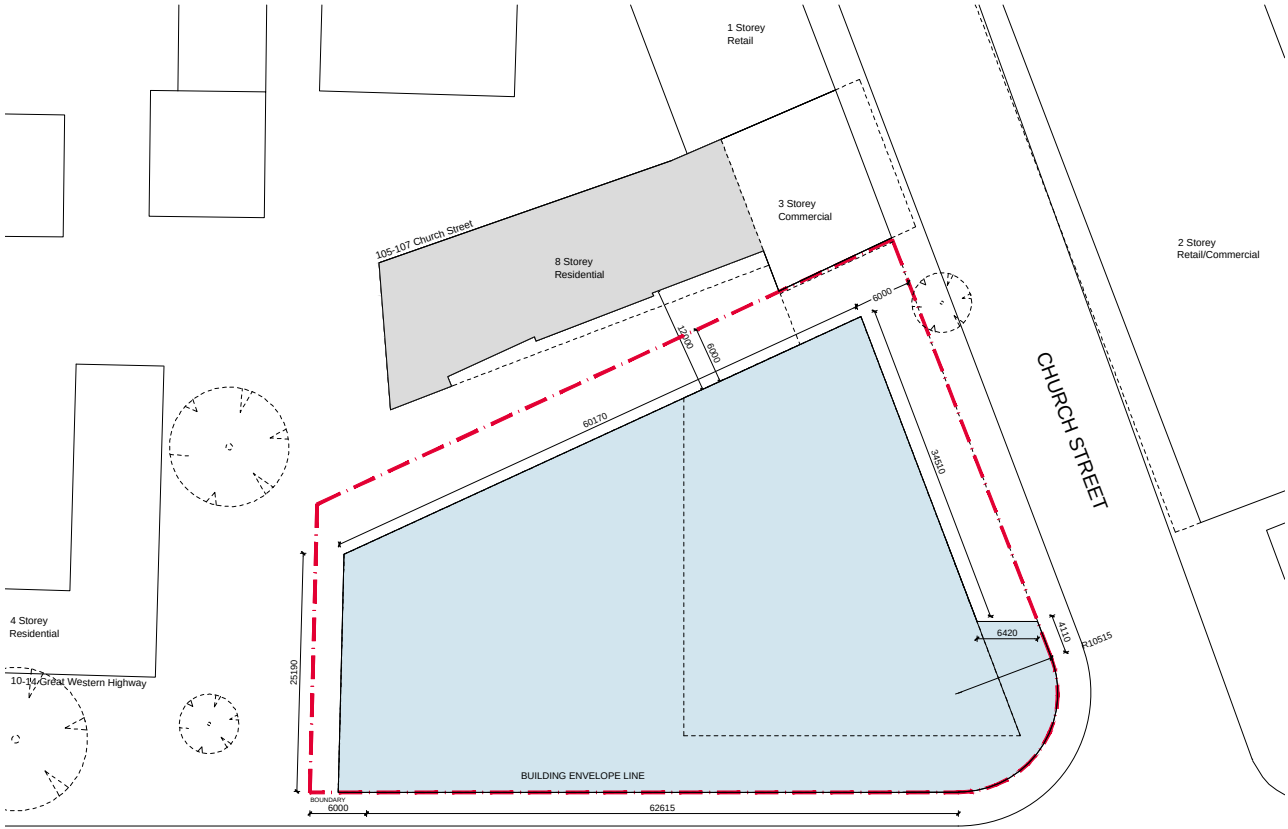
GREAT WESTERN HIGHWAY

03 Plan - Ground  
1:800@A3



GREAT WESTERN HIGHWAY

01 Plan - Level 01-04  
1:800@A3



GREAT WESTERN HIGHWAY

02 Plan - Level 05  
1:800@A3

Check all dimensions and site conditions prior to commencement of any work, the purchase or ordering of any materials, fittings, plant, services or equipment and the preparation of shop drawings and/or the fabrication of any components.

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| Revision | Date     | Description                 | Initial | Checked |
|----------|----------|-----------------------------|---------|---------|
| 01       | 20.08.15 | Issue for Planning Proposal | JCV     | MD      |

87 Church Street  
Sydney

Podium Plan



|             |                                                                                          |            |
|-------------|------------------------------------------------------------------------------------------|------------|
| Scale       | 1:400 @ A1                                                                               | 1:800 @ A3 |
| Drawn       | JCV                                                                                      | MD         |
| Project No. | S11925                                                                                   |            |
| Status      | DA                                                                                       |            |
| Plot Date   | 11 Sep 2015 - 3:05pm                                                                     |            |
| Plot File   | S:\11900-11999\11925_wfm_87churchstparamatta\00_main\c...<br>-->#plots\DA\A02_001[1].dws |            |
| Drawing No. |                                                                                          | Revision   |

A02.001[1]

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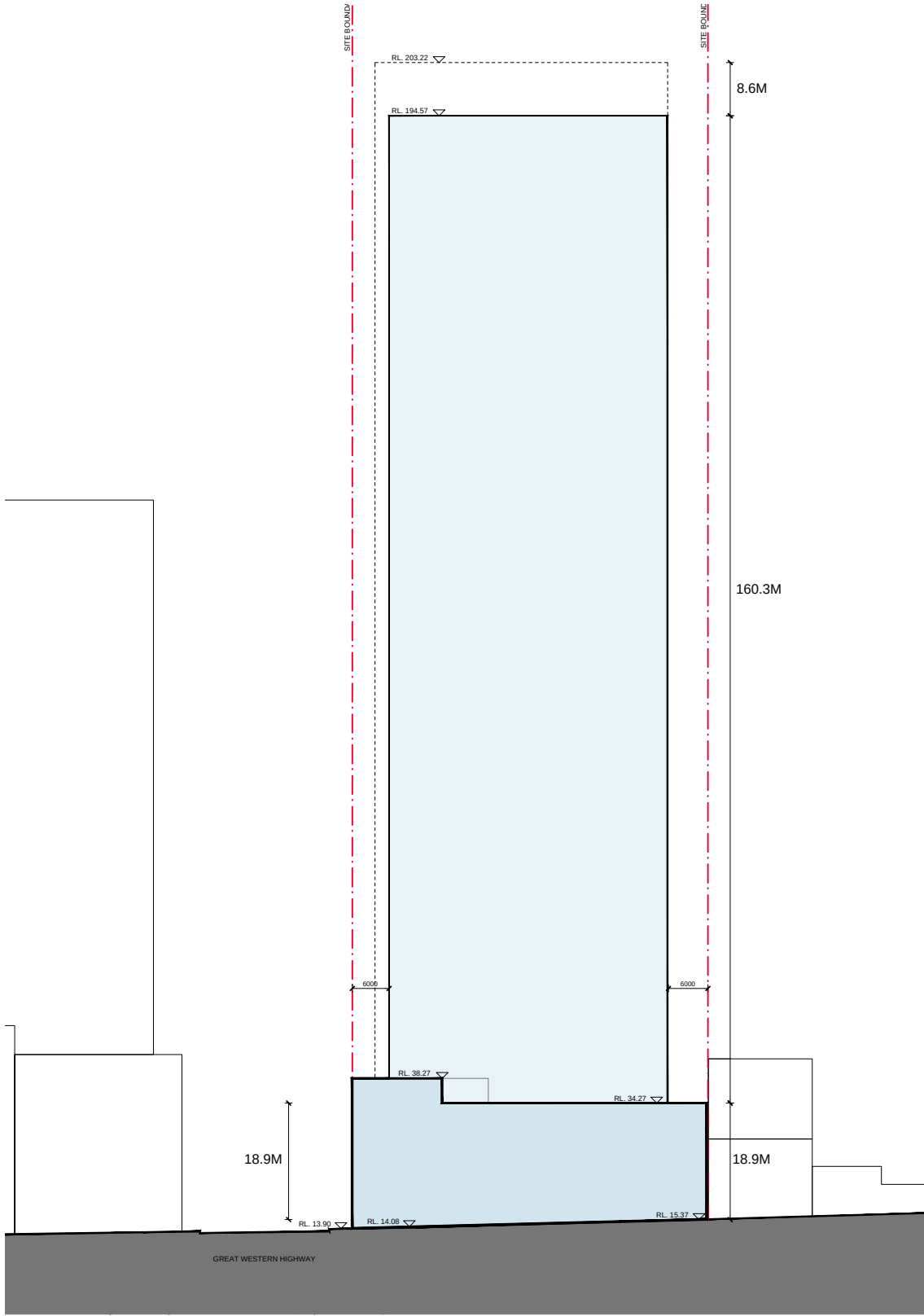
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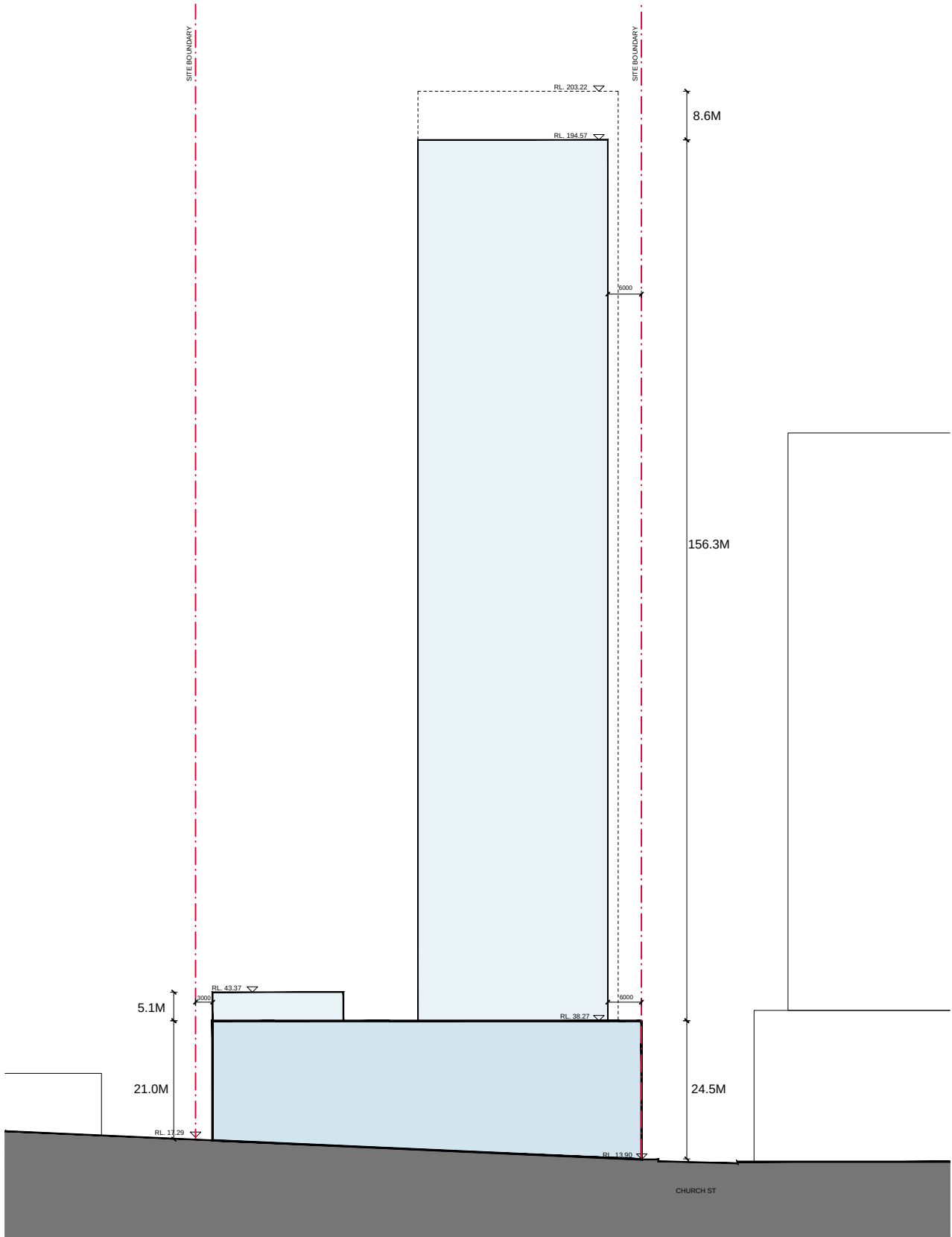
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01 East Elevation  
1:1000@A3



01 North Elevation  
1:1000@A3

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|----------|----------|-----------------------------|---------|---------|
| 01       | 20.08.15 | Issue for Planning Proposal | JCV     | MD      |
| Revision | Date     | Description                 | Initial | Checked |

87 Church Street  
Sydney

Elevation



|             |                                                              |             |
|-------------|--------------------------------------------------------------|-------------|
| Scale       | 1:500 @ A1                                                   | 1:1000 @ A3 |
| Drawn       | JCV                                                          | Checked MD  |
| Project No. | S11925                                                       |             |
| Status      | DA                                                           |             |
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| Drawing No. | A07.001[1]                                                   | Revision    |

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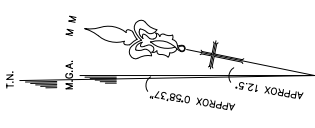
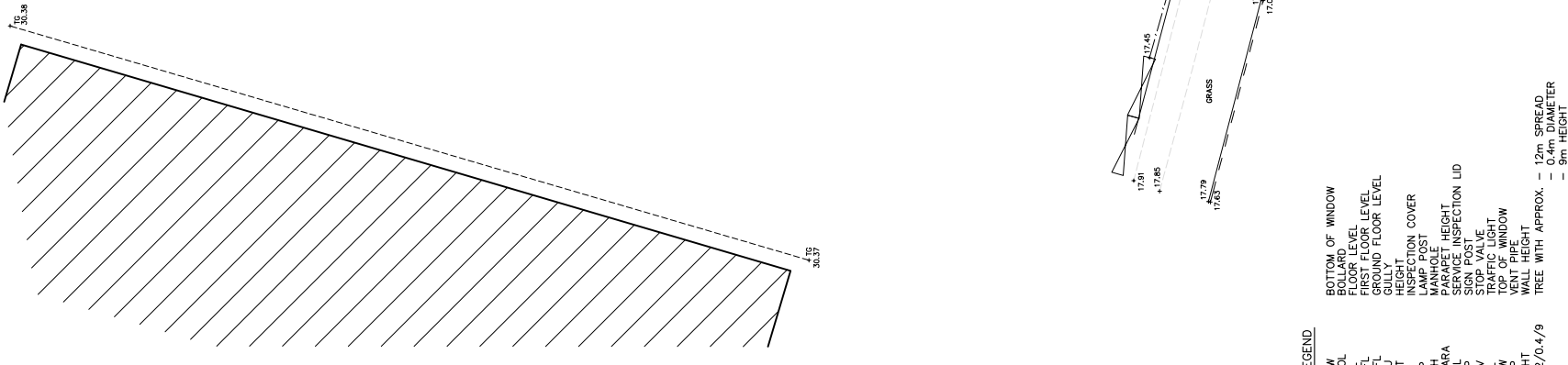




# APPENDIX B SURVEY







- LEGEND**
- BW BOTTOM OF WINDOW
  - BOL BOLLARD
  - FL FLOOR LEVEL
  - FEL FIRST FLOOR LEVEL
  - FEL SECOND FLOOR LEVEL
  - GU GULLY
  - HT HEIGHT
  - HT INSPECTION COVER
  - WH MANHOLE
  - WH MANHOLE
  - PARA PARAPET HEIGHT
  - SP SIGN POST
  - SV STOP VALVE
  - TL TRAFFIC LIGHT
  - TR TRUNK
  - VP VENT PIPE
  - WHT WALL HEIGHT
  - TREE WITH APPROX. - 12m SPREAD
  - 0.4m DIAMETER
  - 9m HEIGHT

- NOTES.**
- 1) SURVEY MARKS MUST BE PLACED PRIOR TO ANY CONSTRUCTION WORK.
  - 2) ORIGIN OF LEVELS SSM 167495, RL=12.637 A.H.D.
  - 3) BOUNDARY DIMENSIONS OBTAINED FROM DP 1009227
  - 4) SITE SURVEY HAS BEEN CARRIED OUT.
  - 5) ONLY THOSE FEATURES THAT ARE VISIBLE AND ACCESSIBLE AT THE DATE OF SURVEY HAVE BEEN SHOWN.
  - 6) BEARINGS ARE ON M.G.A.
  - 7) EXTENT OF TREE CANOPY IS APPROXIMATE & DIAGRAMMATIC ONLY.
  - 8) AND DA PURPOSES ONLY. SURVEY MARKS MUST BE PLACED PRIOR TO ANY CONSTRUCTION.
  - 9) SITE AREA CALCULATED BY SURVEY.
  - 10) SERVICES SHOWN ARE INDICATIVE ONLY. OTHER SERVICES MAY EXIST THAT ARE NOT SHOWN. EXACT POSITIONS OF SERVICES SHOULD BE MADE PRIOR TO COMMENCEMENT OF CONSTRUCTION.
  - 11) IF THERE IS ANY POINT OR FEATURE (e.g. FLOOR LEVEL, WALL POSITION, ROOF RIDGE ETC) CRITICAL TO THE PREPARATION OF DESIGN PLANS OR CONSTRUCTION, THAT POINT OR FEATURE SHOULD BE MADE KNOWN TO US AND ACCURATELY LOCATED PRIOR TO THE COMPLETION OF THOSE PLANS OR COMMENCEMENT OF CONSTRUCTION.
  - 12) SERVICES SHOWN ARE INDICATIVE ONLY. OTHER SERVICES MAY EXIST THAT ARE NOT SHOWN. EXACT POSITIONS OF SERVICES SHOULD BE MADE PRIOR TO COMMENCEMENT OF CONSTRUCTION.
  - 13) DIAGRAMMATIC ONLY.

**SITE SURVEY**  
**SHOWING SELECTED LEVELS AND DETAIL OVER**  
**LOT 1 IN DP 1009227 BEING No.87 CHURCH STREET, PARRAMATTA.**

L.G.A. PARRAMATTA  
DATUM : A.H.D.



PLOT SCALE 1 : 100 ON A0 SHEET



**Hill & Blume Pty Ltd**  
102 Crown Street  
Sydney NSW 2011  
Tel (02) 9332 4888  
Fax (02) 9331 6422  
ACN 000 721 004  
surveys@hillandblume.com.au  
DATE OF SURVEY: 27/02/14 REF No. 55626  
ISSUE "A"  
FIRST ISSUE  
CAD FILE: 55626001A.DWG

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## **Appendix 1.1 – Revised Reference Design**

# 87 CHURCH ST PARRAMATTA

AMENDED PLANNING PROPOSAL REPORT

JUNE 2016

BATESSMART™

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## PROJECT NUMBER

S11801

## CLIENT

Hamptons Property Services

(on behalf of WFM Motors and NGP Investments (No.2))

---

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URBAN DESIGN  
STRATEGY

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## NOMINATED NSW REGISTERED ARCHITECTS

Philip Vivian Reg. No. 6696 / Simon Swaney Reg. No. 7305 / Guy Lake Reg. No. 7119

---





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|            |                                      |           |
|------------|--------------------------------------|-----------|
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| <b>2.0</b> | <b>PLANNING APPLICATION DRAWINGS</b> | <b>07</b> |
| <b>3.0</b> | <b>SCHEDULE</b>                      | <b>16</b> |
| <b>4.0</b> | <b>CROSS VENTILATION</b>             | <b>19</b> |

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# 1.0 REVISED DRAWINGS



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|          |          |              |         |
|----------|----------|--------------|---------|
| 02       | 03.06.16 | Issue for DA | CY      |
| 01       | DD.MM.YY | Issue for DA | JCV     |
| Revision | Date     | Description  | Initial |

### Ground Floor Plan



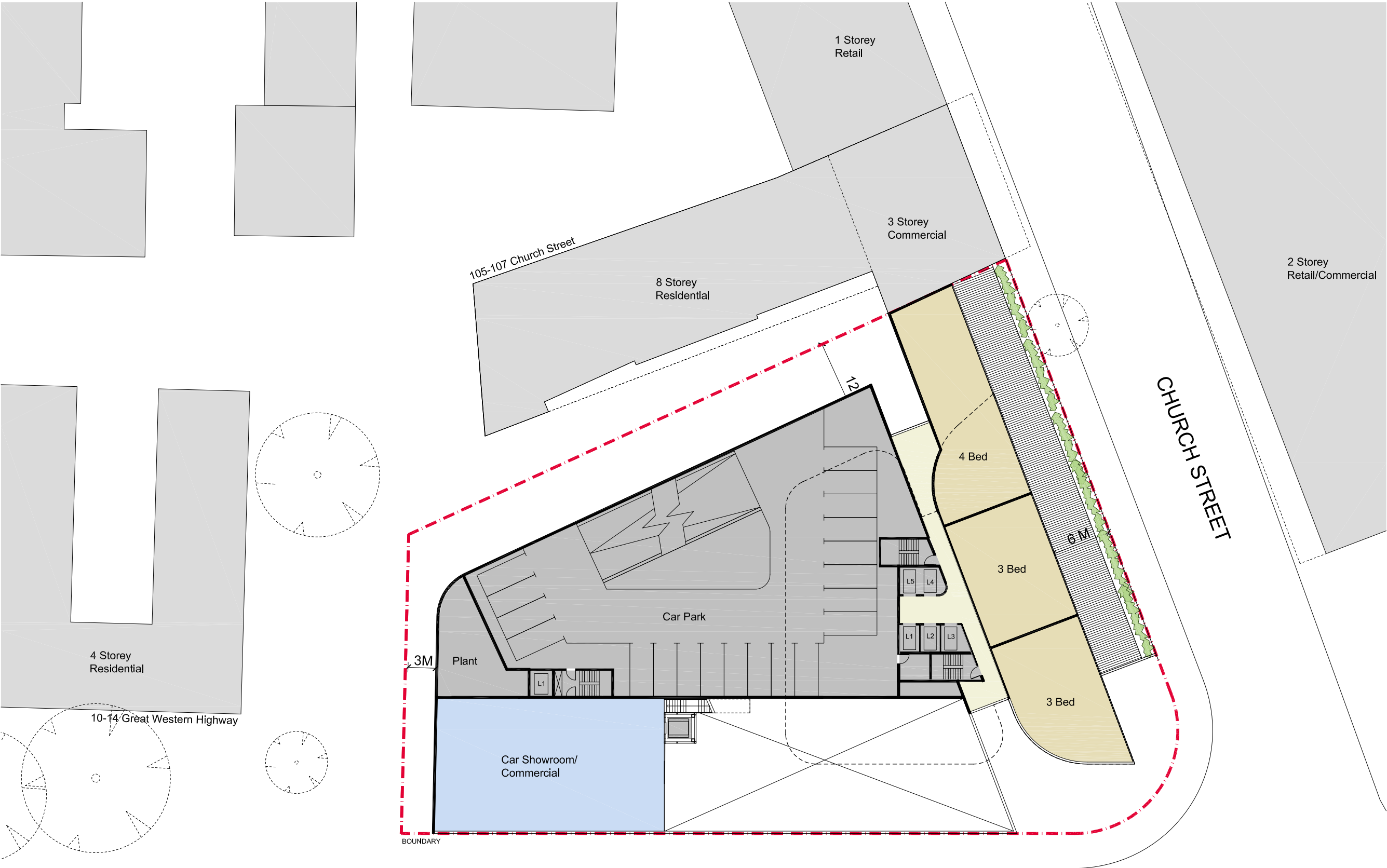
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| Scale       | 1:200 @ A1                                                                                                                   | 1:400 @ A3 |
| Drawn       | JCV                                                                                                                          | Checked MD |
| Project No. | S11925                                                                                                                       |            |
| Status      | DA                                                                                                                           |            |
| Plot Date   | 03 Jun 2016 - 6:02pm                                                                                                         |            |
| Plot File   | \\vrv-fp-01\data\data\S11\project\S111900-119999\11925_11925_...<br>...nuchstparamdata\00_main\project\S11\QA\A03_00GG\dw... |            |
| Drawn No    |                                                                                                                              |            |

