



# PLANNING PROPOSAL

**23-27 HAROLD STREET PARRAMATTA**

## Planning Proposal drafts

Proponent versions:

No.	Author	Version
1.	Think Planners	November 2015

Council versions:

No.	Author	Version
1.	City of Parramatta Council	20 June 2017 - IHAP Meeting recommending Gateway Determination
2.	City of Parramatta Council	9 February 2018 – Sent to DPE for sign off for exhibition

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## INTRODUCTION

This Planning Proposal explains the intended effect of, and justification for, the proposed amendment to *Parramatta Local Environmental Plan 2011 (PLEP 2011)* in respect of land at 23-27 Harold Street, Parramatta (legally described Lot 3, 4 and 5 DP18261) (the site).

It has been prepared in accordance with:

- Section 55 of the *Environmental Planning and Assessment Act 1979*, and
- The Department of Planning and Environment (DP&E) guides, 'A Guide to Preparing Local Environment Plans' (August 2016), and 'A Guide to Preparing Planning Proposals' (August 2016).

## Background and context

### The site

The site is located in the northern part of the Parramatta CBD at 23-27 Harold Street, Parramatta. The site consists of three allotments (legally described as Lot 3, 4 and Lot 5 DP18261) with a total area of 1,654.4m<sup>2</sup>. It currently contains three single storey residential dwellings, one on each allotment.

The site is approximately 200m from existing bus stops and a future Parramatta Light Rail stop along Church Street. Surrounding development consists of:

- Two-five storey residential flat buildings to the north and south,
- A four storey commercial building immediately to the west at 470 Church Street, and
- Three storey residential flat buildings, and single and double storey dwellings to the east.

The site is shown below in Figure 1 (outlined in red), Figure 2 and 3.



**Figure 1** – Site at 23-27 Harold Street, Parramatta subject to the Planning Proposal  
Source: Architectus, 2017

Under Parramatta LEP 2011 the site is:

- Zoned R4 High Density Residential (refer to Figure 14 in Part 4 – Mapping),
- Has a maximum building height of 11 metres (refer to Figure 15 in Part 4 – Mapping),
- Has a maximum FSR of 0.8:1 (refer to Figure 16 in Part 4 – Mapping),
- Is not identified as being flood prone and is located outside of the 20 and 100-year Average Recurrence Interval events and the Probable Maximum Flood (PMF) event, and
- Does not contain a heritage item and is not located within a heritage conservation area (HCA) - refer to Figure 13. However, the site is in proximity to:
  - Sorrell Street Conservation Area, which contains a number of heritage items, including a two storey residence known as *Currawong* at 53 Sorrell Street (I420) immediately adjacent to the east of the site (Figure 4)
  - Local heritage item at 476 Church Street (I695) being a former bakery, on the corner of Church and Harold Street.

The Planning Proposal seeks to amend the Parramatta LEP 2011 in relation to the site, as follows:

- Increase the maximum building height of the site from 11m (approx. 3 storeys) to 70m (approx. 22 storeys);
- Increase the maximum floor space ratio (FSR) from 0.8:1 to 6:1;
- Apply Design Excellence provision in line with the Parramatta CBD Planning Proposal. A potential additional maximum FSR of 0.9:1 and height of 80.5m buildings could be sought under this provision.
- Apply maximum car parking rates in line with the Parramatta CBD Strategic Transport Study.

The Planning Proposal and Appendices have been amended prior to community consultation to accord with:

- Conditions of the DP&E's Gateway Determination issued on 28 September 2017, namely to remove 53 Sorrell Street, Parramatta from the subject site, apply maximum car parking rates, clarify exemption from clause 7.2 floor space ratio of the PLEP 2011 and to update the relevant supporting studies;
- Council's resolution dated 10 July 2017 and 18 December 2018, and
- Updates to planning strategies and policies.



**Figure 2** – View of 23 Harold Street (street view – left) and looking towards Church St (right), part of subject site.