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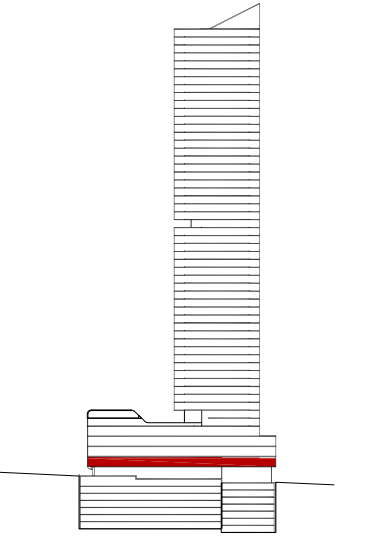
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|----------|----------|--------------|---------|---------|
| 02       | 03.06.16 | Issue for DA | CY      | MD      |
| 01       | DD.MM.YY | Issue for DA | JCV     | MD      |
| Revision | Date     | Description  | Initial | Checked |

87 Church Street  
Sydney

Level 01 Plan



|             |                                                                   |            |
|-------------|-------------------------------------------------------------------|------------|
| Scale       | 1:200 @ A1                                                        | 1:400 @ A3 |
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| Status      | DA                                                                |            |
| Plot Date   | 03 Jun 2016 - 6:02pm                                              |            |
| Plot File   | \\vrv-vlp-01\shared\data\iv\projects\11900-11999\11925_wfm_87.dwg |            |
| Drawing No. | A03.001[X]                                                        | Revision   |

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| 01       | 03.06.16 | Issue for DA | CY      | MR      |
| 01       | DD.MM.YY | Issue for DA | JCV     | MR      |
| Revision | Date     | Description  | Initial | Checked |

## Level 02-03 Plan



|             |                                                                                                                  |            |
|-------------|------------------------------------------------------------------------------------------------------------------|------------|
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| Drawn       | JCV                                                                                                              | Checked MD |
| Project No. | S11925                                                                                                           |            |
| Status      | DA                                                                                                               |            |
| Plot Date   | 03 Jun 2016 - 6:02pm                                                                                             |            |
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| Drawing No. | Revision                                                                                                         |            |

A03.002[2]

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| 02       | 03.06.16 | Issue for DA | CY      | MD      |
| 01       | DD.MM.YY | Issue for DA | JCV     | MD      |
| Revision | Date     | Description  | Initial | Checked |

### Level 04 Plan



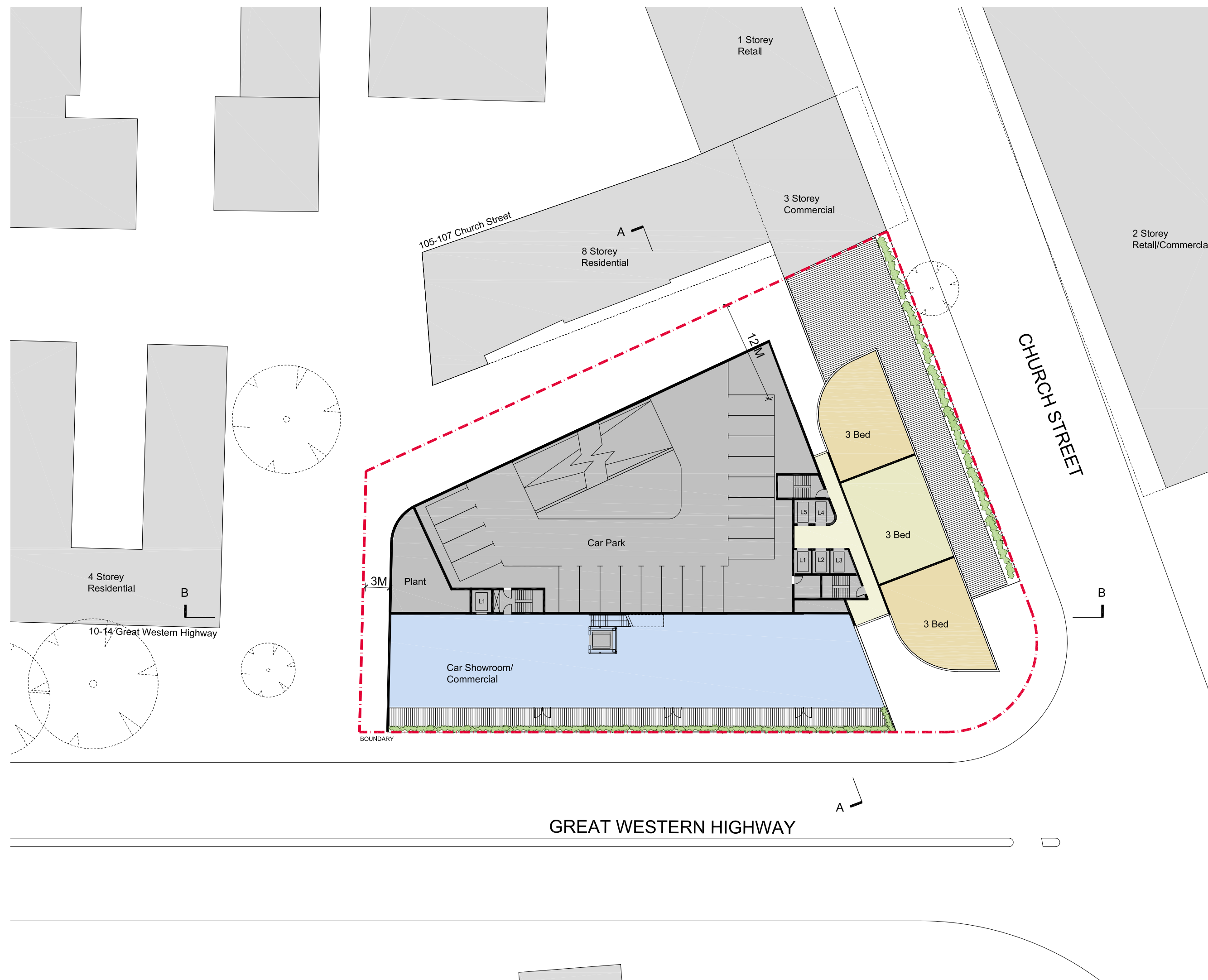
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| Status      | DA                                                                                                                |               |
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| Drawing No. | Revision                                                                                                          |               |

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| 01       | DD.MM.YY | Issue for DA | JCV     | MD      |
| Revision | Date     | Description  | Initial | Checked |

Level 07-08 Plan



|             |                                                                                                                                |               |
|-------------|--------------------------------------------------------------------------------------------------------------------------------|---------------|
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| Drawn       | JCV                                                                                                                            | Checked<br>MD |
| Project No. | S11925                                                                                                                         |               |
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| Plot Date   | 03 Jun 2016 - 6:02pm                                                                                                           |               |
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| Drawing No. | Revision                                                                                                                       |               |

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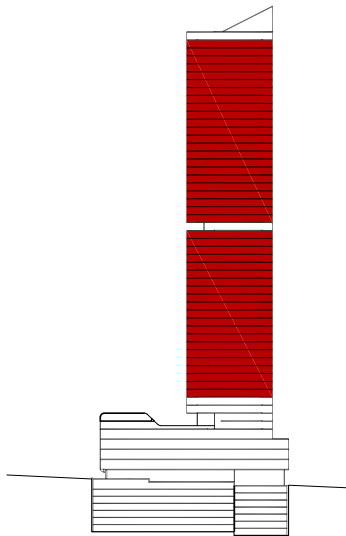
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| 02       | 03.05.16 | Issue for DA | CY      | MD      |
| 01       | DD,MM,YY | Issue for DA | JCV     | MD      |
| Revision | Date     | Description  | Initial | Checked |

## 87 Church Street Sydney

Level 09-55 Plan



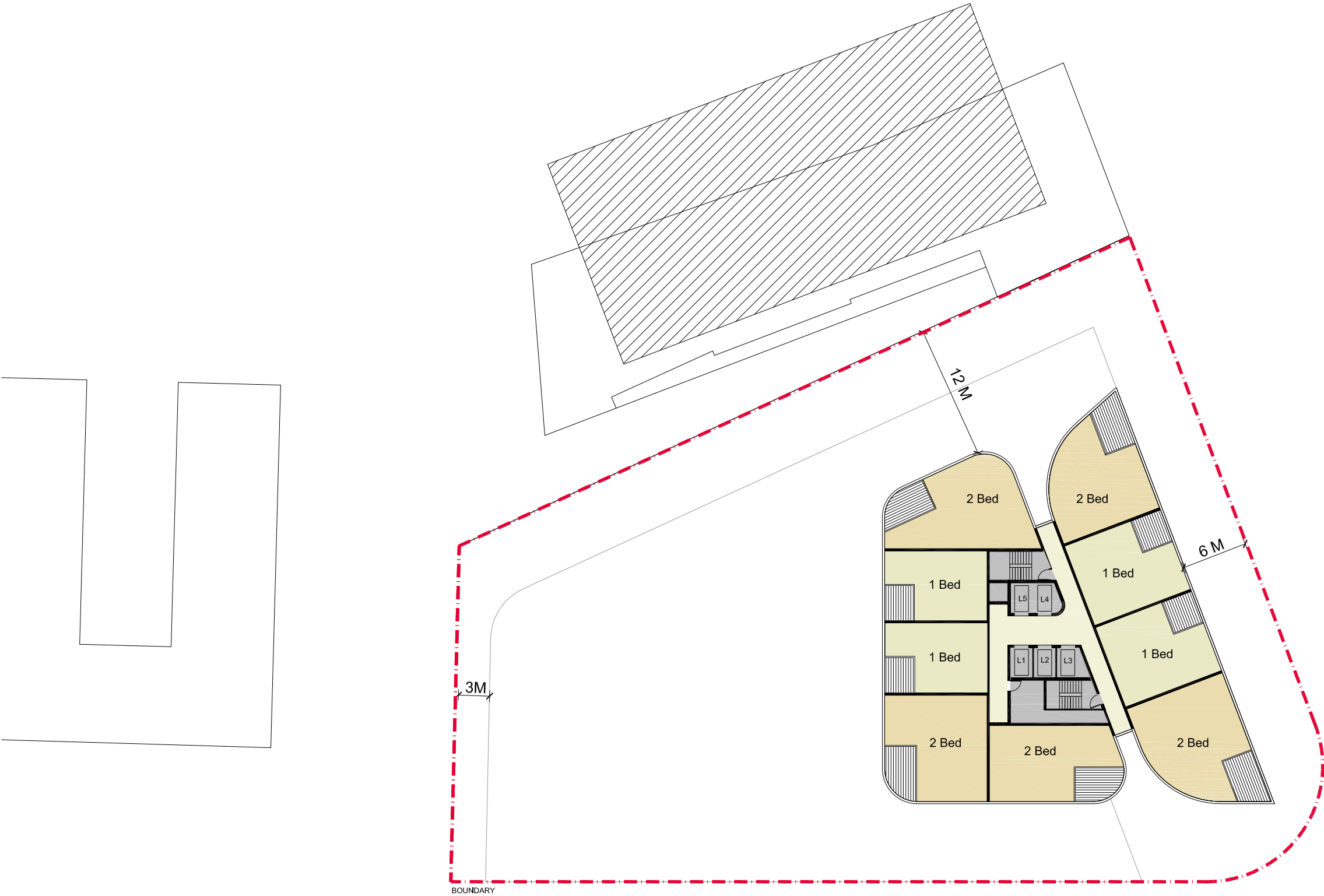
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| Scale       | 1:200 @ A1                                                                                                   | 1:400 @ A3 |
| Drawn       | JCV                                                                                                          | Checked MD |
| Project No. | S11925                                                                                                       |            |
| Status      | DA                                                                                                           |            |
| Plot Date   | 03 Jun 2016 - 6:02pm                                                                                         |            |
| Plot File   | \\w-rp-01\shared\as0\projects\11900-11999\11925_wfm_87cf-... \arch\parramatta\09_melb\as0\as0\A03.009[2].dwg |            |
| Drawing No. | Revision                                                                                                     |            |

## A03.009[2]

|                                                                                                                                                                   |                                                                                                                                                                     |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|
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| 02       | 03.06.16 | Issue for DA | CY      | MD      |
| 01       | DD.MM.YY | Issue for DA | JCV     | MD      |
| Revision | Date     | Description  | Initial | Checked |

87 Church Street  
Sydney

Section AA



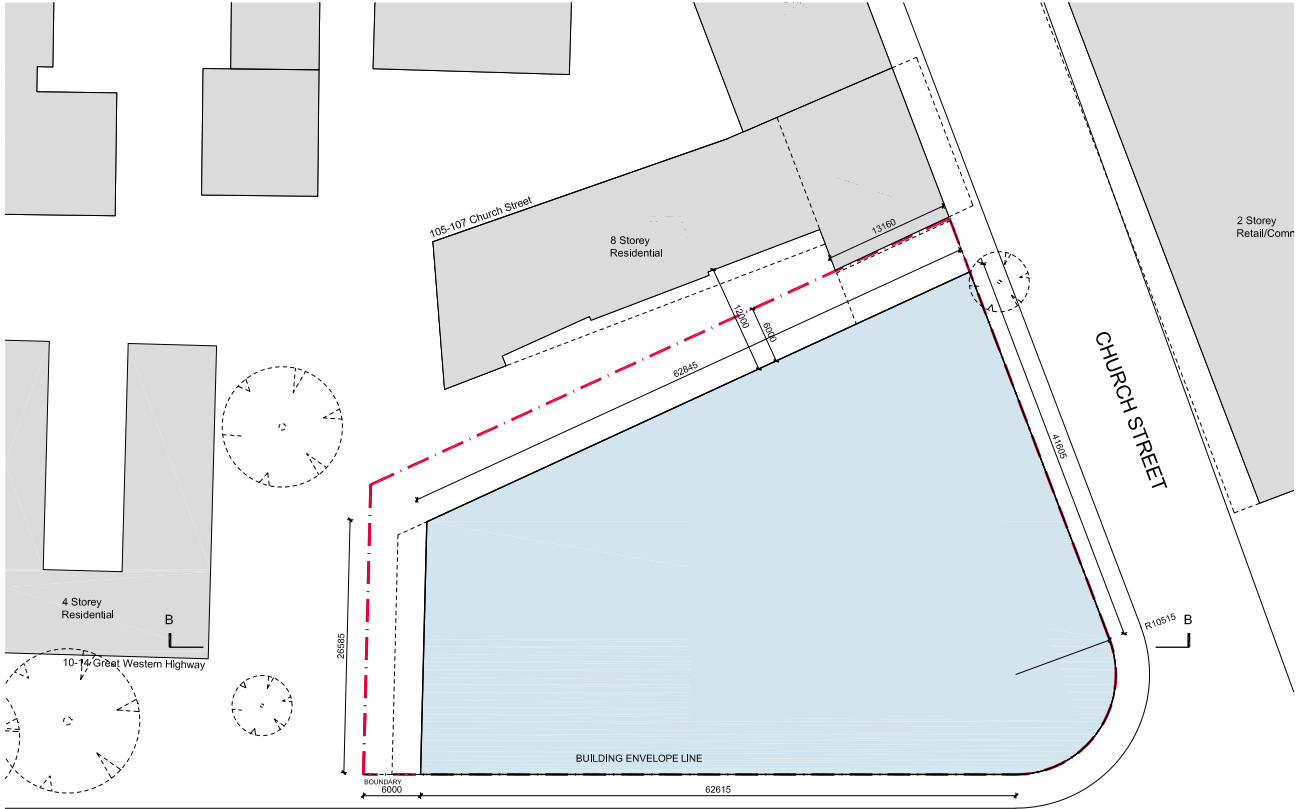
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| Drawn       | JCV                                                                                                                           | Checked MD |
| Project No. | S11925                                                                                                                        |            |
| Status      | DA                                                                                                                            |            |
| Plot Date   | 03 Jun 2016 - 6:10pm                                                                                                          |            |
| Plot File   | \\lv-vlp-01\statedata\liv\projects\11900-11999s\11925_wfm_67cr...<br>... surch\staramatha\00_mair\cad\plots\DA\A08.001[X].dwg |            |
| Drawing No. | Revision                                                                                                                      |            |

A08.001[X]



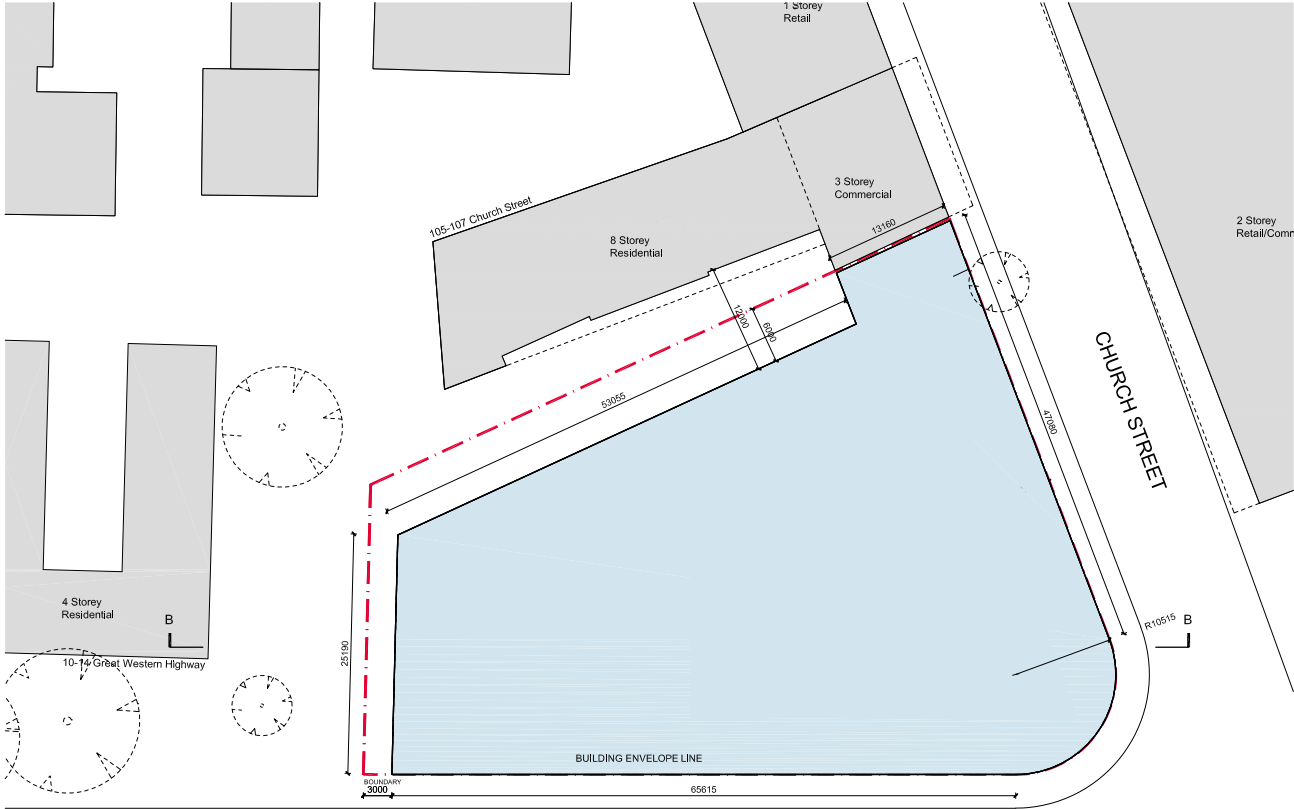


# **2.0 PLANNING APPLICATION DRAWINGS**



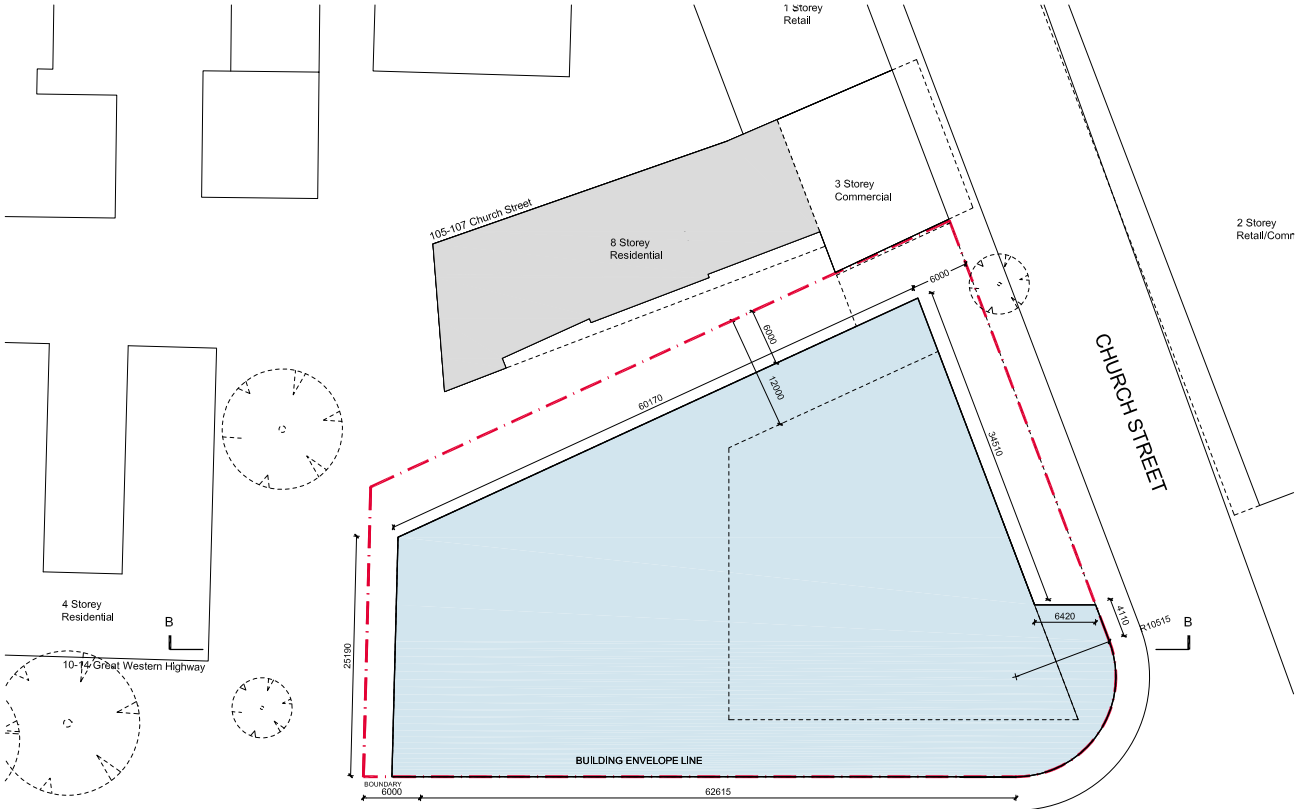
GREAT WESTERN HIGHWAY

03 Plan - Ground  
1:800@A3



GREAT WESTERN HIGHWAY

01 Plan - Level 01-04  
1:800@A3



GREAT WESTERN HIGHWAY

02 Plan - Level 05  
1:800@A3

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|----------|----------|-----------------------------|---------|---------|
| 02       | 03.06.16 | Issue for DA                | CY      | MD      |
| 01       | 20.08.15 | Issue for Planning Proposal | JCV     | MD      |
| Revision | Date     | Description                 | Initial | Checked |

87 Church Street  
Sydney

Podium Plan



|             |                                                                                                                        |            |
|-------------|------------------------------------------------------------------------------------------------------------------------|------------|
| Scale       | 1:400 @ A1                                                                                                             | 1:800 @ A3 |
| Drawn       | JCV                                                                                                                    | Checked MD |
| Project No. | S11925                                                                                                                 |            |
| Status      | DA                                                                                                                     |            |
| Plot Date   | 03 Jun 2016 - 6:08pm                                                                                                   |            |
| Plot File   | \\k-rp-01\site\data\SH\projects\11900-11999\11925_wfm_87cr...<br>...churchstparamatla\00_maintenance\DA\A02-001[2].dwa |            |
| Drawing No. |                                                                                                                        | Revision   |

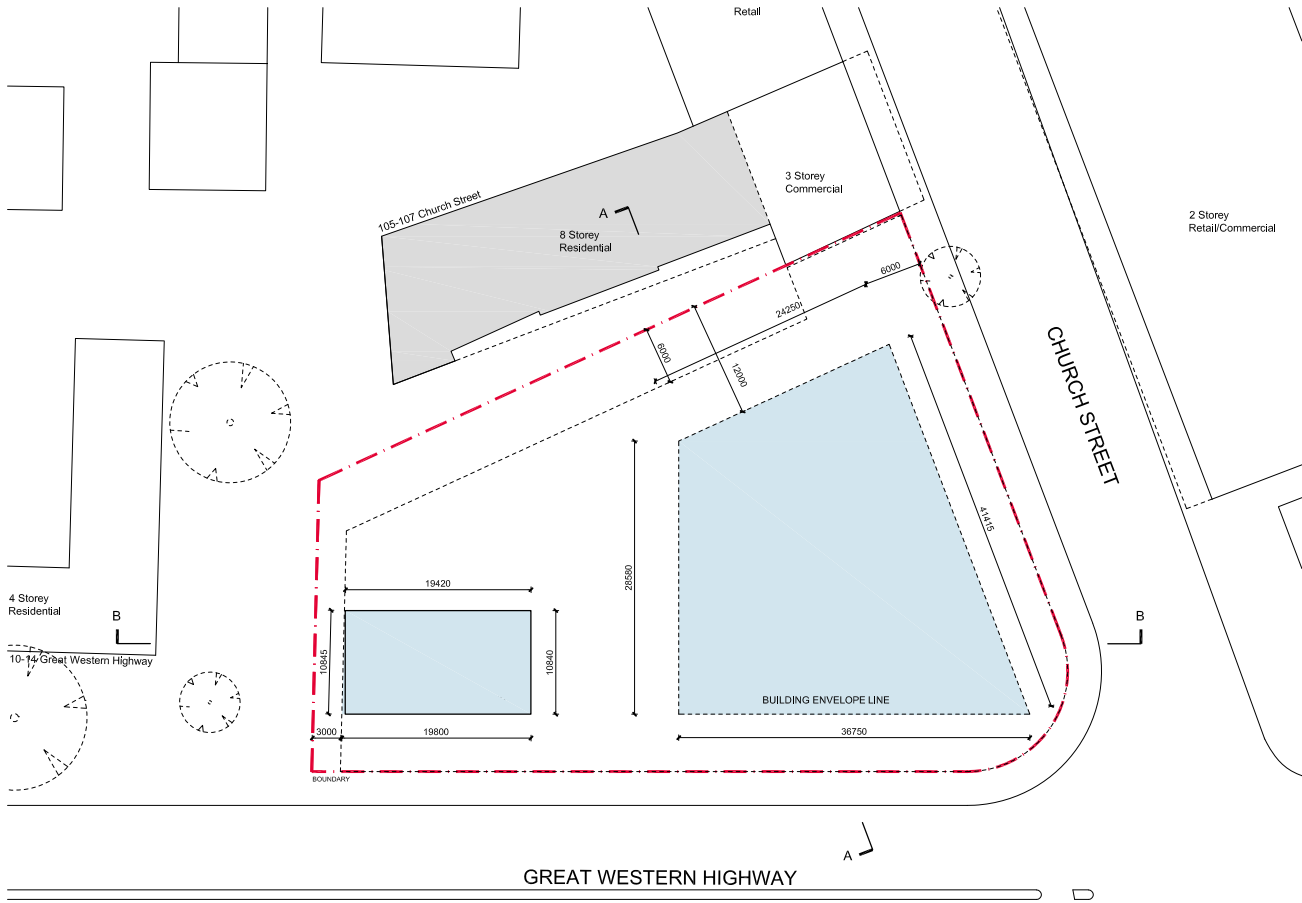
A02.001[2]

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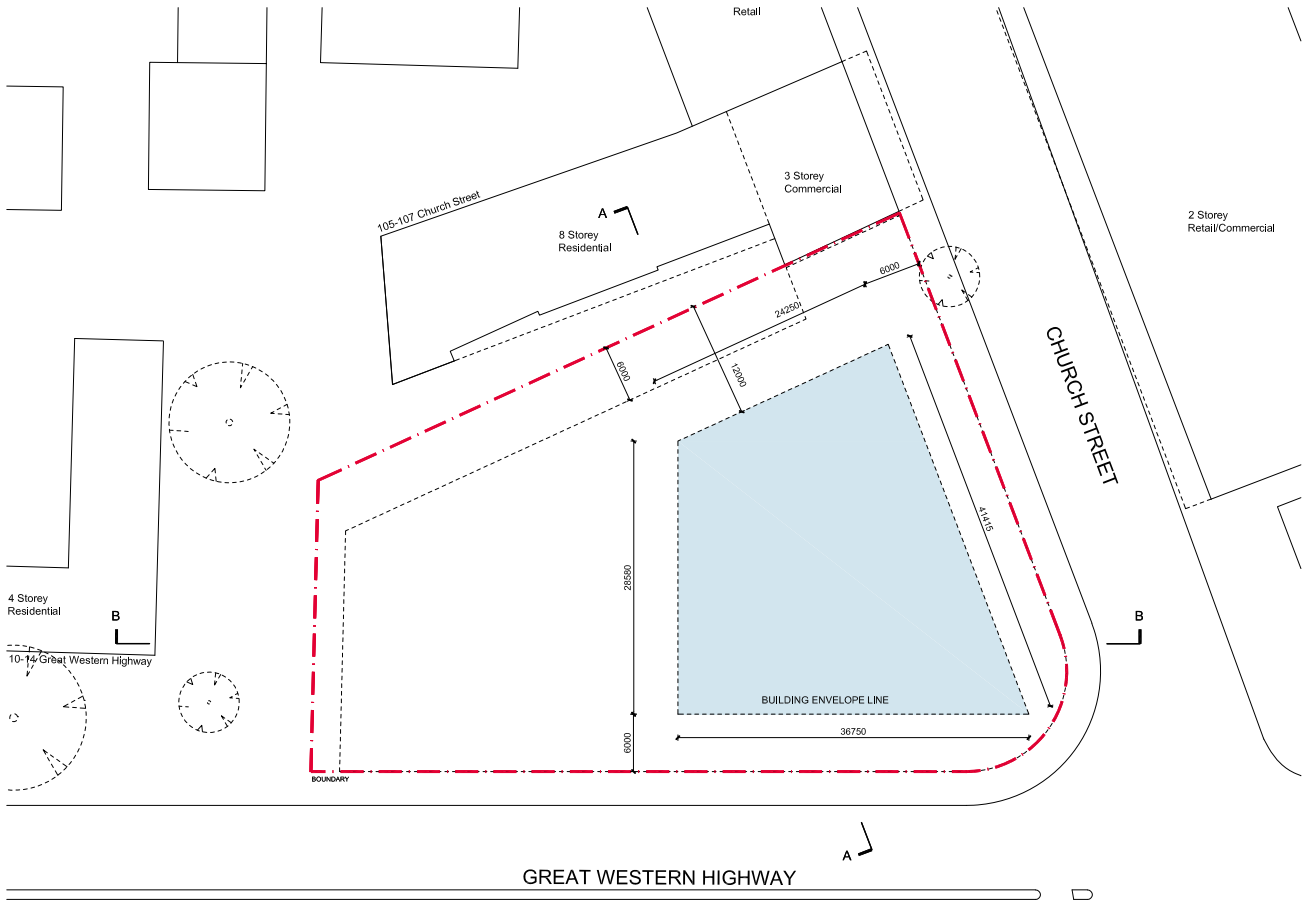
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01 Plan - Level 6  
1:800@A3



02 Plan - Level 07-55  
1:800@A3

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| 02       | 03.06.16 | Issue for DA                | CY      | MD      |
| 01       | 20.08.15 | Issue for Planning Proposal | JCV     | MD      |
| Revision | Date     | Description                 | Initial | Checked |

87 Church Street  
Sydney  
Tower Plan



|             |                                                                                                                       |            |
|-------------|-----------------------------------------------------------------------------------------------------------------------|------------|
| Scale       | 1:400 @ A1                                                                                                            | 1:800 @ A3 |
| Drawn       | JCV                                                                                                                   | Checked MD |
| Project No. | S11925                                                                                                                |            |
| Status      | DA                                                                                                                    |            |
| Plot Date   | 03 Jun 2016 - 6:08pm                                                                                                  |            |
| Plot File   | \\h-vlp-01\shared\data\B\projects\11900-11999\11925_wfm_87cr...urchstgarramatta\00_main\cadd\plots\DATA\02_002[1].dwg |            |
| Drawing No. | Revision                                                                                                              |            |

A02.002[1]

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| 02       | 03,06,16 | Issue for DA                | CY      | MD      |
| 01       | 20,08,15 | Issue for Planning Proposal | JCV     | MD      |
| Revision | Date     | Description                 | Initial | Checked |

87 Church Street  
Sydney

Elevation



|             |                                                                                                                           |             |
|-------------|---------------------------------------------------------------------------------------------------------------------------|-------------|
| Scale       | 1:500 @ A1                                                                                                                | 1:1000 @ A3 |
| Drawn       | JCV                                                                                                                       | Checked MD  |
| Project No. | S11925                                                                                                                    |             |
| Status      | DA                                                                                                                        |             |
| Plot Date   | 03 Jun 2016 - 6:09pm                                                                                                      |             |
| Plot File   | \\b-vlp-01\shared\sa\p\projects\11900-11999\11925_wfm_87.dwg<br>... \urch\st\param\ta\00_m\h\card\plots\DA\A07.001[2].dwg |             |
| Drawing No. | Revision                                                                                                                  |             |

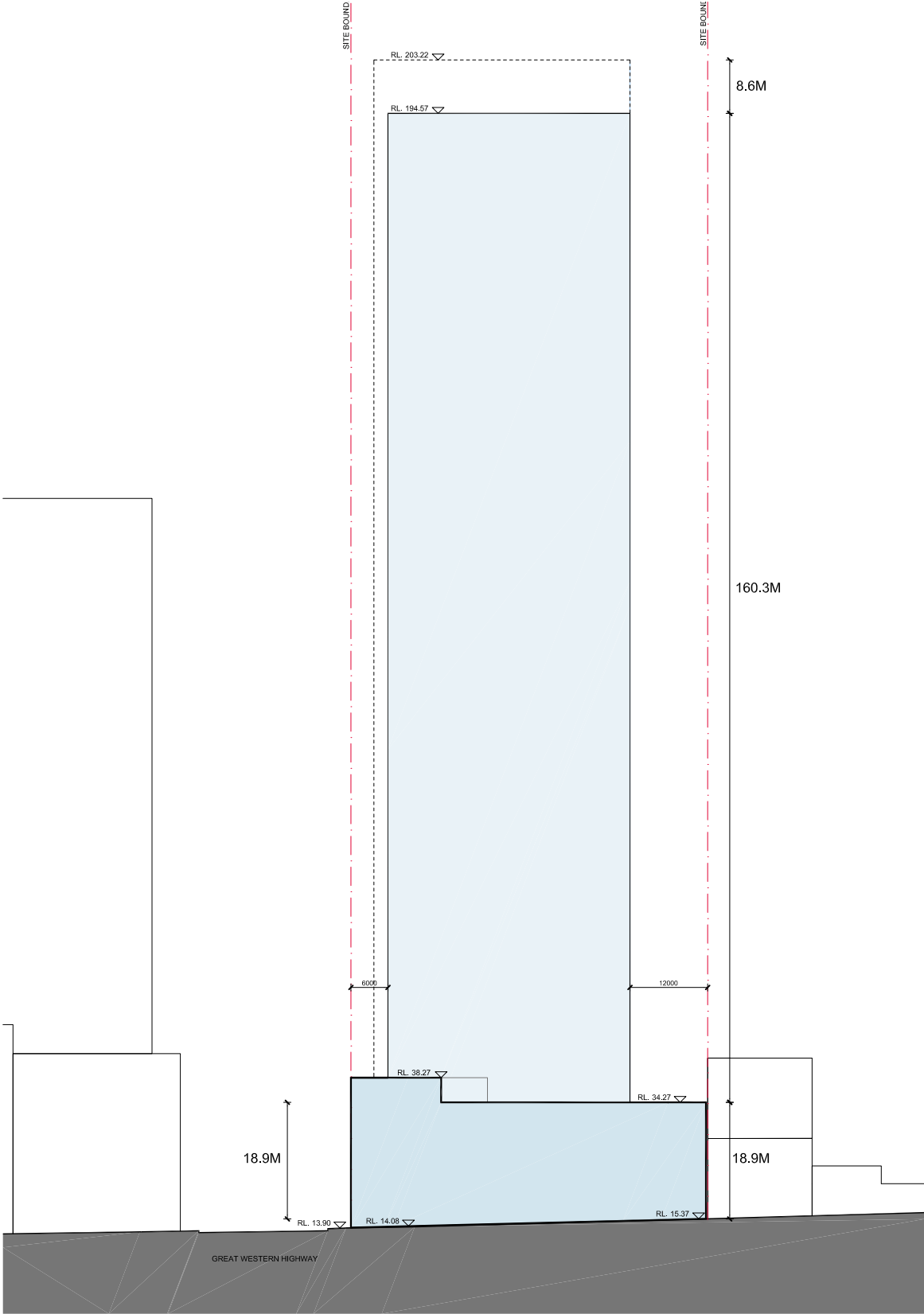
A07.001[2]

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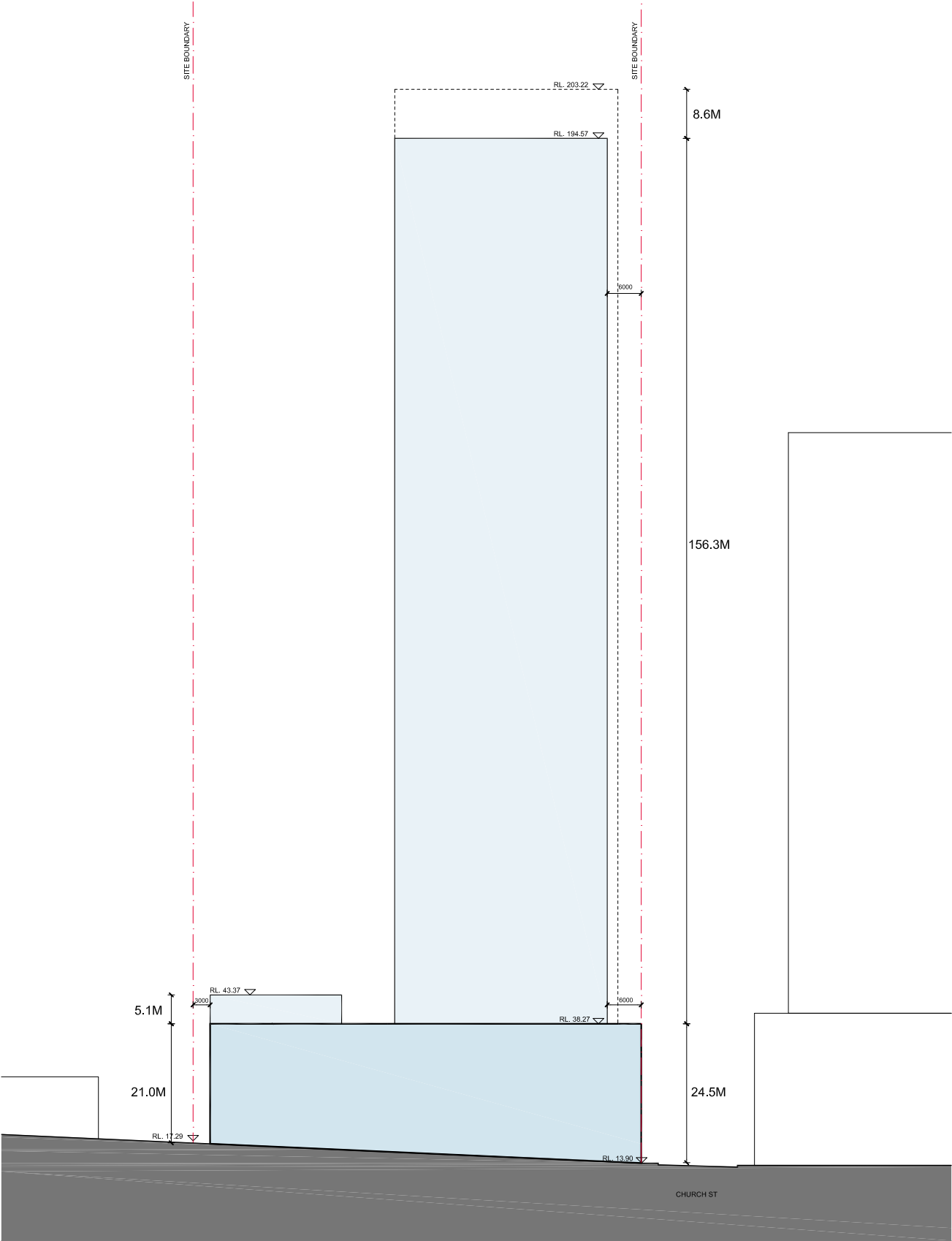
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01 East Elevation  
1:1000@A3



01 North Elevation  
1:1000@A3

# 3.0 SCHEDULE

**11925 Church st Parramatta** **Bates Smart**  
Rev\_2  
(180m height)

| Development Summary:                        |                   |
|---------------------------------------------|-------------------|
| Site Area                                   | 3,306 sqm         |
| <b>Proposed Gross Floor Area (GFA):</b>     | <b>38,024 sqm</b> |
| Current Permissible FSR:                    | 3.5 :1            |
| Target FSR:                                 | 10.0 :1           |
| <b>Design Excellence FSR (+15%):</b>        | <b>11.50 :1</b>   |
| <b>Proposed FSR:</b>                        | <b>11.50 :1</b>   |
| <b>Total Commercial and Retail GFA:</b>     | <b>3,306 sqm</b>  |
| <b>Total Residential Net Saleable Area:</b> | <b>30,203 sqm</b> |
| <b>Total Commercial NLA:</b>                | <b>2,995 sqm</b>  |
| <b>Retail and Commercial FSR:</b>           | <b>1.00 :1</b>    |
| <b>Total Residential GFA:</b>               | <b>34,718 sqm</b> |
| <b>Residential FSR:</b>                     | <b>10.50 :1</b>   |
| <b>Current Permissible Height:</b>          | <b>28 m</b>       |

[illegible]

| Level                |  |      | Tower 1                  |     |     |     |       | Tower 2 |                                                            |                                    |     |               | Total         | Studio | 1 Bed | 2 Bed | 3 Bed |     |  |   |     |     |     |     |
|----------------------|--|------|--------------------------|-----|-----|-----|-------|---------|------------------------------------------------------------|------------------------------------|-----|---------------|---------------|--------|-------|-------|-------|-----|--|---|-----|-----|-----|-----|
|                      |  |      | GEA                      | GBA | GFA | RES | NLA / | GEA     | GFA                                                        | RES                                |     |               |               |        |       |       |       |     |  |   |     |     |     |     |
|                      |  |      | sqm                      | sqm | sqm | NSA | GLAR  |         |                                                            | sqm                                | sqm | 75%<br>of GEA | 89%<br>of GFA |        |       |       |       |     |  |   |     |     |     |     |
| Level                |  |      |                          |     |     |     |       |         |                                                            |                                    |     |               |               |        |       |       |       |     |  |   |     |     |     |     |
| Level 55 - Roof      |  | 8.65 |                          |     |     |     |       |         |                                                            | Articulation + Resident facilities |     |               |               |        |       |       |       |     |  |   |     |     |     |     |
| Level 54             |  | 3.15 |                          |     |     |     |       |         |                                                            | Residential/Plant                  |     |               |               |        |       | 450   | 330   | 294 |  |   |     |     |     |     |
| Level 53             |  | 3.15 |                          |     |     |     |       |         |                                                            | Residential                        |     |               |               |        |       | 909   | 460   | 409 |  | 6 | 0.6 | 2.4 | 2.4 | 0.6 |
| Level 52             |  | 3.15 |                          |     |     |     |       |         |                                                            | Residential                        |     |               |               |        |       | 909   | 682   | 607 |  | 9 | 0.9 | 3.6 | 3.6 | 0.9 |
| Level 51             |  | 3.15 |                          |     |     |     |       |         |                                                            | Residential                        |     |               |               |        |       | 909   | 682   | 607 |  | 9 | 0.9 | 3.6 | 3.6 | 0.9 |
| Level 50             |  | 3.15 |                          |     |     |     |       |         |                                                            | Residential                        |     |               |               |        |       | 909   | 682   | 607 |  | 9 | 0.9 | 3.6 | 3.6 | 0.9 |
| Level 49             |  | 3.15 |                          |     |     |     |       |         |                                                            | Residential                        |     |               |               |        |       | 909   | 682   | 607 |  | 9 | 0.9 | 3.6 | 3.6 | 0.9 |
| Level 48             |  | 3.15 |                          |     |     |     |       |         |                                                            | Residential                        |     |               |               |        |       | 909   | 682   | 607 |  | 9 | 0.9 | 3.6 | 3.6 | 0.9 |
| Level 47             |  | 3.15 |                          |     |     |     |       |         |                                                            | Residential                        |     |               |               |        |       | 909   | 682   | 607 |  | 9 | 0.9 | 3.6 | 3.6 | 0.9 |
| Level 46             |  | 3.15 |                          |     |     |     |       |         |                                                            | Residential                        |     |               |               |        |       | 909   | 682   | 607 |  | 9 | 0.9 | 3.6 | 3.6 | 0.9 |
| Level 45             |  | 3.15 |                          |     |     |     |       |         |                                                            | Residential                        |     |               |               |        |       | 909   | 682   | 607 |  | 9 | 0.9 | 3.6 | 3.6 | 0.9 |
| Level 44             |  | 3.15 |                          |     |     |     |       |         |                                                            | Residential                        |     |               |               |        |       | 909   | 682   | 607 |  | 9 | 0.9 | 3.6 | 3.6 | 0.9 |
| Level 43             |  | 3.15 |                          |     |     |     |       |         |                                                            | Residential                        |     |               |               |        |       | 909   | 682   | 607 |  | 9 | 0.9 | 3.6 | 3.6 | 0.9 |
| Level 42             |  | 3.15 |                          |     |     |     |       |         |                                                            | Residential                        |     |               |               |        |       | 909   | 682   | 607 |  | 9 | 0.9 | 3.6 | 3.6 | 0.9 |
| Level 41             |  | 3.15 |                          |     |     |     |       |         |                                                            | Residential                        |     |               |               |        |       | 909   | 682   | 607 |  | 9 | 0.9 | 3.6 | 3.6 | 0.9 |
| Level 40             |  | 3.15 |                          |     |     |     |       |         |                                                            | Residential                        |     |               |               |        |       | 909   | 682   | 607 |  | 9 | 0.9 | 3.6 | 3.6 | 0.9 |
| Level 39             |  | 3.15 |                          |     |     |     |       |         |                                                            | Residential                        |     |               |               |        |       | 909   | 682   | 607 |  | 9 | 0.9 | 3.6 | 3.6 | 0.9 |
| Level 38             |  | 3.15 |                          |     |     |     |       |         |                                                            | Residential                        |     |               |               |        |       | 909   | 682   | 607 |  | 9 | 0.9 | 3.6 | 3.6 | 0.9 |
| Level 37             |  | 3.15 |                          |     |     |     |       |         |                                                            | Residential                        |     |               |               |        |       | 909   | 682   | 607 |  | 9 | 0.9 | 3.6 | 3.6 | 0.9 |
| Level 36             |  | 3.15 |                          |     |     |     |       |         |                                                            | Residential                        |     |               |               |        |       | 909   | 682   | 607 |  | 9 | 0.9 | 3.6 | 3.6 | 0.9 |
| Level 35             |  | 3.15 |                          |     |     |     |       |         |                                                            | Residential                        |     |               |               |        |       | 909   | 682   | 607 |  | 9 | 0.9 | 3.6 | 3.6 | 0.9 |
| Level 34             |  | 3.15 |                          |     |     |     |       |         |                                                            | Residential                        |     |               |               |        |       | 909   | 682   | 607 |  | 9 | 0.9 | 3.6 | 3.6 | 0.9 |
| Level 33             |  | 3.15 |                          |     |     |     |       |         |                                                            | Residential                        |     |               |               |        |       | 909   | 682   | 607 |  | 9 | 0.9 | 3.6 | 3.6 | 0.9 |
| Level 32             |  | 3.15 |                          |     |     |     |       |         |                                                            | Residential                        |     |               |               |        |       | 909   | 682   | 607 |  | 9 | 0.9 | 3.6 | 3.6 | 0.9 |
| Level 31             |  | 3.15 |                          |     |     |     |       |         |                                                            | Residential                        |     |               |               |        |       | 909   | 682   | 607 |  | 9 | 0.9 | 3.6 | 3.6 | 0.9 |
| Level 30             |  | 3.15 |                          |     |     |     |       |         |                                                            | Plant                              |     |               |               |        |       | 909   | 340   | 0   |  | 4 | 0.4 | 1.6 | 1.6 | 0.4 |
| Level 29             |  | 3.15 |                          |     |     |     |       |         |                                                            | Residential                        |     |               |               |        |       | 909   | 682   | 607 |  | 9 | 0.9 | 3.6 | 3.6 | 0.9 |
| Level 28             |  | 3.15 |                          |     |     |     |       |         |                                                            | Residential                        |     |               |               |        |       | 909   | 682   | 607 |  | 9 | 0.9 | 3.6 | 3.6 | 0.9 |
| Level 27             |  | 3.15 |                          |     |     |     |       |         |                                                            | Residential                        |     |               |               |        |       | 909   | 682   | 607 |  | 9 | 0.9 | 3.6 | 3.6 | 0.9 |
| Level 26             |  | 3.15 |                          |     |     |     |       |         |                                                            | Residential                        |     |               |               |        |       | 909   | 682   | 607 |  | 9 | 0.9 | 3.6 | 3.6 | 0.9 |
| Level 25             |  | 3.15 |                          |     |     |     |       |         |                                                            | Residential                        |     |               |               |        |       | 909   | 682   | 607 |  | 9 | 0.9 | 3.6 | 3.6 | 0.9 |
| Level 24             |  | 3.15 |                          |     |     |     |       |         |                                                            | Residential                        |     |               |               |        |       | 909   | 682   | 607 |  | 9 | 0.9 | 3.6 | 3.6 | 0.9 |
| Level 23             |  | 3.15 | Residential              |     |     |     |       |         | 909                                                        | 682                                | 607 |               | 9             | 0.9    | 3.6   | 3.6   | 0.9   |     |  |   |     |     |     |     |
| Level 22             |  | 3.15 | Residential              |     |     |     |       |         | 909                                                        | 682                                | 607 |               | 9             | 0.9    | 3.6   | 3.6   | 0.9   |     |  |   |     |     |     |     |
| Level 21             |  | 3.15 | Residential              |     |     |     |       |         | 909                                                        | 682                                | 607 |               | 9             | 0.9    | 3.6   | 3.6   | 0.9   |     |  |   |     |     |     |     |
| Level 20             |  | 3.15 | Residential              |     |     |     |       |         | 909                                                        | 682                                | 607 |               | 9             | 0.9    | 3.6   | 3.6   | 0.9   |     |  |   |     |     |     |     |
| Level 19             |  | 3.15 | Residential              |     |     |     |       |         | 909                                                        | 682                                | 607 |               | 9             | 0.9    | 3.6   | 3.6   | 0.9   |     |  |   |     |     |     |     |
| Level 18             |  | 3.15 | Residential              |     |     |     |       |         | 909                                                        | 682                                | 607 |               | 9             | 0.9    | 3.6   | 3.6   | 0.9   |     |  |   |     |     |     |     |
| Level 17             |  | 3.15 | Residential              |     |     |     |       |         | 909                                                        | 682                                | 607 |               | 9             | 0.9    | 3.6   | 3.6   | 0.9   |     |  |   |     |     |     |     |
| Level 16             |  | 3.15 | Residential              |     |     |     |       |         | 909                                                        | 682                                | 607 |               | 9             | 0.9    | 3.6   | 3.6   | 0.9   |     |  |   |     |     |     |     |
| Level 15             |  | 3.15 | Residential              |     |     |     |       |         | 909                                                        | 682                                | 607 |               | 9             | 0.9    | 3.6   | 3.6   | 0.9   |     |  |   |     |     |     |     |
| Level 14             |  | 3.15 | Residential              |     |     |     |       |         | 909                                                        | 682                                | 607 |               | 9             | 0.9    | 3.6   | 3.6   | 0.9   |     |  |   |     |     |     |     |
| Level 13             |  | 3.15 | Residential              |     |     |     |       |         | 909                                                        | 682                                | 607 |               | 9             | 0.9    | 3.6   | 3.6   | 0.9   |     |  |   |     |     |     |     |
| Level 12             |  | 3.15 | Residential              |     |     |     |       |         | 909                                                        | 682                                | 607 |               | 9             | 0.9    | 3.6   | 3.6   | 0.9   |     |  |   |     |     |     |     |
| Level 11             |  | 3.15 | Residential              |     |     |     |       |         | 909                                                        | 682                                | 607 |               | 9             | 0.9    | 3.6   | 3.6   | 0.9   |     |  |   |     |     |     |     |
| Level 10             |  | 3.15 | Residential              |     |     |     |       |         | 909                                                        | 682                                | 607 |               | 9             | 0.9    | 3.6   | 3.6   | 0.9   |     |  |   |     |     |     |     |
| Level 9              |  | 3.15 | Residential              |     |     |     |       |         | 909                                                        | 682                                | 607 |               | 9             | 0.9    | 3.6   | 3.6   | 0.9   |     |  |   |     |     |     |     |
| Level 8              |  | 3.15 | Residential              |     |     |     |       |         | 909                                                        | 702                                | 630 |               | 8             | 0.8    | 3.2   | 3.2   | 0.8   |     |  |   |     |     |     |     |
| Level 7              |  | 3.15 | Residential              |     |     |     |       |         | 909                                                        | 702                                | 630 |               | 8             | 0.8    | 3.2   | 3.2   | 0.8   |     |  |   |     |     |     |     |
| Level 6              |  | 3.15 | Plant / Residential      |     |     |     |       |         | 909                                                        | 503                                | 284 |               | 3             | 0.3    | 1.2   | 1.2   | 0.3   |     |  |   |     |     |     |     |
| Level 5              |  | 3.15 | Childcare / Residential  |     |     |     |       |         | 890                                                        | 503                                | 284 |               | 3             | 0.3    | 1.2   | 1.2   | 0.3   |     |  |   |     |     |     |     |
| Level 4              |  | 3.90 | Commercial / Residential |     |     |     |       | 22      |                                                            | 388                                | 333 |               | 3             | 0.3    | 1.2   | 1.2   | 0.3   |     |  |   |     |     |     |     |
| Level 3              |  | 3.90 | Commercial / Residential |     |     |     |       | 22      |                                                            | 497                                | 416 |               | 4             | 0.4    | 1.6   | 1.6   | 0.4   |     |  |   |     |     |     |     |
| Level 2              |  | 3.90 | Commercial / Residential |     |     |     |       | 22      |                                                            | 497                                | 416 |               | 4             | 0.4    | 1.6   | 1.6   | 0.4   |     |  |   |     |     |     |     |
| Level 1              |  | 3.90 | Commercial / Residential |     |     |     |       | 22      |                                                            | 497                                | 416 |               | 3             | 0.3    | 1.2   | 1.2   | 0.3   |     |  |   |     |     |     |     |
| Ground (Plaza Level) |  | 5.00 | Commercial/Retail        |     |     |     |       | 13      |                                                            |                                    |     |               |               |        |       |       |       |     |  |   |     |     |     |     |
| Basement 01          |  | 5.00 | Loading /Waste           |     |     |     |       |         | 74 *300sqm has been allowed for waste, loading, etc        |                                    |     |               |               |        |       |       |       |     |  |   |     |     |     |     |
| Basement 02          |  | 2.80 | Parking                  |     |     |     |       |         | 82                                                         |                                    |     |               |               |        |       |       |       |     |  |   |     |     |     |     |
| Basement 03          |  | 2.80 | Parking                  |     |     |     |       |         | 82 * 1 car per 34 sqm measured to net internal basement    |                                    |     |               |               |        |       |       |       |     |  |   |     |     |     |     |
| Basement 04          |  | 2.80 | Parking                  |     |     |     |       |         | 82 wall. (2800 sqm GBA assumed based on 1m retaining wall) |                                    |     |               |               |        |       |       |       |     |  |   |     |     |     |     |
| Basement 05          |  | 2.80 | Parking                  |     |     |     |       |         | 82                                                         |                                    |     |               |               |        |       |       |       |     |  |   |     |     |     |     |

|              |                                       |        |        |       |       |       |        |        |        |       |    |     |     |    |
|--------------|---------------------------------------|--------|--------|-------|-------|-------|--------|--------|--------|-------|----|-----|-----|----|
| Total        | 178.10 m above plaza level inc. plant | 13,050 | 16,800 | 3,290 | 3,155 | 582   | 44,972 | 34,734 | 30,203 | 432   | 43 | 172 | 172 | 43 |
| Total Spaces |                                       |        |        |       |       | Total | Studio | 1 Bed  | 2 Bed  | 3 Bed |    |     |     |    |

|                          |                      |
|--------------------------|----------------------|
| <b>Car Parking rates</b> |                      |
| Apartments               | 432 1 per dwelling   |
| Visitor                  | 86 1 per 5 dwellings |
| Commercial               | 30 (Commercial)      |
| Day Care                 | 5                    |
| Retail                   | 9                    |
| <b>Total</b>             | <b>562</b>           |

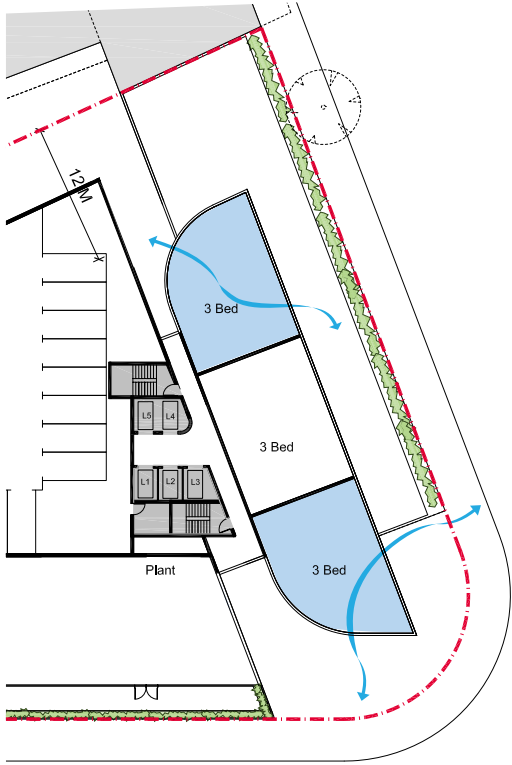
# 4.0 CROSS VENTILATION

|        | Units | x vent |
|--------|-------|--------|
| Ground | 0     | 0      |
| L1     | 3     | 2      |
| L2     | 4     | 2      |
| L3     | 4     | 2      |
| L4     | 3     | 2      |
| L5     | 3     | 2      |
| L6     | 3     | 2      |
| L7     | 8     | 5      |
| L8     | 8     | 5      |
|        |       | 22     |
|        |       | 61.1%  |



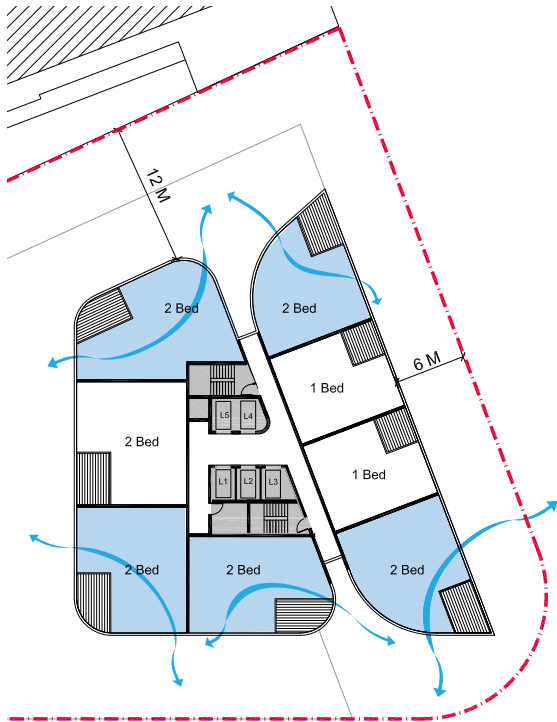
TYPICAL LOWER PODIUM LEVEL

Cross-Vent  
Diagram                      2 / 4 UNITS  
50%



TYPICAL UPPER PODIUM LEVEL

Cross-Vent  
Diagram                      2 / 3 UNITS  
67%



LOWER TOWER (L7-8)

5 / 8 UNITS  
63%





## **Appendix 2 – Preliminary Traffic Advice**



Reference: 14.338I02v2

25 September 2014

Hamptons Property Services  
PO Box 954  
Edgecliff NSW 2027

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Attention: Ms Kristy Lee, Director

**Re: 87 Church Street & 6 Great Western Highway, Parramatta**

Dear Kristy,

We refer to the proposed development site at 87 Church Street & 6 Great Western Highway, Parramatta. We have undertaken a review of the information provided to us, and provide the following preliminary advice regarding the potential traffic requirements and implications of a Planning Proposal over this site.

#### **Existing Site**

The site is located on the north-western corner of the intersection of Church Street and the Great Western Highway, as shown in **Figure 1** below.

#### **Description of Surrounding Road Network**

Roads in proximity to the site of particular interest are:

- **Church Street:** As shown in **Figure 2** below, Church Street is a Main Road south of the Great Western Highway. Along the site frontage (to the north of the Great Western Highway) Church Street is classified as a 'major local road', and posted at 40km/hr. Church Street has one northbound lane and three southbound lanes along the site frontage, approaching the Great Western Highway intersection.
- **Great Western Highway:** A major east-west route providing access to the Parramatta CBD via Marsden Street or Pitt Street / O'Connell Street (a one-way couplet), the Great Western Highway is a Main Road which is posted at 60km/hr in the vicinity of the site. The Great Western Highway is median-divided along the site frontage, with two westbound lanes and three eastbound lanes approaching the Church Street intersection.



Figure 1: Site Plan

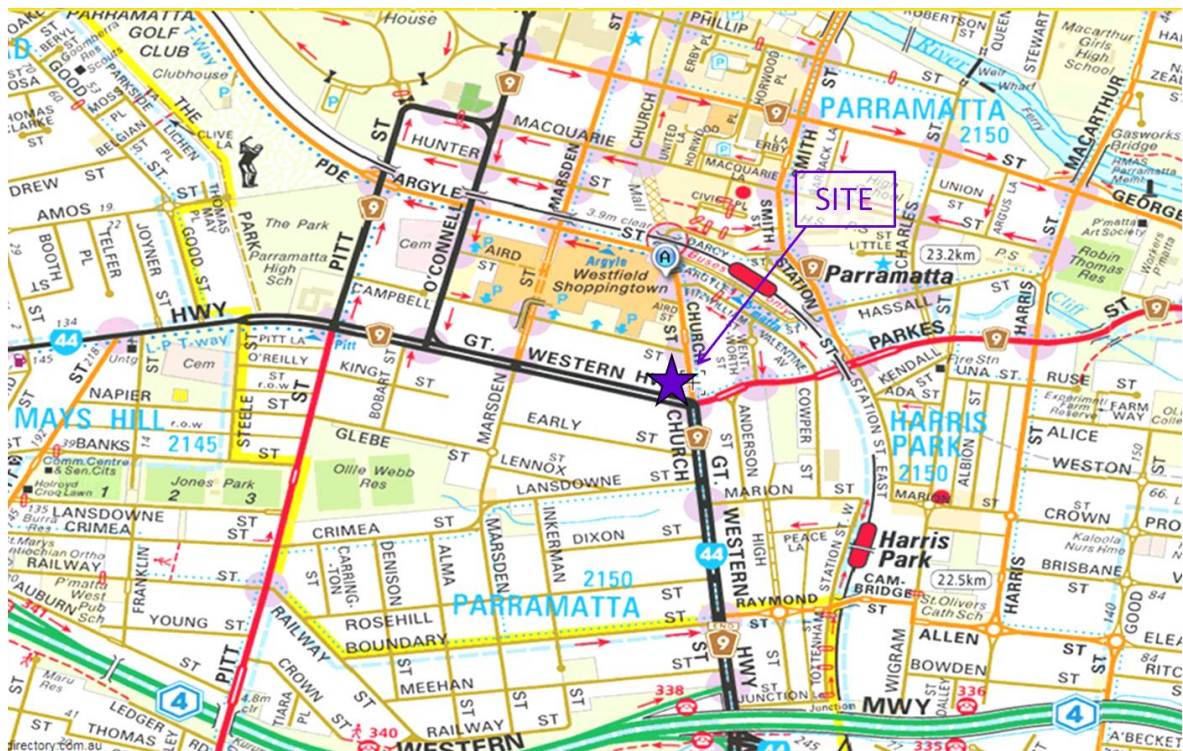


Figure 2: Location Plan



The intersection of Church Street, Parkes Street and Great Western Highway is a major four-way signalised intersection, which provides access into the Parramatta central business district from the south. There are signal-controlled pedestrian crossings over the Church Street (south), Parkes Street and Great Western Highway approaches.

According to traffic analyses undertaken by Christopher Hallan & Associates to support a Planning Proposal in proximity to the subject site (discussed further in the following sections), this intersection is currently operating at Level of Service E (LOS E) in the morning and evening peak periods, with 95<sup>th</sup> percentile queues for the critical movements approaching 400m and 220m in the morning and evening peak periods respectively. That is, this intersection is currently operating at or over capacity, based upon existing traffic volumes.

## Existing Site Traffic Generation

The subject site currently accommodates a motor showroom (87 Church Street) and a Midas Auto Service premises (6 Great Western Highway).

The traffic generation of the existing uses on the subject site has been estimated through the application of the traffic generation rates provided in the RMS' Guide to Traffic Generating Developments for the most comparable uses, with the results summarised as follows:

**Table 1: Estimated Current Traffic Generation**

| Property                | Site Area           | Current Use        | Evening Trip Generation Rate        | Estimated PM Trip Generation |
|-------------------------|---------------------|--------------------|-------------------------------------|------------------------------|
| 87 Church Street        | 2,343m <sup>2</sup> | Motor Showroom     | 0.7 per 100m <sup>2</sup> site area | 16 trips                     |
| 6 Great Western Highway | 964m <sup>2</sup>   | Midas Auto Service | 1 per 100m <sup>2</sup> site area*  | 10 trips                     |
| TOTAL                   |                     |                    |                                     | 26 trips                     |

\* trip generation rate is for 'Car tyre retail outlets' which is the most similar use for which a rate is provided in the RMS Guide

In summary, the existing uses on the subject site are estimated to generate in the order of 26 vehicle trips in the evening peak hour.

## Nearby Development Application

Following is a summary of a significant development application in proximity to the subject site, and the implications for the subject proposal with respect to traffic impact, roadworks, and other traffic related issues.





## 78-100 Church Street Parramatta NSW 2150

**Type of Matter:** Development Application

**DA Number:** DA/484/2014

**Project Description:** Consolidation of lots, demolition and construction of a 39 storey mixed use development containing 364 units over 4 levels of basement carparking. All vehicular access will be from Anderson Street, with the basement parking areas accessed via a ramp. Three basement parking levels are proposed, with a total of 425 car parking spaces.

**DA Lodgement Date:** 29-Jul-2014

### Key Traffic Issues / Implications of this Proposal

The Traffic Report prepared by Christopher Hallan & Associates to support the Planning Proposal suggested that a small section of the site on the north-east corner of Church Street and Parkes Street may be acquired for road widening, or the upgrade of the Church Street / Parkes Street / Great Western Highway intersection (which is currently operating at or over capacity during peak periods). We have however been unable to identify a requirement for land acquisition from that site or the subject site in any formal planning controls or documents (including the LEP Land Reservation Acquisition Maps).

In relation to the traffic impact of the development proposed on 78-100 Church Street, the Traffic Report prepared by Christopher Hallan & Associates concluded that “the key intersection of Church Street, Parkes Street and Great Western Highway will remain busy during peak periods, but the level of service will not deteriorate with the additional traffic.” On this basis, no remedial treatments were proposed at this intersection under this Planning Proposal, which assessed the intersection based on its current geometry, acknowledging the fact that “any road widening that is undertaken might increase road capacity.”

### Planning Proposal - Indicative Yield

It is understood that the Planning Proposal would seek approval for residential and commercial uses on the subject site, with an approximate yield as outlined in **Table 2** below.

**Table 2: Indicative Yields**

| Use         | Floor area (m <sup>2</sup> )    | GFA (m <sup>2</sup> ) (Floor area - 15% circulation) | Number of Apartments |
|-------------|---------------------------------|------------------------------------------------------|----------------------|
| Residential | 1,220 (L5-14)<br>1,100 (L15-75) | 67,405                                               | 835                  |
| Commercial  | 3,000 (L1-4)                    | 7,650                                                | -                    |
| Retail      |                                 | 2,550                                                | -                    |
| Total       | 91,300                          | 77,605                                               | 835                  |



## Car Parking Requirements

Parking for the proposed development would be assessed having regard for the requirements of the Parramatta City Centre Local Environmental Plan (LEP) 2007.

It is understood that the proposal would be for a mixed-use development, however Council's City Centre LEP does not stipulate parking rates specifically for a 'mixed-use' land use. In light of this, the parking rates for the individual components of the development (multi dwelling housing, commercial, and retail) have been referenced.

In our experience, this is the approach typically taken for such developments in the Parramatta City Centre (including the recently lodged application at 78-100 Church Street, as previously discussed).

The LEP stipulates maximum parking rates for the following relevant uses:

- Multi dwelling housing: 1, 2 and 3 bedrooms: A maximum of 1 parking space to be provided for every dwelling plus 1 parking space to be provided for every 5 dwellings for visitors.
- Commercial: A maximum of 1 parking space to be provided for every 100m<sup>2</sup> of gross floor area.
- Shops: A maximum of 1 parking space to be provided for every 30m<sup>2</sup> of gross floor area.

The application of the above rates leads to the maximum parking provisions as outlined in **Table 3** below.

**Table 3: Parking Requirements (LEP)**

| Type        | Number (units/hotel rooms) / Area (m <sup>2</sup> ) | Min Parking Provision (spaces) | <u>Maximum</u> Parking Provision (spaces) |
|-------------|-----------------------------------------------------|--------------------------------|-------------------------------------------|
| Residential | 835                                                 | 0                              | 835 (residents) + 167 (visitors)          |
| Commercial  | 7,650m <sup>2</sup>                                 | 0                              | 77                                        |
| Retail      | 2,550m <sup>2</sup>                                 | 0                              | 85                                        |
| TOTAL       |                                                     | 0                              | 1164 parking spaces                       |

As summarised in the table above, the application of the parking rates in the Parramatta City Centre Local Environmental Plan (LEP) 2007 would permit between 0 and approximately 1,170 parking spaces on the site, based upon the indicative yields provided to us.

Based upon the site area, it is estimated that in the order of 75 – 100 parking spaces per basement parking level may be achievable, although this is heavily dependent upon a number of design issues and requirements, such as the area required for lift core, plant, storage etc in the basement.



## **Bicycle Parking Requirements**

Council's DCP stipulates the following requirements for bicycle parking:

- Bicycle parking for business and retail premises is to be provided at a rate of 1 bicycle space per 200 sqm of floor space.
- Bicycle parking for residential flat buildings is to be provided at a rate of 1 bicycle space per 2 dwellings.
- Bicycle parking is to be provided in the form of Class 2 compounds, as specified in AS 2890.3 – Bicycle Parking Facilities. These facilities may be located in storage areas if good access is provided.
- All bicycle parking should be located in a safe and secure location that is under cover and convenient for users.
- Trip end facilities including showers and lockers must be provided to adequately service the number of bicycle parking spaces required in business and retail premises.
- Bicycle parking in the public domain must be located as close as possible to the main entrance of the building at ground level.

Based upon the bicycle parking rates stipulated above, a total of 418 bicycle parking spaces for residents and 51 bicycle parking spaces to service the commercial/retail component of the development should be provided.

It is envisaged that bicycle parking would be provided in the basement car park (for residents and employees), and at ground level, for visitors to the development.

## **Car Share Parking Requirements**

Council's DCP stipulates the following controls with regards to car share parking:

- 1 carshare parking space is to be provided for any residential development containing more than 50 residential units and is within a 800m radial catchment of a railway station (which this development is) or 400m radial catchment of a bus stop with a service frequency of an average of 15 minutes or less during the morning peak (7 am - 9 am) in either direction.
- Carshare parking spaces must be publicly accessible at all times, adequately lit and sign posted and located off street.

## **Servicing Provisions**

Council's DCP stipulates the following requirements for waste collection:

- Developments are to incorporate convenient access for waste collection, noting that Council does not provide collection from within private properties or roads.



- In the case where a development proposes to use a dumpster/bulk bins, access is to be provided from the street level without the need for manual handling with sufficient space for the collection vehicle to drive to the collection point, empty the bin safely and exit without traffic interference or any height restrictions. This service is generally not provided by Council's waste contractor.

On the basis of the above, it is envisaged that a private waste contractor would need to be engaged to service the development, and therefore there may be some flexibility with regards to the size of the waste collection vehicle the development would need to accommodate.

Additional service vehicle bays for delivery vehicles and smaller vehicles (such as trade vans and courier vehicles) should also be provided.

## Traffic Impacts of Development

The traffic generated by the proposed development will be heavily dependent upon the level of car parking proposed on the site, which, given the LEP stipulates maximum parking rates, will be largely a commercial decision.

Notwithstanding the above, applying the traffic generation rates as stipulated in the RMS Guide to Traffic Generating Developments and the RMS Guide to Traffic Generating Developments Updated Traffic Surveys (TDT 2013/04a), provides the following preliminary traffic generation estimates as outlined in **Table 4**.

**Table 4: Estimated Traffic Generation (Indicative)**

| Type                | Number (units/hotel rooms) / Area (m <sup>2</sup> ) | AM Peak Hour Trip Generation Rate | AM Peak Hour Trip Generation (trips) | PM Peak Hour Trip Generation Rate | PM Peak Hour Trip Generation (trips) |
|---------------------|-----------------------------------------------------|-----------------------------------|--------------------------------------|-----------------------------------|--------------------------------------|
| Residential         | 835                                                 | 0.19 trips per unit               | 159                                  | 0.15 trips per unit               | 125                                  |
| Commercial          | 7,650m <sup>2</sup>                                 | 1.6 per 100 m2 gross floor area   | 122                                  | 1.2 per 100 m2 gross floor area   | 92                                   |
| Retail <sup>#</sup> | 2,550m <sup>2</sup>                                 | NA                                | NA                                   | 4.6 per 100 m2 gross floor area   | 117                                  |
| TOTAL               |                                                     |                                   | 281                                  |                                   | 334                                  |

<sup>#</sup> RMS traffic generation rate for 'Specialty Shops'

The above traffic generation estimates are considered to be conservatively high, representing a 'worst case' scenario assuming the maximum permitted level of on-site parking is provided.

Should this project proceed to a formal Planning Proposal, the level of on-site parking proposed would be used to estimate the likely level of traffic generation, given that there is a relationship between on-site parking provision, and mode share to private vehicle, public transport, and other travel modes.





## Site Access Arrangements

The subject site currently benefits from access via Church Street (to 87 Church Street) and the Great Western Highway (to 6 Great Western Highway). However the redevelopment of the site as currently anticipated would increase the overall traffic generation, therefore the access arrangements will need to be reconsidered in light of this, in addition to any planned upgrades on the adjacent road network.

Some key considerations relating to the access arrangements are as follows:

- Council/RMS may seek for access to be provided on the lowest order road on which a site has frontage.
- However counter to the above is consideration of the pedestrian volumes – it is likely that Church Street carries higher volumes of pedestrian traffic than the Great Western Highway, so this may lend support to access on the Great Western Highway rather than Church Street.
- The access route diagrams shown below as **Figure 3** to **Figure 6** demonstrate that entry via Church Street would be more legible and direct from most directions than entry via the Great Western Highway, however the exit routes would be slightly more legible/direct from a Great Western Highway driveway than Church St. This may lend support to an arrangement which provides entry via Church Street, and exit via the Great Western Highway, to minimise impact upon the surrounding road network.

In summary, there are pros and cons for access on Church St as well as access on the Great Western Highway. This should be discussed as part of the pre-DA process, to confirm Council/RMS's preferences, particularly in light of the potential upgrade of the Great Western Highway / Church Street Intersection, before advancing any scheme past an initial concept.



**Figure 3: Access on Great Western Highway – Entry Movement**



**Figure 4: Access on Church Street – Entry Movement (assumes no right turn from Church Street)**





Figure 5: Access on Great Western Highway – Exit Movement



Figure 6: Access on Church Street – Exit Movement (assumes no right turn onto Church Street)



## Summary and Conclusions

The proposed development is relatively large in scale, however the overall traffic impact of the development is expected to be manageable, given:

- the primarily residential nature of the development (noting that residential uses generate a lower volume of traffic per m<sup>2</sup> than commercial or retail uses during the critical peak periods);
- the proximity of the site to the Parramatta CBD; and
- the proximity of the site to Parramatta Station and convenient other public transport services.

We trust this information is of assistance. Please contact the undersigned should you have any queries or require any further information regarding the above.

Yours faithfully,

**traffix**

Anne Coutts  
**Senior Engineer**



## **Appendix 3 – Preliminary Aviation Impact Assessment**



# PRELIMINARY AVIATION IMPACT ASSESSMENT

87 CHURCH STREET PARRAMATTA

*Prepared for WFM Motors Pty Ltd C/- Hamptons Property Services*

## DOCUMENT CONTROL

Document Title: Preliminary Aviation Impact Assessment – 87 Church St Parramatta

Reference: 060701-01

Release Date: 09 October 2014

Prepared by: L Hodgson

Reviewed by: K Tonkin

Released by: K Tonkin

Revision History: Release

### Revision History

| <i>Version</i> | <i>Description</i> | <i>Transmitted</i> | <i>Reviewed by</i> | <i>Date</i>     |
|----------------|--------------------|--------------------|--------------------|-----------------|
| <b>0.1</b>     | First Draft        | 26 September 2014  | HPS                | 09 October 2014 |
| <b>1.0</b>     | Final for release  | 09 October 2014    |                    |                 |
|                |                    |                    |                    |                 |
|                |                    |                    |                    |                 |

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## EXECUTIVE SUMMARY

### Situation

WFM Motors Pty Ltd seeks to construct a building at a site at 87-89 Church St and 4-6 Great Western Highway Parramatta, from hereon called 87 Church Street Parramatta. The proposed ultimate height of the proposed building is 227 m (745 ft) AHD and, during construction, a crane on top of the building may extend to 282 m (925 ft) AHD. The site is in the Sydney Basin, which is an area of complex airspace, high air traffic density and with several aerodromes within 30 nm, including Sydney (Kingsford Smith) Airport and Bankstown Airport.

The site is subject to a planning proposal process as the current planning provisions do not allow for the height and floor space that are sought by the proponent. Parramatta City Council would need to amend the planning provisions for the site in order to accommodate the proposal.

The relevant authorities cannot proceed with the required amendments to planning instruments until the proposal is formalised through the Development Application process, but the proponent does not wish to put forward a proposal to the Council or the Department of Planning that is not achievable.

The purpose of this task is to evaluate the potential impact on aviation safety arising from the proposal as currently scoped, and determine what mitigation measures (if any) would be required to provide an acceptable level of aviation safety.

### Background

The following aspects were considered in the analysis:

- Airports Act 1996 and associated regulations;
- Civil Aviation Safety Regulations (1998) Part 139—Aerodromes;
- Parramatta City Council Local Environmental Plan 2007;
- Surrounding aerodromes;
- Affected prescribed airspace;
- Proposed building characteristics;
- Surrounding airspace;
- VFR route operations;
- IFR arrival, approach and departure procedures;
- IFR air routes; and
- Aircraft operations.

## Conclusions

As a result of this preliminary assessment the following conclusions were drawn:

### Building height

1. The proposed building will extend to a height of 227 m AHD when completed, and to a height of 282 m AHD with the addition of a crane up to 55 m high for a period of approximately five months during construction.

### Airports (Protection of Airspace) Regulations 1996

2. The proposed building will be a controlled activity as described in the Airports (Protection of Airspace) Regulations 1996 because it will penetrate the prescribed airspace of Bankstown Airport (future outer horizontal surface). Approval to construct the building and/or operate a crane above a height of 156.0 m AHD will be required from the Secretary of the Department of Infrastructure and Regional Development.
3. Until a precision instrument approach procedure is implemented at Bankstown Airport, the proposed building and/or crane, at a maximum height of 282 m AHD, will not penetrate the operational airspace of Bankstown Airport.

### CASR 139/MOS 139

4. Since the proposed building will be within 30 km of an aerodrome and higher than 30 m AGL, it must be reported to RAAF AIS.
5. There is an obligation to provide obstacle lighting for objects that are outside the obstacle limitation surfaces of an aerodrome if they are greater than 110 m above ground level, unless CASA, in an aeronautical study, assesses the object as being shielded by another lit object of that it is of no operational significance.
6. Since the proposed building will extend to a height of approximately 210 m AGL, it will require obstacle lighting.
7. Any crane that sits atop the building will require obstacle lighting and/or marking.

### Parramatta VFR reporting point

8. Considering the 2000 ft AMSL ceiling for C class airspace above the area, multi-engine aircraft may not be able to comply with noise abatement procedures set out in ERSAs without diverting around the Parramatta CBD. In any case, CAR 157 can be complied with.

### Level of acceptable aviation safety risk

9. The proposed building and any cranes used during construction will not pose an unacceptable risk to aviation safety provided appropriate risk mitigations are implemented.

## Recommendations

As a result of this preliminary assessment, the following recommendations are made:

1. The proponent should progress its application to Parramatta City Council based on this assessment that the proposed building and any cranes used during construction will not pose an unacceptable risk to aviation safety (if appropriate risk mitigations are implemented).
2. The proponent should forward this preliminary assessment to DIRD for its review of the proposal.
3. CASA Office of Airspace Regulation should consider the suitability of the future use of the Parramatta VFR reporting point during and following construction of the proposed building.
4. Once in-principle approval to design the proposed building to its desired height of 227 m AHD is received from Parramatta City Council and DIRD, the proponent should proceed with the design competition on the basis of an overall height limit of 293 m AHD at the site.
5. Once the building design is completed and the final building height is known, a formal application to conduct a controlled activity should be prepared for submission to DIRD as per Airports (Protection of Airspace) Regulations 1996.
6. The following risk mitigations should be put in place prior to construction:
  - a. Details of the proposed structure should be provided to RAAF AIS.
7. The following risk mitigations should be put in place during construction:
  - a. Updated details of the proposed structure should be provided to RAAF AIS, Airservices Australia NOTAM office and Bankstown Airport;
  - b. The building and any cranes atop the building should be marked and/or lit in accordance with Chapters 8 and 9 of MOS 139. These markings and/or lights may include:
    - i. Obstacle markings and/or high intensity flashing white obstacle lighting on the crane (the light may be used during the day in lieu of obstacle markings);
    - ii. Medium intensity steady red obstacle lighting should be installed on the building once it reaches a height of 110 m AGL (approximately 127 m AHD); and
    - iii. If medium intensity flashing red or high intensity white flashing obstacle lighting is required to be permanently installed on the building, consideration should be given to the potential for adverse environmental (visual amenity) impacts on the surrounding area.



## 1. INTRODUCTION

### 1.1. Situation

WFM Motors Pty Ltd seeks to construct a building at a site at 87-89 Church St and 4-6 Great Western Highway Parramatta, from hereon called 87 Church Street Parramatta. The proposed ultimate height of the proposed building is 227 m (745 ft) AHD and, during construction, a crane on top of the building may extend to 282 m (925 ft) AHD. The site is in the Sydney Basin, which is an area of complex airspace, relatively high air traffic density and with several aerodromes within 30 nm, including Sydney (Kingsford Smith) Airport and Bankstown Airport.

The site is subject to a planning proposal process as the current planning provisions do not allow for the height and floor space that are sought by the proponent. Parramatta City Council would need to amend the planning provisions for the site in order to accommodate the proposal.

The relevant authorities cannot proceed with the required amendments to planning instruments until the proposal is formalised through the Development Application process, but the proponent does not wish to put forward a proposal to the Council or the Department of Planning that is not achievable.

### 1.2. Purpose of task

The purpose of this task is to evaluate the potential impact on aviation safety arising from the proposal as currently scoped, and determine what mitigation measures (if any) would be required to provide an acceptable level of aviation safety.

### 1.3. Scope of task

The scope of work proposed to be undertaken is described as follows:

1. Establish the regulatory framework applicable to the study, including but not limited to:
  - a. Airports Act 1996 and associated Airports (Protection of Airspace) Regulations 1996;
  - b. Australian Airspace Policy Statement 2012;
  - c. Civil Aviation Act 1988; and
  - d. Civil Aviation Safety Regulations (1998) Part 139—Aerodromes and associated Manual of Standards Part 139—Aerodromes.
2. Assess the impacts on the operational airspace (OLS and PANS-OPS surfaces) of registered and certified aerodromes within the vicinity of the proposal;
3. Assess the impacts on other aerodromes and helicopter landing sites within the vicinity of the proposal;
4. Nominate the airspace and air routes that are located near/over the proposal;
5. Consider the impact on aircraft operating under visual flight rules within the vicinity of the proposal;

6. Propose appropriate mitigation measures (if required) as a result of the study; and
7. Outline further actions required following completion of the design competition in support of a formal development application.

The following aspects were excluded from the scope of work:

- The proposed new airport at Badgerys Creek has not been included in the preliminary assessment, since there is not sufficient certainty about its scope of operations or operational airspace to enable detailed assessment; and
- The impact on primary and secondary surveillance radars has not been examined at this preliminary stage of the assessment.

#### **1.4. Methodology**

The task was performed according to the method outlined below:

1. the scope and deliverables were confirmed;
2. a site visit was conducted to properly investigate aviation safety aspects of the proposal;
3. client material was reviewed;
4. relevant regulatory requirements and information sources including AIP were reviewed;
5. details of prescribed airspace was requested from, and provided by, Sydney Kingsford Smith and Bankstown Airports and reviewed to scope (if any) the impacts associated with the proposal;
6. a draft preliminary assessment was prepared and presented to the client for discussion/clarification; and
7. a final preliminary assessment was prepared for client acceptance.

#### **1.5. Stakeholders**

During the course of this engagement, informal discussions were held with the following stakeholders:

- Bankstown Airport;
- Civil Aviation Safety Authority (Office of Airspace Regulation);
- Department of Infrastructure and Regional Development;
- Sydney (Kingsford Smith) Airport; and
- WFM Motors Pty Ltd C/- Hamptons Property Services.

## 1.6. References

References used or consulted in the preparation of this report include:

- Airservices Australia Aeronautical Information Package (including Departure and Approach Procedures (DAP), En Route Supplement Australia (ERSA) and Runway Distance Supplement (RDS), effective 21 Aug 2014;
- Bankstown Airport prescribed airspace DWG files;
- Civil Aviation Safety Authority, *Civil Aviation Regulations 1988 (CAR)*, as amended;
- Civil Aviation Safety Authority, *Civil Aviation Safety Regulations 1998 (CASR)*, First Edition January 2003 as amended;
- Civil Aviation Safety Authority, *Manual of Standards Part 139 – Aerodromes*, version 1.11 dated November 2013;
- Civil Aviation Safety Authority, Sydney Visual Pilot Guide;
- OzRunways accessed up to and including 26 September 2014; and
- Sydney Airport, Prescribed Airspace Critical Surfaces, 17 March 2004.

## 1.7. Glossary

|          |                                                              |
|----------|--------------------------------------------------------------|
| AAE      | above aerodrome elevation                                    |
| AGL      | above ground level                                           |
| AHD      | Australian height datum                                      |
| AMSL     | above mean sea level                                         |
| CASA     | Civil Aviation Safety Authority                              |
| ERSA     | En Route Supplement Australia                                |
| ft       | feet                                                         |
| OLS      | obstacle limitation surface(s)                               |
| PANS-OPS | Procedures for Air Navigation Services – Aircraft Operations |

## 2. BACKGROUND

### 2.1. Airports Act 1996 and associated regulations

The Airports Act 1996 (C'th) and the Airports (Protection of Airspace) Regulations 1996 establish a system for the protection of airspace at, and around, airports. A prescribed airspace is an airspace specified in, or ascertained in accordance with, the Regulations, where it is in the interests of the safety, efficiency or regularity of existing or future air transport operations into or out of an airport for the airspace to be protected under Part 12 of the Airports Act 1996 (protection of airspace around airports).

The Regulations specifies a prescribed airspace as the airspace above any part of either an OLS or a PANS-OPS surface for the airport and which is declared in a written declaration by the Secretary relating to the airport (Airport (Protection of Airspace) Regulations 1996). Details of the prescribed airspace are provided by the related airport authorities.

Activities, such as building construction projects that intrude into the prescribed airspace are controlled activities (Airports Act 1996 (182)). To carry out a controlled activity, an approval must be granted in accordance with the Regulations (Airports Act 1996 (183)), which are obtained by the Secretary.

In accordance with the Regulations, an application for the Secretary's approval must be given to the airport-operator company for the airport, or each airport, concerned at least 28 days before the proponent's intended commencement of the controlled activity and must set out:

- the proposed controlled activity;
- its proposed location;
- if the proposed controlled activity consists of the erection of a building, structure or thing:
  - the proposed maximum height (above the Australian Height Datum) of the proposed building, structure or thing;
  - the proposed maximum height (above the Australian Height Datum) of any temporary structure or equipment intended to be used in the erection of the proposed building, structure or thing; and
- the purposes of the controlled activity.

### 2.2. Civil Aviation Safety Regulations (1998) Part 139—Aerodromes

The Civil Aviation Safety Authority regulates aviation activities in Australia. Applicable requirements include the Civil Aviation Regulations 1988 (CAR), Civil Aviation Safety Regulations 1998 (CASR) and associated Manuals of Standards (MOS) Part 139—Aerodromes and other guidance material.

#### 2.2.1. Civil Aviation Safety Regulations 1998, Part 139—Aerodromes

CASR 139.365 requires the owner of a structure (or proponents of a structure) that will be 110 m or more above ground level (AGL) to inform CASA. This is to allow CASA, under CASR 139.370, to assess the effect of the structure on aircraft operations and determine whether or not the structure will be a hazardous object because of its location, height, or lack of marking or lighting.



### 2.2.2. Manual of Standards 139–Aerodromes

Chapter 7 of MOS 139 sets out the standards applicable to Obstacle Restriction and Limitation. Section 7.1.5 deals with objects outside the obstacle limitation surfaces (OLS):

#### 7.1.5 Objects Outside the OLS

*7.1.5.1 Under CASR Part 139 any object which extends to a height of 110 m or more above local ground level must be notified to CASA.*

Note: For instrument runways, obstacle monitoring includes the PANS-OPS surface which extends beyond the OLS of the aerodrome. See paragraph 7.1.1.

*7.1.5.2 Any object that extends to a height of 150 m or more above local ground level must be regarded as an obstacle unless it is assessed by CASA to be otherwise.*

Chapter 9 sets out the standards applicable to Visual Aids Provided by Aerodrome Lighting.

Section 9.4.1 provides some general guidance on obstacle lighting:

*9.4.1.2 In general, an object in the following situations would require to be provided with obstacle lighting unless CASA, in an aeronautical study, assesses it as being shielded by another lit object or that it is of no operational significance:*

*(b) outside the obstacle limitation surfaces of an aerodrome, if the object is or will be more than 110 m above ground level.*

Section 9.4.2 provides guidance on Types of Obstacle Lighting and Their Use:

*9.4.2.3 Medium intensity obstacle lights are to be used either alone or in combination with low intensity lights, where:*

*(a) the object is an extensive one;*

*(b) the top of the object is 45 m or more above the surrounding ground; or*

*(c) CASA determines that early warning to pilots of the presence of the object is desirable.*

*9.4.2.5 High intensity obstacle lights are flashing white lights used on obstacles that are in excess of 150 m in height.*

### 2.3. Parramatta City Council Local Environmental Plan 2007

The urban design study for the southern section of Parramatta's CBD outlines that the maximum permissible height by PCCLEP 2007 on the subject site is 28 m. However, the proponent has advised that the PCC land use planning team in meeting with the proponent recommended as long as the proposed building envelope for the site does not overshadow Jubilee Park, located to the east of the site, and remain as the third tallest building in Parramatta CBD there will be no significant concern about the height of the proposed building.

## 2.4. Surrounding aerodromes

There are several aerodromes and heliports in close proximity to the proposed building site, which are listed in Table 1 and Table 2.

Table 1 Aerodromes in close proximity to the proposed building site

| <i>Name</i>                     | <i>ICAO</i> | <i>Status</i> | <i>Bearing from site (deg M)</i> | <i>Distance (nm)</i> |
|---------------------------------|-------------|---------------|----------------------------------|----------------------|
| <b>Bankstown</b>                | YSBK        | CERT          | 175                              | 6.3                  |
| <b>Holsworthy</b>               | YSHW        | MIL           | 182                              | 10.8                 |
| <b>Sydney (Kingsford Smith)</b> | YSSY        | CERT          | 119                              | 11.5                 |
| <b>Richmond</b>                 | YSRI        | MIL           | 308                              | 17.3                 |
| <b>Camden</b>                   | YSCN        | REG           | 218                              | 20.6                 |

There is a proposed new aerodrome at Badgerys Creek recently announced by the Federal Government, which will be a second major airport in the Sydney basin. However, details of its layout were not available at the time of writing.

Table 2 Heliports in close proximity to the proposed building site

| <i>Name</i>                | <i>ICAO</i> | <i>Status</i> | <i>Bearing from site (deg M)</i> | <i>Distance (nm)</i> |
|----------------------------|-------------|---------------|----------------------------------|----------------------|
| <b>Westmead Hospital</b>   | YWST        | UNCR          | 308                              | 1.2                  |
| <b>Westmead NETS Base</b>  | YWNT        | UNCR          | 314                              | 1.2                  |
| <b>Rosehill Heliport</b>   | YRSH        | UNCR          | 108                              | 1.2                  |
| <b>Sydney Olympic Park</b> | YSOP        | UNCR          | ~ SE                             | ~3                   |

## 2.5. Affected prescribed airspace

The Department of Infrastructure and Regional Development (DIRD), as the coordinating authority for this proposal, has provided data indicating that Bankstown Airport's prescribed airspace will be the only prescribed airspace affected by the proposed building.

The current prescribed airspace for Bankstown Airport reflects the preservation of airspace required for future precision approach operations as per the current Airport Master Plan.

Bankstown Airport's General Manager Aviation provided electronic files with three dimensional models of the Airport's prescribed airspace.

Sydney Airport's prescribed airspace was provided by the DIRD representative in a drawing format, from which it could be readily determined that the airport's prescribed airspace would not be affected by the proposal. A copy of the drawing is provided at **Annexure 1**.

Both airports have advised that their current prescribed airspace has been revised and is subject to approval by Airservices Australia. The scope and potential effects of the changes were not known at the time this report was finalised.

## 2.6. Proposed building characteristics

The maximum overall height of the tower is currently planned to be 227 m AHD. During construction, a crane located on top of the building may extend a further 55 m, resulting in a maximum height of 282 m AHD. The crane is expected to be required for a period of approximately five months.

The site of the proposed building is irregular in shape and has a slight downward slope of 3.24m from 17.29AHD to 14.05AHD west to east along the Great Western Highway and 1.68m from 15.73AHD to 14.05AHD north to south along Church Street. The site also slopes down from 22.39AHD to 15.73AHD, 6.66m, along the rear boundary from west to east. An indicative representation of the property is provided in Figure 1.



Figure 1 Plan view of proposed building site



## 2.7. Surrounding airspace

The proposed building site is surrounded by G class airspace, which is designated as a danger area (D539A – Bankstown Lane of Entry, active during daylight hours) with an upper limit of 2000 ft AMSL, above which is C class airspace. The G class upper limit increases to 2500 ft AMSL approximately 0.5 nm to the north west of the site, which is designated as another danger area (D539B – Bankstown Lane of Entry, active during daylight hours). The airspace in the vicinity of the site is shown in Figure 2 (source: OzRunways).



**Figure 2** Airspace surround the proposed building site



## 2.8. VFR route operations

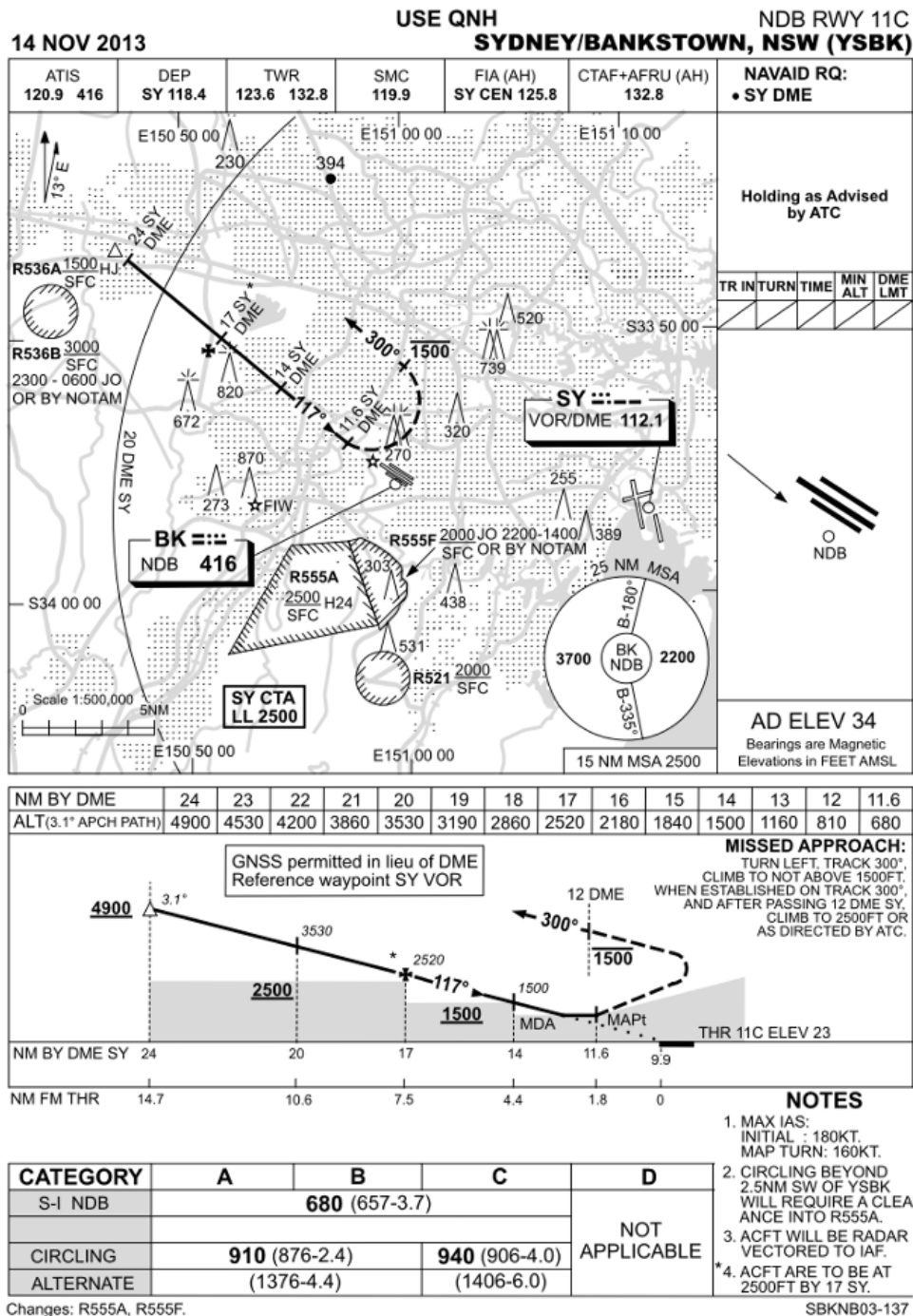
A lane of entry exists directly overhead the proposed building site where outbound Bankstown traffic transits north. Procedures published in ERSA requests pilots of multi-engine aircraft to fly no lower than 1500 ft AGL for noise abatement unless ascending or descending. It is also noteworthy that CAR 157 requires aircraft to fly no lower than 1000 ft above the highest point of the terrain, and any object on it, within a 600 m radius (300 m for helicopters) in populous areas. During the construction stage of the proposed building, the height of the building (with crane operations) will be approximately 925 ft AMSL. Multi-engine aircraft may not be unable to comply with the noise abatement procedures without diverting around the Parramatta CBD, and, to comply with CAR 157, aircraft will have 75 ft of margin from the lowest level of controlled airspace during construction and 255 ft after construction is complete. The outbound lanes tracking from Bankstown Airport over Parramatta CBD are shown in Figure 3 (source: CASA Sydney Visual Pilot Guide).



Figure 3 Sydney Visual Pilot Guide extract



Furthermore, there are four instrument approach procedures for Bankstown Airport. The NDB RWY 11C missed approach has the potential to be affected by the proposed building in that the missed approach turns toward the site and is vertically constrained to at or below 1500 ft AMSL.





The proposed building does not demonstrate any potential impact to the procedures of Sydney, Richmond, Camden and Holsworth aerodromes.

## 2.10. IFR air routes

The proposed building site is under or adjacent to a number of instrument flight rules (IFR) air routes published on the Sydney Terminal Area Chart. These routes are: V316, H202, V295 and W430. All aforementioned air routes have a lowest safe altitude (LSALT) in excess of 2000 ft AMSL.

An extract of the Sydney Terminal Area Chart is provided at Figure 4 (source: OzRunways).

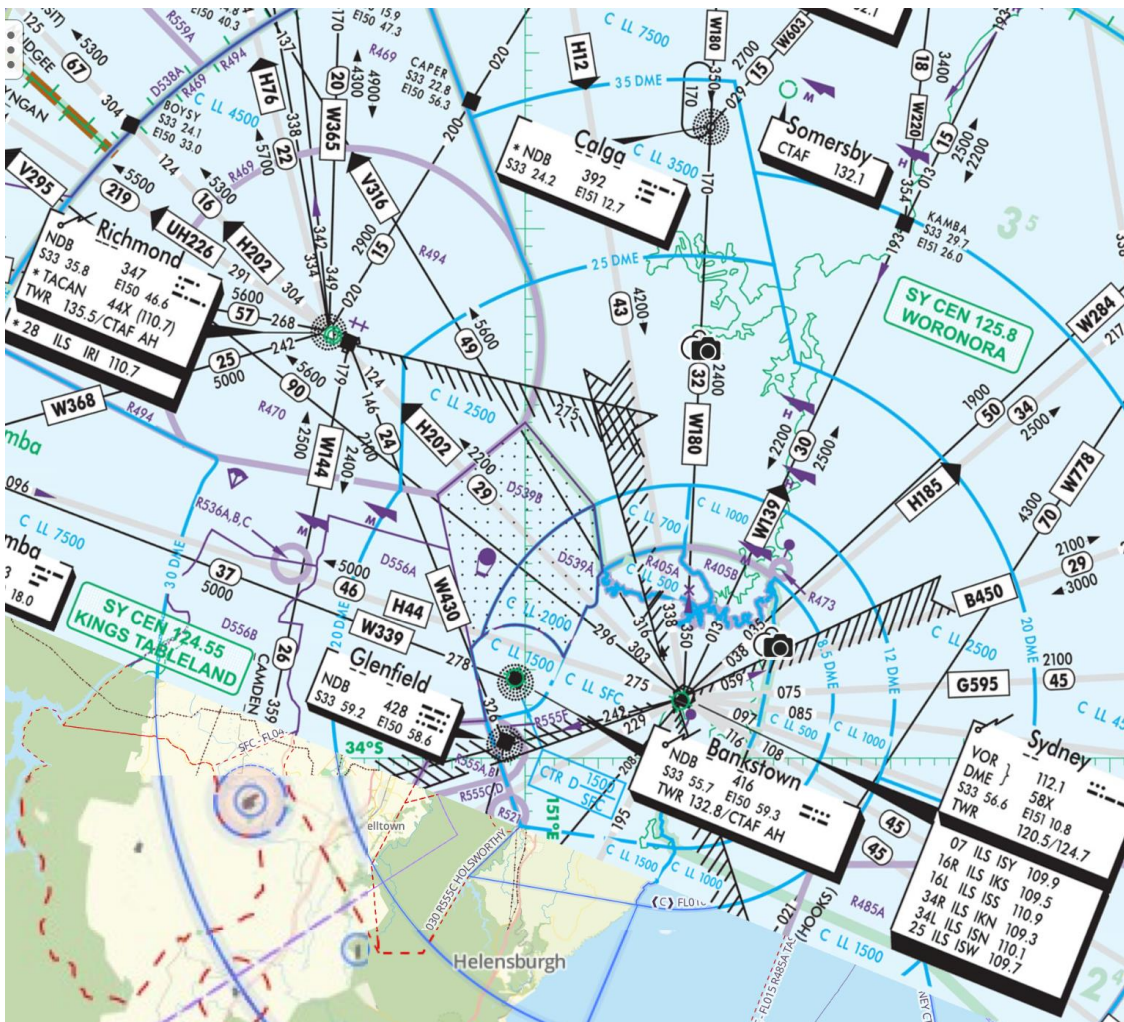


Figure 4 Sydney Terminal Area Chart extract



### **2.11. Aircraft operations**

Aviation operations conducted in the vicinity of the proposed building site include fixed and rotary wing private, flying training and charter.

Untethered ballooning operations are also regularly conducted in the area of the proposed building site.

## 3. ANALYSIS

### 3.1 Bankstown Airport prescribed airspace

Bankstown Airport's prescribed airspace was provided in two CAD (.DWG) files via email on 3 September 2014. The file names are listed below:

- B13095-A-003; and
- B13095-A-006.

A cadastre file of the Parramatta Local Government Area was sourced from NSW Government's Land and Property Information Digital Cadastral Database.

Five reference points around the perimeter of the site were nominated as shown in Figure 5.

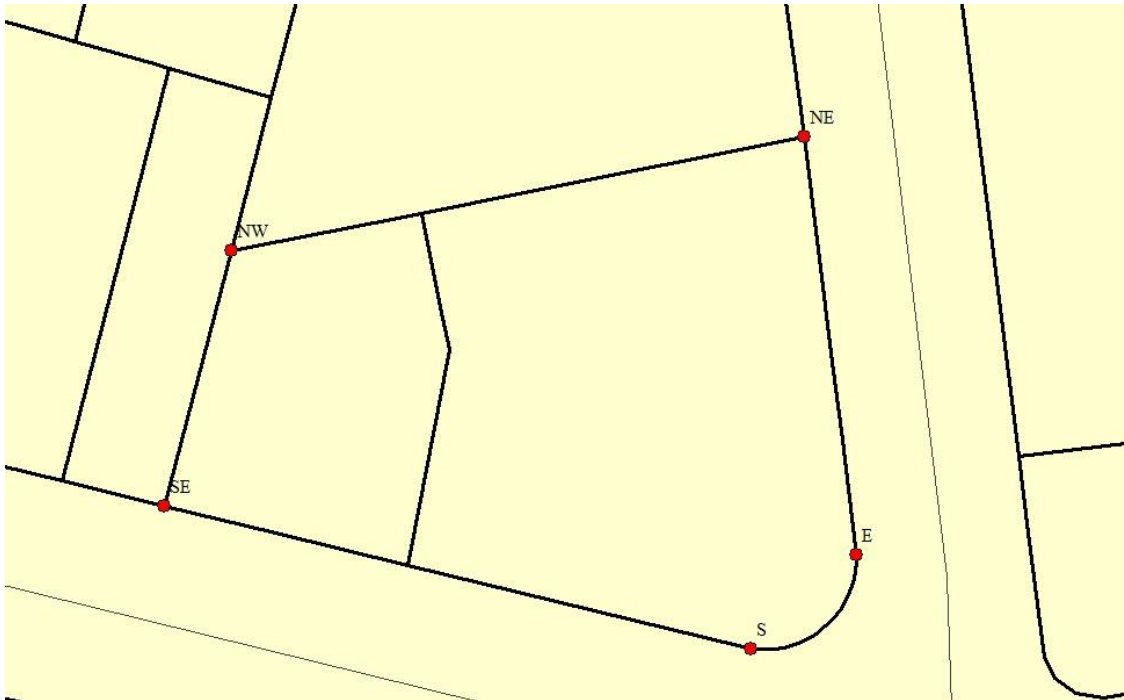


Figure 5 Proposed building site layout – cadastre reference points

The height of the controlling PANS-OPS surface at each reference point was determined according to distance from the applicable contour height at the applicable gradient (2.5%). The UTM coordinates and heights of the OLS and PANS-OPS surfaces at each point are provided in Table 3.

Note: The maximum overall height of the proposed building is currently planned to be 227 m AHD (282 m AHD during construction). For building design and planning purposes, the height of the PANS-OPS surface above the proposed building site should be rounded down to the nearest metre (293 m AHD).

Table 3 PANS-OPS/OLS surface heights at reference points of proposed building site

| <i>Ref Point</i> | <i>Easting</i> | <i>Northing</i> | <i>PANS-OPS Surface approx (m AHD)</i> | <i>OLS Surface (m AHD)</i> |
|------------------|----------------|-----------------|----------------------------------------|----------------------------|
| <b>NE</b>        | 315253         | 6256057         | 294.800                                | 156.0                      |
| <b>E</b>         | 315259         | 6256009         | 293.725                                | 156.0                      |
| <b>S</b>         | 315247         | 6255999         | 293.375                                | 156.0                      |
| <b>SE</b>        | 315179         | 6256015         | 293.175                                | 156.0                      |
| <b>NW</b>        | 315187         | 6256044         | 293.925                                | 156.0                      |

From the analysis provided in Table 3, it can be seen that it is feasible to build up to the desired 227 m AHD, including the operation of a 55 m high crane on top of the building during construction, without penetrating the operational airspace of either Bankstown or Sydney Airports (given the limiting height of 293 m AHD). When an instrument landing system (ILS) is installed and operating at Bankstown Airport the outer horizontal surface, which is included in the prescribed airspace model, would become operational, and would be penetrated by the completed building.

### 3.2. Obstacle marking and lighting

Notwithstanding the building (and crane during construction) will not penetrate the operational airspace of any aerodromes (until Bankstown Airport implements precision instrument approaches), it will extend to a height above which CASA requires marking and lighting as per Manual of Standards Part 139 Chapter 8 and Chapter 9.

### 3.3. Parramatta VFR reporting point

During construction, the height of the proposed building (with crane operations) will be approximately 925 ft AMSL. After the construction stage, the height of the proposed building will be approximately 745 ft AMSL.

In order to comply with Civil Aviation Regulation (1988) 157 (which relates to low flying) and Lane of Entry procedures set out in En Route Supplement Australia, multi-engine aircraft will need to transit the area (since Parramatta CBD is a visual reporting point) at an altitude of 2425 ft AMSL during construction and 2245 ft AMSL after construction. Other aircraft will need to transit the area at 1925 ft AMSL during construction and 1745 ft AMSL after construction.

## 4. CONCLUSIONS

### Building height

1. The proposed building will extend to a height of 227 m AHD when completed, and to a height of 282 m AHD with the addition of a crane up to 55 m high for a period of approximately five months during construction.

### Airports (Protection of Airspace) Regulation

2. The proposed building will be a controlled activity as described in the Airports (Protection of Airspace) Regulations because it will penetrate the prescribed airspace of Bankstown Airport (future outer horizontal surface). Approval to construct the building and/or operate a crane above a height of 156.0 m AHD will be required from the Secretary of the Department of Infrastructure and Regional Development.
3. Until a precision instrument approach procedure is implemented at Bankstown Airport, the proposed building and/or crane, at a maximum height of 282 m AHD, will not penetrate the operational airspace of Bankstown Airport.

### CASR 139/MOS 139

4. Since the proposed building will be within 30 km of an aerodrome and higher than 30 m AGL, it must be reported to RAAF AIS.
5. There is an obligation to provide obstacle lighting for objects that are outside the obstacle limitation surfaces of an aerodrome if they are greater than 110 m above ground level, unless CASA, in an aeronautical study, assesses the object as being shielded by another lit object of that it is of no operational significance.
6. Since the proposed building will extend to a height of approximately 210 m AGL, it will require obstacle lighting.
7. Any crane that sits atop the building will require obstacle lighting and/or marking.

### Parramatta VFR reporting point

8. Considering the 2000 ft AMSL ceiling for C class airspace above the area, multi-engine aircraft may not be able to comply with noise abatement procedures set out in ERSA without diverting around the Parramatta CBD. In any case, CAR 157 can be complied with.

### Level of acceptable aviation safety risk

9. The proposed building and any cranes used during construction will not pose an unacceptable risk to aviation safety provided appropriate risk mitigations are implemented.



## 5. RECOMMENDATIONS

As a result of this preliminary assessment, the following recommendations are made:

1. The proponent should progress its application to Parramatta City Council based on this assessment that the proposed building and any cranes used during construction will not pose an unacceptable risk to aviation safety (if appropriate risk mitigations are implemented).
2. The proponent should forward this preliminary assessment to DIRD for its review of the proposal.
3. CASA Office of Airspace Regulation should consider the suitability of the future use of the Parramatta VFR reporting point during and following construction of the proposed building.
4. Once in-principle approval to design the proposed building to its desired height of 227 m AHD is received from Parramatta City Council and DIRD, the proponent should proceed with the design competition on the basis of an overall height limit of 293 m AHD at the site.
5. Once the building design is completed and the final building height is known, a formal application to conduct a controlled activity should be prepared for submission to DIRD as per Airports (Protection of Airspace) Regulations 1996.
6. The following risk mitigations should be put in place prior to construction:
  - a. Details of the proposed structure should be provided to RAAF AIS.
7. The following risk mitigations should be put in place during construction:
  - a. Updated details of the proposed structure should be provided to RAAF AIS, Airservices Australia NOTAM office and Bankstown Airport;
  - b. The building and any cranes atop the building should be marked and/or lit in accordance with Chapters 8 and 9 of MOS 139. These markings and/or lights may include:
    - i. Obstacle markings and/or high intensity flashing white obstacle lighting on the crane (the light may be used during the day in lieu of obstacle markings);
    - ii. Medium intensity steady red obstacle lighting should be installed on the building once it reaches a height of 110 m AGL (approximately 127 m AHD); and
    - iii. If medium intensity flashing red or high intensity white flashing obstacle lighting is required to be permanently installed on the building, consideration should be given to the potential for adverse environmental (visual amenity) impacts on the surrounding area.

## ANNEXURE 1 – SYDNEY AIRPORT PRESCRIBED AIRSPACE



LEGEND - PANSOPS SURFACES

- CIRCLING MINIMA CATEGORY A & B
- CIRCLING MINIMA CATEGORY C & D
- ILS TRANSITIONAL SURFACES
- RWY 07 ILS
- RWY 07 LLZ / DME
- RWY 07 VOR / DME
- RWY 16L ILS
- RWY 16L LLZ / DME
- RWY 16R ILS
- RWY 16R LLZ / DME
- RWY 16R VOR / DME
- RWY 25 ILS
- RWY 25 LLZ / DME
- RWY 25 VOR / DME
- RWY 34L ILS
- RWY 34L LLZ / DME
- RWY 34L VOR / DME
- RWY 34R ILS
- RWY 34R LLZ / DME
- NO CIRCLING

LEGEND - TOPOGRAPHIC FEATURES

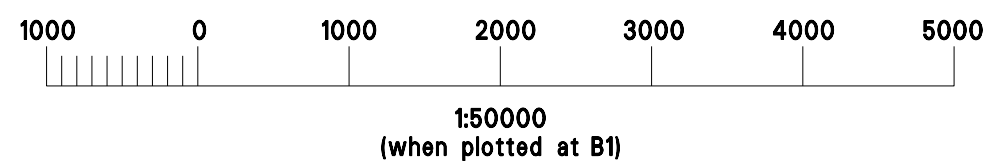
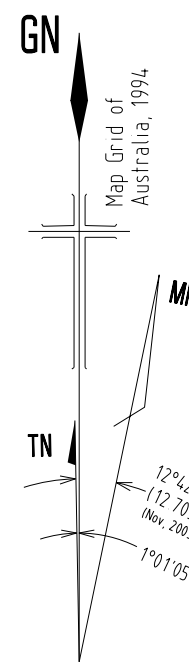
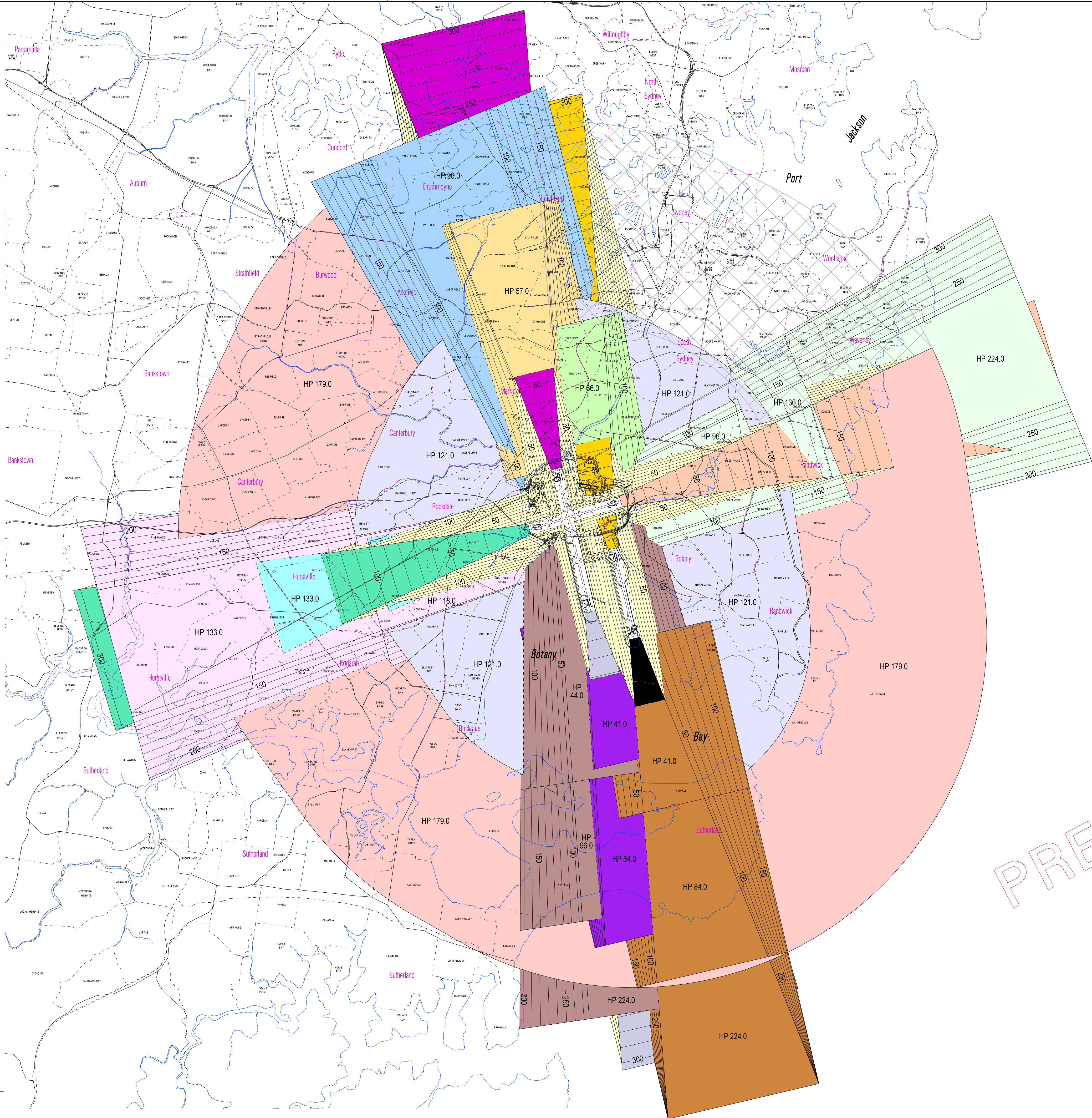
- MAIN ROADS (INCLUDING MOTORWAYS)
- RAILWAYS
- COASTLINE & WATERWAYS
- LOCAL GOVERNMENT BOUNDARY
- Sutherland LOCAL GOVERNMENT AREA

NOTES

- VERTICAL DATUM IS AUSTRALIAN HEIGHT DATUM (AHD)
- BACKGROUND REFERENCE MATERIAL (STREETS, LGA, RAILWAYS ETC) ARE INDICATIVE AND ACCURATE HORIZONTALLY TO +/- 20 METRES.
- HP - HORIZONTAL PLANE



| DOCUMENT CONTROL STATUS                                                                                                                                                                                                                                                                                                                                                       |           |      |             |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|------|-------------|
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Origin of Coordinates  
Universal Transverse Mercator MGRS Zone 56  
1510951 E 334059 750 N 6245948 127  
Lat 33° 54' 49.77583" S Long 151° 12' 18.06374" E  
1504138 E 3314571 496 N 6238744 879  
Lat 33° 59' 04.92331" S Long 151° 14' 25.17711" E  
A.D.P. (Aerodrome Datum Point)  
Geographical Coordinates: Lat 33° 56' 45.60078" S Long 151° 10' 37.59889" E  
All coordinates shown are based on GDA94 / WGS84  
MGRS Coordinates: E 331542 904 N 6242334 670

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| JOB No | DRAWN | CHKD | AMENDMENTS | EXAMD | APPD | DATE    | No |
|--------|-------|------|------------|-------|------|---------|----|
|        | SNL   | MIT  |            |       |      | 17/3/04 | 1  |



SYDNEY AIRPORT  
PRESCRIBED AIRSPACE  
CRITICAL SURFACES

|            |         |
|------------|---------|
| SCALE      | 1:50000 |
| DRAWING No |         |
| SHEET      | 1 of 1  |
| B1         |         |

NOTE: ALL DIMENSIONS ARE IN METRES UNLESS SPECIFIED OTHERWISE





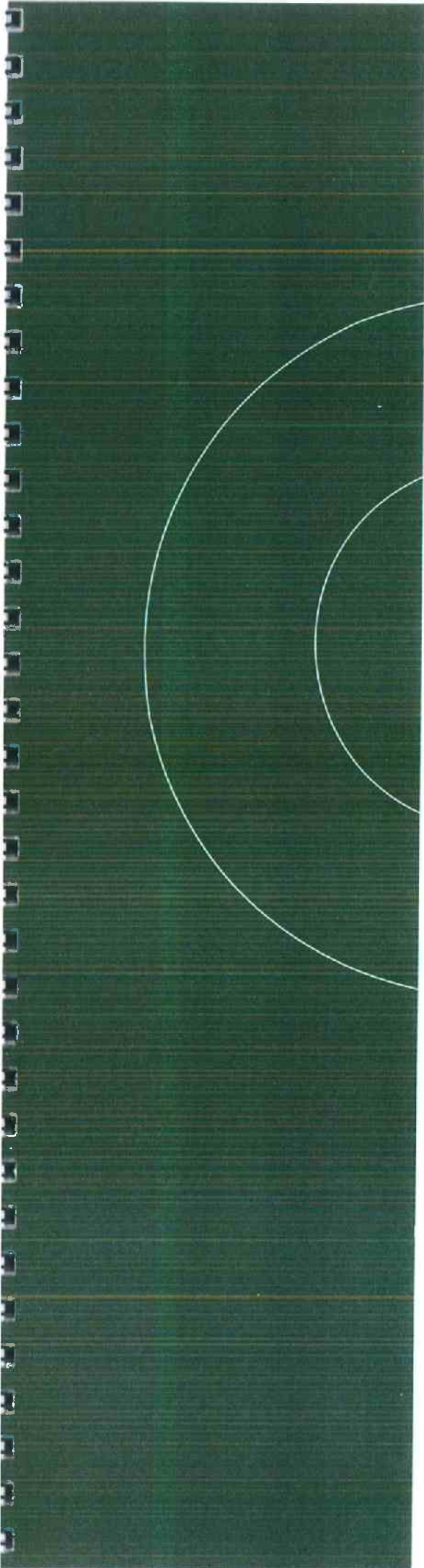
*AVIATION PROJECTS Pty Ltd / ABN 88 127 760 267*

*Mobile 0417 631 681 / Phone 07 3117 9608 / Fax 07 3374 3562 /*

*Street 2/43 Upper Brookfield Road, Brookfield Qld 4069 / Web [www.aviationprojects.com.au](http://www.aviationprojects.com.au)*



## **Appendix 4 – Property Valuation Report**



A Valuation Report prepared for  
**NGP INVESTMENTS**  
**(NO.2) PTY LIMITED**  
Of

Commercial Development Site  
8 Great Western Highway  
Parramatta NSW 2150

1 November 2009

# COMMERCIAL VALUATION REPORT

**CBRE**  
CB RICHARD ELLIS

CB Richard Ellis Pty Ltd  
ABN 57 057 373 574

Level 5, 10-14 Smith Street  
Parramatta NSW 2150

T 61 2 9891 3330  
F 61 2 9891 5533  
www.cbre.com.au

CBRE Reference: 0922400291

## INSTRUCTIONS

**Address:** Commercial Development Site, 8 Great Western Highway, Parramatta NSW 2150  
**Instructed By:** Mr Anthony Politis  
**Prepared For:** NGP Investments (No2) Pty Limited  
Po Box 5072  
West Chatswood NSW 1515  
(Refer to Extension of Liability & Confidentiality section)

**Purpose:** Acquisition  
**Interest Valued:** Freehold  
**Basis of Valuation:** Land Value - "As Is"  
**Brief Description:** A B4 Mixed Use zoned regular shape and near level vacant allotment of 586.6 square metres located upon the southern periphery of the Parramatta CBD. The immediate position is commonly known as 'Auto Alley' with the surrounding development comprising a predominance of new and used vehicle and motorbike dealerships (which predominate nearly along Church Street). The property was previously improved with an older clad cottage which has since been demolished and cleared. The land has been compacted and levelled and considered prime for redevelopment.

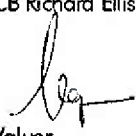
## VALUATION

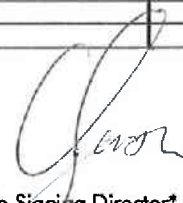
**Date of Inspection:** 1 November 2009  
**Date of Valuation:** 1 November 2009  
**Valuation:** \$800,000  
(Eight Hundred Thousand Dollars)  
This valuation is exclusive of GST.

**Last Sale:** None in the past 3 years.  
**Lending Cautions:** No major adverse issues identified. Refer Limitations.  
**Risk Assessment Summary:**

| Category:  | Risk Rating |         |        |          |      |
|------------|-------------|---------|--------|----------|------|
|            | Low         | Low/Med | Medium | Med/High | High |
| Market     |             |         |        |          |      |
| Asset      |             |         |        |          |      |
| Cashflow   |             |         |        |          |      |
| Asset Man. |             |         |        |          |      |
| Overall    |             |         |        |          |      |

**Prepared By:** CB Richard Ellis Pty Ltd

  
**Valuer**  
Kristian Nguyen AAPI  
Registered Valuer No. 6328  
Senior Valuer - Valuation & Advisory Services

  
**Co-Signing Director\***  
Craig Renshaw AAPI  
Director - Valuation & Advisory Services

\* In accordance with our internal Quality Assurance procedures, the Co-Signing Director certifies that he has discussed the valuation methodology and calculations with the Principal Valuer, however the opinion of value expressed herein has been arrived at by the Principal Valuer alone. The Co-Signing Director has not inspected the property.

## EXTENSION OF LIABILITY & CONFIDENTIALITY

This valuation is current as at the date of valuation only. The value assessed herein may change significantly and unexpectedly over a relatively short period (including as a result of general market movements or factors specific to the particular property). We do not accept liability for losses arising from subsequent changes in value. Without limiting the generality of the above comment, we do not assume any responsibility or accept any liability where this value is relied upon after the expiration of 3 months from the date of valuation, or such earlier date if you become aware of any factors that have any effect on the valuation.

## VALUER'S INTEREST

We hereby certify that the principal valuer is suitably qualified and authorised to practice as a valuer; does not have a pecuniary interest, financial or otherwise, that could conflict with the proper valuation of the property (including the parties with whom our client is dealing, including the lender or selling agent, if any); and accepts instructions to value the property only from the instructing party.

## MARKET VALUE DEFINITION

(Note: The International Valuation Standard referred to herein is adopted by the API and PINZ 2006.)

In accordance with the International Valuation Standard, the definition of market value is as follows:

"Market value is the estimated amount for which a property should exchange on the date of valuation between a willing buyer and a willing seller in an arm's length transaction, after proper marketing, wherein the parties had each acted knowledgeably, prudently and without compulsion."

## VERIFIABLE ASSUMPTIONS

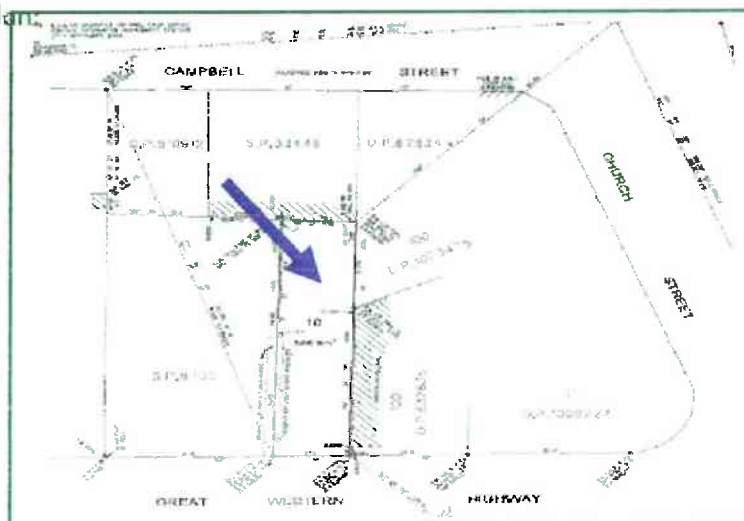
- Refer to Assumptions, Disclaimers, Qualifications & Limitations section.

## PROPERTY DETAILS

### Title Details:

Lot 10 in Deposited Plan No. 1097949, Local Government Area of Parramatta, Parish of St John, County of Cumberland. Title Reference No: 10/1097949.

### Scan of Deposited Plan:



### Site Identification:

The property has been positively identified by reference to the Deposited Plan and



from our field inspection.

**Registered Owner:** J. M. Malouf Investments Pty Limited.

**Easements:** The Certificate of Title and Deposited Plan indicates a Right of Way 0.915 metres wide along a section of the western boundary together with appurtenant Right of Way 1.525 metres over an adjoining property. The above Notifications are considered nominal matters inconsequential in valuation terms.

**Land Area:** 586.6 square metres (approximately).

**Land Dimensions:** 12.13/11.96 x 49/irr48.47m

**LGA:** Parramatta City Council.

**Area Classification:** "B4 Mixed uses" under Parramatta City Centre Local Environmental Plan 2007.

**Certificate of Classification:** We have not sighted a copy of the Certificate of Classification for the subject. Accordingly, our valuation assumes that the property complies with all requirements of the Parramatta City Council and that there are no outstanding requisitions.

**Objectives of Zoning:**

- To provide a mixture of compatible land uses.
- To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.
- To create opportunities to improve the public domain and pedestrian links within the Mixed Use Zone.
- To support the higher order Commercial Core Zone while providing for the daily commercial needs of the locality, including:
  - commercial and retail development,
  - cultural and entertainment facilities that cater for a range of arts and cultural activity, including events, festivals, markets and outdoor dining,
  - tourism, leisure and recreation facilities,
  - social, education and health services,
  - high density residential development.
- To protect and enhance the unique qualities and character of special areas within the Parramatta city centre.

**Prohibited Uses:** Car parks (except those required by this Plan or public car parking provided by or on behalf of the Council); Caravan parks; Dual occupancies; Dwelling houses; Extractive industries; Home occupation (sex services); Industries; Light industrial retail outlets; Mines; Vehicle body repair workshops; Warehouse or distribution centres.

**Height Limit:** 28 metres.

**FSR:** 3.5:1.

**Effect:** Various retail/commercial and associated residential uses are permitted under the standing zoning, with Council Consent.

**Other Matters:** Under Parramatta City Centre Local Environmental Plan 2007, 'development

consent must not be granted to the erection of a building that does not have at least one street frontage of 20m or more on land zoned B3 Commercial Core, B4 Mixed Use or B5 Business Development'. Thus, the subject property in isolation cannot be developed.

Notwithstanding the above, Council may grant consent to the erection of a building on land if 'it is satisfied that due to the physical constraints of the site or adjoining sites it is not possible for the building to be erected with at least one street frontage of 20m or more'. That is, sites that cannot be consolidated are assessed on individual merit.

**Heritage Issues:**

Our online search of Council records did not identify any Heritage issues.

**Location:**

Situated on the northern side of Great Western Highway, some 70 metres west of the traffic light controlled intersection with Church Street, in Parramatta.

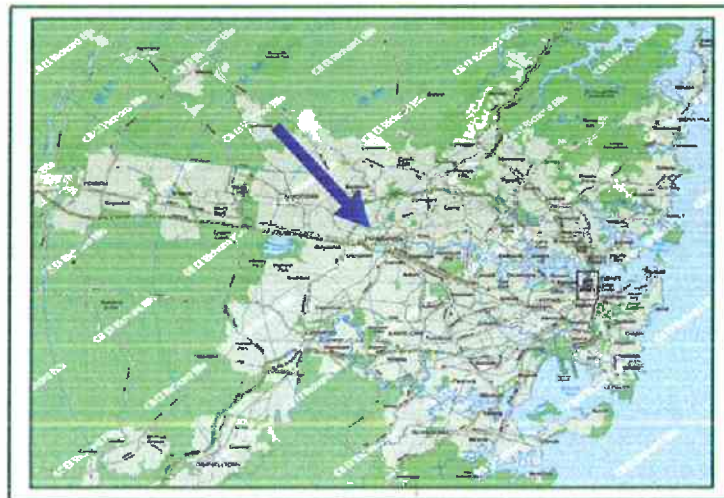
The subject is located on the southern fringe of the Parramatta Central Business District, approximately 500 metres south of the Parramatta railway station. Parramatta is the major Central Business District within western Sydney and is approximately 24 kilometres west of Sydney's Central Business District.

**Surrounds:**

Adjoining the subject's western boundary is a 1970s era low rise home unit complex and adjacent to the eastern boundary is motor vehicle workshop and showroom facility. The surrounding development includes a mixture of new and used vehicle caryards with associated showrooms which generally predominate along nearby Church Street. This caryard strip (which extends from Great Western Highway to Parramatta Road) is more commonly known as 'Auto Alley'.

Further afield, the development comprises a mixture low-to medium rise residential and mixed use developments which range from the 1970s to near new. An active retail strip, commercial office buildings plus the Westfield Shoppingtown complex is located further north along Church Street.

**Location Map:**



**Site Description:**

- Above known flood levels. Formal searches not undertaken.
- A road height and regular shaped inside allotment which is generally level throughout, with a slight west to east crossfall noted.

**Services:**

- Typical urban services are available to the site boundary.
- Full width concrete sealed roadway with concrete kerb shoulders.
- Two way multi lane arterial road.

**Environmental:**

No obvious environmental issues identified. No formal searches were undertaken. Our visual inspection of the subject property and immediately surrounding properties revealed no obvious signs of contamination.

We assume that the site is free from elevated levels of contaminants and have therefore made no allowance in our valuation for site remediation works.

**Native Title Claim:**

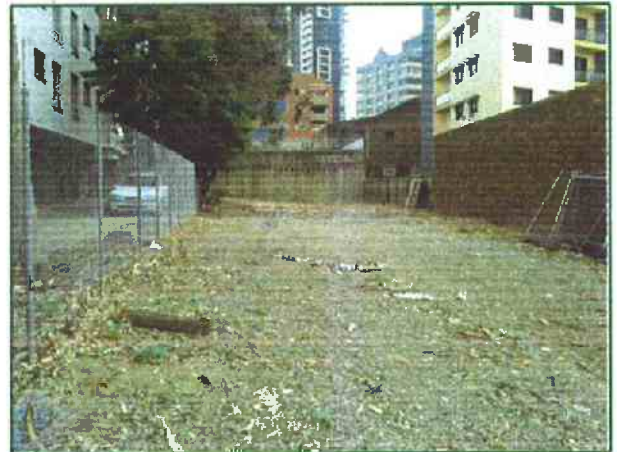
None known. The property is not expected to be subject to Native Title Claim issues.

## LAND DESCRIPTION

**Brief Description**

A B4 Mixed Use zoned regular shape and near level vacant inside allotment of 586.6 square metres which was previously improved with an older clad cottage. The land has been compacted and levelled and considered prime for redevelopment.

**Photos:**







**Asbestos Materials:**

None noted on-site (but we are not experts in this area). We have not conducted formal searches. If asbestos materials are found to be present on-site, this valuation must be referred back to the Valuer for further consideration and possible re-assessment.

## THE MARKET

### MARKET INSTABILITY

The current crisis in the global financial system, including the failure or rescue of major banks and financial institutions, has created a significant degree of uncertainty in commercial real estate markets across the world. In this environment, it is possible that prices and values could go through a period of heightened volatility whilst the market absorbs the various issues and reaches its conclusions. The lack of liquidity in the capital markets means that it may be very difficult to achieve a successful sale of these assets in the short term and we would recommend that the situation and the valuations are kept under regular review and specific marketing advice is obtained should you wish to effect a disposal.

### MARKET COMMENT

#### LOCAL MARKET

The retail and commercial property market in Parramatta is currently characterised by weakening owner occupied and investor demand. The local market has become increasingly volatile due to the current economic environment and the limited availability of credit has increased the volatility of the investment market with an increasing number of distressed properties being marketed for sale.

#### MARKET OVERVIEW

The Australian financial market in line with global markets continues to experience volatility following uncertainty associated with the US sub-prime mortgage market and possible recession in the US and other developed nations.

Unemployment has started to rise and consumer and business sentiment has waned significantly even though interest rates have been cut a number of times and oil prices have fallen substantially.

Availability of credit remains tight and Bank lending procedures have become more stringent in the wake of recent problems in the US and European Banking sectors.



There is the risk that this continued slowing of economic growth will have a further impact on demand from tenants and investors and a further softening in yields could occur especially in the secondary level of the market.

## MARKET EVIDENCE

### SALES

In order to assess the market value of the subject property, we have considered a cross section of site sales transactions which have occurred within the local market.

An overview of the part of the sales evidence considered in undertaking our assessment is summarised in the following table:

| COMMERCIAL SITE EVIDENCE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |             |           |           |                                                     |            |  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-----------|-----------|-----------------------------------------------------|------------|--|
| Property                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Sale Price  | Sale Date | Land Area | Zoning                                              | \$psm Land |  |
| 389 Church Street<br>Parramatta                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | \$999,000   | Dec 2008  | 549       | B4 Mixed Use under Parramatta City Centre LEP 2007  | \$1,820    |  |
| <p><b>Property Description:</b> A commercial development site extending to an area of approximately 549 square metres and being currently improved with a portable office and waiting room occupied by Discount Car &amp; Truck Rentals. The site has a maximum floor space ratio of 3:1 and a maximum building height of 24 metres. Superior 18 metre site frontage. Superior service retail/commercial location.</p> <p><b>Sale Comments:</b> Bought by an investor with a current running lease to Discount Car and Truck Rentals. Similar size and zone but superior type (wider frontage) site and commercial location. We have adopted a lower rate psm for the subject site.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |             |           |           |                                                     |            |  |
| 21 - 23 Grose Street and 4 Villiers Street<br>Parramatta                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | \$2,244,000 | Dec 2008  | 1,859     | B4 Mixed Use under Parramatta City Centre LEP 2007  | \$1,207    |  |
| <p><b>Property Description:</b> An irregular shaped consolidated corner parcel of good building land which is at road height at the street frontages and is generally level throughout. Erected upon 4 Villiers Street is a vacant, freestanding, older style brick commercial building plus associated detached structures. Site No. 21-23 comprises vacant land. The subject consolidated site is located upon the southern side of Grose Street and upon the eastern side of the roundabout intersection with Villiers Street. The property sold with vacant possession with a nine month delayed settlement period. The site has DA approval for the construction of a four (4) level mixed commercial/residential building, comprising basement level car parking (35 car spaces), ground floor commercial accommodation and residential accommodation to the remaining upper floors. The residential component is to comprise 27 residential apartments of one, two and three bedrooms over a one, two and three level</p> <p><b>Sale Comments:</b> Superior DA approved site. Larger consolidated site area. We have adopted a higher rate psm for the subject site.</p> |             |           |           |                                                     |            |  |
| 28 Memorial Avenue<br>Liverpool                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | \$1,260,000 | Sep 2009  | 500       | B4 Mixed Uses under Liverpool LEP 2008              | \$2,520    |  |
| <p><b>Property Description:</b> A near level regular shaped vacant site extending to an area of some 500 square metres with rear lane access to Norfolk Service Way. Peripheral retail/commercial location with the surrounding development comprising a mixture of one to three storey retail/office buildings. Within 500 metres of Liverpool railway station and the Westfield shopping complex. Sold with DA consent for a 5 level commercial office development with a GFA of 1,248 sqm's.</p> <p><b>Sale Comments:</b> Similar size site. Inferior south western suburbs location but within a superior service commercial position. Sold with a DA consent. We have adopted a lower rate psm for the subject site.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                   |             |           |           |                                                     |            |  |
| 196 The Boulevard<br>Fairfield Heights                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | \$730,000   | Aug 2009  | 538       | 3(c) Business Local Centre under Fairfield LEP 1994 | \$1,357    |  |
| <p><b>Property Description:</b> A near level regular shaped vacant site zoned 3(c) Business Local Centre extending to an area of some 538 square metres (with a 15.24 metre frontage) with rear lane access. Busier than average suburban strip retail location with the surrounding development comprising a mixture of one and two storey retail/office buildings. Adjacent to the property is a Commonwealth Bank banking chamber.</p> <p><b>Sale Comments:</b> Similar size site but with a superior wider frontage. Inferior south western suburban strip location. We have adopted a higher rate psm for the subject site.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |             |           |           |                                                     |            |  |
| 398 Hamilton Road<br>Fairfield West                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | \$1,260,000 | Sep 2009  | 1,332     | 3(c) Business Local Centre under Fairfield LEP 1994 | \$946      |  |
| <p><b>Property Description:</b> The property is located on the northern (eastbound) side of Hamilton Road and also fronts Tasman Parade which forms the sites western boundary. The junction of Hamilton Road and the Cumberland Highway is approximately 300 metres to the west of the site. The site is a former decommissioned petrol station almost square in shape and features a reasonably level gradient. The site is zoned 3(c) Business Local Centre and extends to a total site area of some 1,332 square metres. Occupiers in the immediate vicinity include an Aldi supermarket immediately adjoining the site and a proposed Coles supermarket adjacent to Aldi. Sold at auction with vacant possession.</p> <p><b>Sale Comments:</b> Superior larger site. Inferior south western suburbs location. We have adopted a higher rate psm for the subject site.</p>                                                                                                                                                                                                                                                                                                  |             |           |           |                                                     |            |  |

The above evidence indicates a value range of \$946 to \$2,520 per square metre of site area.

With regard to the subject property, we have adopted the market value to be within the indicative range of \$1,250 to \$1,500 per square metre of site area.

We have particularly taken note of the following:

- Recent and further mooted interest rate rises.
- Vacant site with no DA consent.
- The location of the property within a mixed industrial, service commercial and part residential position.
- The uncertainty in the property investment market.
- The strong tightening of credit availability in recent times.
- Development, design and planning constraints given the narrow plottage of the property.

## **RISK ASSESSMENT/SWOT ANALYSIS**

### **MARKET**

#### Investment

- Anticipated reasonable buyer demand for the property.
- Estimated selling period of up to 6 months (combined with a professional marketing campaign).
- Likely buyer profile comprises owner occupiers, investors and builder developers.
- Positive attributes include:
  - Located within the southern periphery of the Parramatta CBD.
  - Nearby the well known 'Auto Alley' caryard precinct.
  - Arterial road exposure.
  - Limited supply of vacant commercial sites within the Parramatta CBD.
- Negative attributes include:
  - Narrow width and compact land area could restrict the utility of the site for any future redevelopment. Council currently requires a 20 metre minimum frontage for any development but may assess sites below this benchmark on individual merit.
  - Optimal utilisation of the site could require the consolidation with the adjacent property.

### **ASSET**

- Vacant level inside allotment of 586.7 square metres with a 12.13 metre frontage.
- Zoned B4 Mixed Uses under Parramatta City Centre LEP 2007 which allows for various retail, commercial and associate residential uses.
- Well elevated locality unlikely to be flood affected. No formal searches undertaken.
- It is unlikely that the site would be affected by any contamination or environmental issues which would have an adverse effect on its marketability or market value.
- Highest and Best Use is considered to be for development purposes.

### **ASSET MANAGEMENT**

- Low level of management required in its current state.

Note: Our observations within the Property Risk Assessment of this report provide our opinion of the property as at the date of valuation. Refer Assumptions, Disclaimers, Qualifications & Limitations section.

## SWOT ANALYSIS

### Strengths

- Benefit of arterial road exposure.
- Parramatta CBD location.
- Nearby 'Auto Alley' caryard precinct.
- Cleared, compacted and level site prime for redevelopment.
- Maximum FSR of 3.5:1 and height limit of 28 metres allows for various redevelopment undertakings.
- Limited supply of vacant sites within the Parramatta CBD.

### Weaknesses

- Restricted development potential given narrow 12.13 metre frontage and compact site area of 586.6 square metres. Parramatta Council could require the consolidation of adjoining sites before Development Approval for any development is granted.

### Opportunities

- Redevelopment of the site 'as is' (subject to Council consent).
- Consolidate with adjoining parcel to optimise utility of the site.

### Threats

- Potential future decline in property values if current economic conditions decline or if interest rates rise further.
- Planning constraints associated with future development of the property 'as is'.

## INVESTMENT AND FINANCIAL ANALYSIS

**Valuation Rationale:** The appropriate method of assessing the market value of the property is considered to be the direct comparison approach on the basis of a rate per square metre of Site Area.

After taking all relevant factors carefully into consideration (including the market evidence referred to in this report), we have assessed the market value of the property to be \$800,000 (exclusive of GST).

### Valuation Calculations Direct Comparison Approach:

| <u>DIRECT COMPARISON APPROACH</u>   |         |                |
|-------------------------------------|---------|----------------|
| Site Area                           |         | 587            |
| Adopted rate per square metre       | 1,250   | 1,500          |
| Calculated Value                    | 733,750 | 880,500        |
| <b>ADOPT</b>                        |         | <b>800,000</b> |
| Value per square metre of site area |         | 1,363          |

The adopted market value reflects a rate of approximately \$1,363 per square metre of Site Area, which is considered to be within acceptable market parameters.

## PREVIOUS SALE

According to RP Data records, there has been no recorded sale of the subject property.

## ESTIMATED SELLING PERIOD

In the current market, it is our view that a marketing period of six (6) months may be required to effect a disposal assuming a professional marketing campaign. It is impossible to predict the specific influences upon market value which may occur in the future towards a property of this nature and it follows that our opinion of value must assume that prevailing market conditions remain unaltered between the date of valuation and settlement.

## FUTURE VALUE PROSPECTS

In respect to our opinion of the ability of the property to maintain its value over the next 3 to 5 years, we advise that we cannot predict future values and provide herein our opinion only. Property investment trends by nature are cyclical. The market generally through to the end of 2007 displayed strong demand, with the weight of funds outweighing rising interest rates and funding costs in particular. Under these conditions, yields in many instances reduced below funding costs. 2008 saw a change in market sentiment for the first time in over 15 years, from one of positiveness to uncertainty. Now market sentiment has turned negative across most sectors.

Based on current economic conditions as at the date of valuation, and in line with the general consensus of property market analysts, we believe that there is a high probability that commercial property value levels have the potential to decline further within the short to medium term.

Whilst there is limited sales evidence to date to illustrate a softening of market conditions, such softening has occurred due to the fall-out associated with defaults in the sub-prime lending market in the United States of America, tight availability of credit, negative stock market performances, inflationary trends within the Australian economy, and a general weakening of market sentiment. Other direct indicators include knowledge of property transactions lapsing or terminating at a much greater rate currently than in the recent past, negotiations are favouring purchasers rather than vendors, and there is an increasing number of assets entering the market as financial institutions attempt to recover debt through forced asset sales.

Property types considered to be at most risk include non prime/ secondary assets, passive investments reliant solely upon market growth, and non income producing development sites. At this stage of the property/economic cycle, it is impossible to predict the severity of the anticipated future softening of the market. Prime assets with strong cashflows are likely to perform best.

Specifically in respect of the subject property, we note a vacant development site in area of historic good demand, but with no DA approval.

In this case we believe there is higher risk of underperformance relative to market conditions.

## RECOMMENDATION

Other than those matters outlined within this report, in particular our assumptions and market comments, we are not aware of any abnormal factors which could materially affect the value of the property as security, or which would inhibit its marketability.



LAND AND PROPERTY INFORMATION NEW SOUTH WALES - TITLE SEARCH

FOLIO: 10/1097949

| SEARCH DATE | TIME     | EDITION NO | DATE      |
|-------------|----------|------------|-----------|
| 5/11/2009   | 11:11 AM | 1          | 27/9/2006 |

LAND

LOT 10 IN DEPOSITED PLAN 1097949  
AT PARRAMATTA  
LOCAL GOVERNMENT AREA PARRAMATTA  
PARISH OF ST JOHN COUNTY OF CUMBERLAND  
TITLE DIAGRAM DP1097949

FIRST SCHEDULE

J. M. MALOUF INVESTMENTS PTY. LIMITED

SECOND SCHEDULE (3 NOTIFICATIONS)

- 1 RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)
- 2 BK 1037 NO 671 RIGHT OF WAY 0.915 METRES WIDE AFFECTING THE PART  
SHOWN SO BURDENED IN THE TITLE DIAGRAM
- 3 BK 1037 NO 671 RIGHT OF WAY RIGHT OF WAY 1.525 METRES WIDE  
APPURTENANT TO LAND ABOVE DESCRIBED AFFECTING THE PART  
SHOWN SO BURDENED IN THE TITLE DIAGRAM

NOTATIONS

UNREGISTERED DEALINGS: NIL

\*\*\* END OF SEARCH \*\*\*

4954453

PRINTED ON 5/11/2009

Australian Business Research received search result from Land and Property Information New South Wales  
on 05/11/2009 10:11:16

Australian Business Research Pty Ltd hereby certifies that the information contained in this document has been provided electronically  
by the Registrar-General in accordance with section 96B(2) of the Real Property Act 1900.

The information is not an "official search" within the meaning of section 96A of the Real Property Act 1900 (NSW)

For the purposes of paragraph (c) of the definition "property certificate" in clause 23 (1) of the Conveyancing (Sale of Land)  
Regulation 2000 (NSW), the title search is provided for the purposes of section 96B of the Real Property Act 1900 (NSW)

\* Any entries preceded by an asterisk do not appear on the current edition of the certificate of title. WARNING: the information

## SIGNATURE AND SEALS ONLY

*John J. M. Malouf* (S.M. Malouf Director)  
*John J. M. Malouf* (S.M. Malouf Director)  
 Signed by S.M. Malouf Investments Pty Limited pursuant to s.127 Corporations Act.

ACN 001172603

## Department of Lands Approval

In approving this plan certify (Authorised Officer)  
 that all necessary approvals in regard to the location of the land shown herein have been given.

Signature: \_\_\_\_\_  
 Date: \_\_\_\_\_  
 File Number: \_\_\_\_\_  
 Office: \_\_\_\_\_

## Subdivision Certificate

I certify that the provisions of the Environmental Planning and Assessment Act, 1979 have been satisfied in relation to the proposed subdivision and that the land is suitable for subdivision.

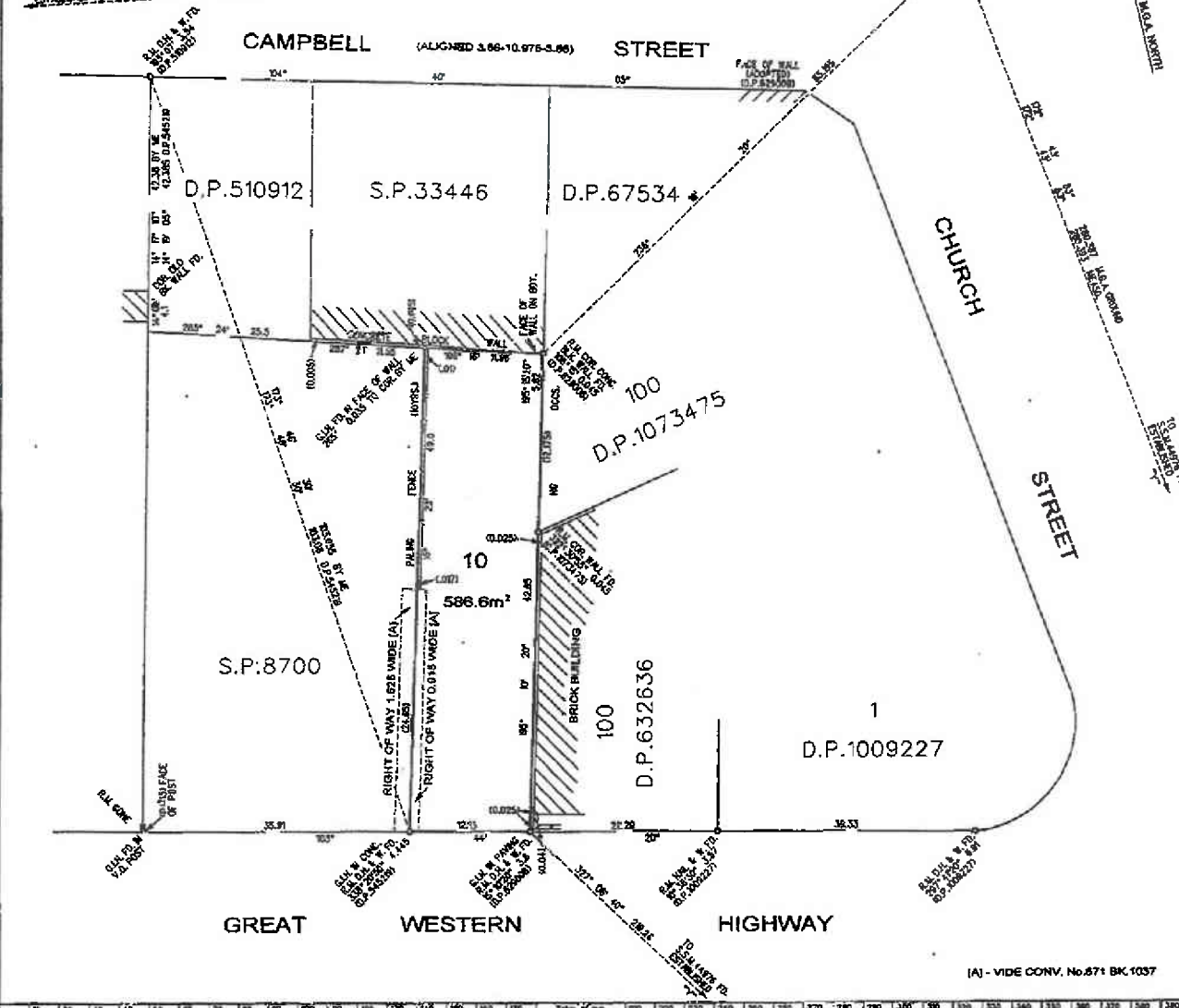
Authorised Person (Inspector/Registered Certifier)  
 Current Authority: \_\_\_\_\_  
 Date of Expiry: \_\_\_\_\_  
 Subdivision Certificate No.: \_\_\_\_\_  
 File No.: \_\_\_\_\_  
 Other reference is supplied.

| MARK      | EASTING     | NORTHING      | ZONE | CLASS | ORDER |
|-----------|-------------|---------------|------|-------|-------|
| 10.000000 | 315 250.000 | 6 255 000.000 | 56   | B     | 2     |
| 10.000000 | 315 250.000 | 6 255 000.000 | 56   | B     | 2     |
| 10.000000 | 315 250.000 | 6 255 000.000 | 56   | B     | 2     |

COMBINED SCALE FACTOR: 1.000000

SOURCE: U.G.A. CO-ORDINATES OBTAINED FROM SURVEY CONTROL INFORMATION MANAGEMENT SYSTEMS  
 27TH SEPTEMBER, 2005.

TO: CAMPBELL ST.  
 ESTABLISHED



DP1097949

Registered 27.9.2006

C.A.

Title System: TORRENS

Purpose: PA 82111

Ref. Map: U0052-413

Last Plan: DP 996710

PLAN OF LOT 1 D.P. 996710

Lengths are in metres. Reduction Ratio 1:300

L.G.A.: PARRAMATTA

Locality: PARRAMATTA

Parish: ST. JOHN

County: CUMBERLAND

This is sheet 1 of my plan in (State or Territory)

Surveying Regulation 2001

I, PETER RAYMOND RAINON

a surveyor registered under the Surveying Act, 2001, hereby certify

that the survey represented in this plan is accurate, has been made

in accordance with the Surveying Regulation, 2001 and was conducted

on 27/09/2006.

This survey relates to:

Plan No. 1097949

Signed: \_\_\_\_\_ Date: 24/11/2006

Signed: \_\_\_\_\_ Date: 24/11/2006

Signed: \_\_\_\_\_ Date: 24/11/2006

Signed: \_\_\_\_\_ Date: 24/11/2006

Signed: \_\_\_\_\_ Date: 24/11/2006

Signed: \_\_\_\_\_ Date: 24/11/2006

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Signed: \_\_\_\_\_ Date: 24/11/2006

Signed: \_\_\_\_\_ Date: 24/11/2006

Signed: \_\_\_\_\_ Date: 24/11/2006

13<sup>th</sup> November 2014

WFM Motors Pty Ltd

Via email: [DRyan@wfmotors.com.au](mailto:DRyan@wfmotors.com.au)

Drummoine

187 Victoria Road

Drummoine NSW 2047

Telephone 02 9719 8211

Facsimile 02 9181 1144

[sales.drummoine@lsre.com.au](mailto:sales.drummoine@lsre.com.au)

[lsre.com.au/drummoine](http://lsre.com.au/drummoine)

Dear Dan,

**RE: OFFER**

**PROPERTY: 8 Great Western Hwy Parramatta**

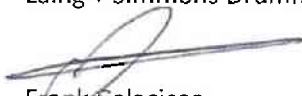
Following our telephone conversation last week, I wish to confirm the following,

1. First contacted Mr Paul Malouf on 5/6/2014 if he was any interest in his family selling the abovementioned vacant land by telephone and then sent him an email to confirm.
2. Received a reply email from Paul on the 15/7/2014 that there may be some interest pending clients offer?
3. Spoke to Paul on telephone after seeking your instructions to offer \$1,5million (11/08/2014) verbally and Paul basically said he had a greater offer 3years ago and wouldn't consider any offer unless it was above \$3million.
4. As you are aware, at this level this price is an extreme premium and unreasonable so at your request withdrew any further negotiations until further instructed.

If you have any further questions with in regards to the above, please do not hesitate to contact myself on 0416 006 681.

Yours faithfully,

Laing + Simmons Drummoine



Frank Colacicco  
Principal





Prepared by City of Parramatta

**PARRAMATTA** WE'RE BUILDING **AUSTRALIA'S NEXT GREAT CITY**