**Figure 3** – View of 25 Harold Street (left) and 27 Harold Street (right), part of subject site.



**Figure 4** – View of heritage item at 53 Sorrell Street (left) and side view from Harold Street.

## PART 1 – OBJECTIVES OR INTENDED OUTCOMES

The objective of this Planning Proposal is to amend the *PLEP 2011* to enable the redevelopment of the land at 23-27 Harold Street, Parramatta in accordance with the current R4 High Density Residential zone for high density residential development.

The intended outcomes for the Planning Proposal are to deliver housing to assist in meeting the projected demand within the Greater Parramatta area, consistent with the NSW Department of Planning and Environment's (DPE) *A Plan for Growing Sydney* (2014), the Greater Sydney Commission's (GSC) vision for Greater Parramatta and the Olympic Peninsula (GPOP), and the draft Greater Sydney Region and Central City District Plans.

## PART 2 – EXPLANATION OF PROVISIONS

This Planning Proposal seeks to amend *PLEP 2011* in relation to the height and floor space ratio controls. In order to achieve the desired objectives, the following amendments to the *PLEP 2011* would need to be made:

1. Amend the maximum building height in the **Height of Buildings Map** (Sheet HOB\_009) from 11m to a maximum height of buildings of 70m. Refer to Figure 17 in Part 4 of this planning proposal.
2. Amend the maximum FSR in the **Floor Space Ratio Map** (Sheet FSR\_009) from part 0.8:1 to part 6:1. Refer to Figure 18 in Part 4 of this planning proposal.
3. New site specific Clause which applies Clause 7.10 Design Excellence to the site. A potential additional 15% of FSR and height (resulting in a maximum FSR 0.9:1 and height of 80.5m buildings) could be sought under this provision.
4. Amend the **Special Area Provisions Map** (Sheet CL1\_009) to identify the site. Refer to Figure 19 in Part 4 of this planning proposal.
5. New site specific Clause relating to maximum parking rates (detailed below) to apply to the site by way of reference to the Special Area Provision Map (Refer Figure 19 in Part 4 of this planning proposal):

### Residential development

Type of Apartment	Spaces/unit
3-bedroom	1 space/unit
2-bedroom	0.7 spaces/unit
1-bedroom	0.3 spaces/unit
Studio	0.1 spaces/unit

### Commercial development (If the FSR > 3.5:1)

$$M = (G * A) / (50 * T)$$

where:

M = maximum number of parking spaces;

G = GFA of all office/business premises in the building (m<sup>2</sup>);

A = Site Area (m<sup>2</sup>);

T = Total GFA of all buildings on the site (m<sup>2</sup>)

## 2.1 Other relevant matters

### 2.1.1 Clause 7.2 Floor Space Ratio of the PLEP 2011

The subject site is currently not part of the Parramatta City Centre under the Parramatta LEP 2011 (refer Additional Local Provisions Map ALP\_009 of the PLEP 2011) therefore Clause 7.2 is not applicable to the site, including the FSR sliding scale provisions.

However, the subject site is part of the Parramatta CBD Planning Proposal, which is currently with DPE for Gateway determination. Under the Council adopted Parramatta CBD Planning Proposal the potential draft floor space ratio provisions relating to the sliding scale applies to sites which are smaller than 1,300sqm. The subject site is 1,654.4sqm and therefore the potential provision would not apply.

### 2.1.2 Voluntary Planning Agreement

As this Planning Proposal is seeking an uplift aligned with the Parramatta CBD planning framework review, and because a major feature of that framework is that incentive and opportunity site FSR controls are achievable provided that appropriate contributions to Community Infrastructure are made. Accordingly, it is expected that a Voluntary Planning Agreement (VPA) will be negotiated as part of planning proposal process.

The resulting VPA from this process would reflect a proportion of the value uplift associated with (a) Phase 1: the difference between current controls and incentive controls (5.2:1 in this case).

On 10 April 2017, Council endorsed rates of \$150/sqm for Phase 1 value sharing and \$375/sqm for Phase 2 value sharing. This is the basis, upon which, Council officers will seek to negotiate a VPA.

A letter of offer has been submitted by the proponent in line with the Phase 1 Value Sharing, amounting to \$ 1,279,980.00. This offer was endorsed by Council at its meeting of the 18 December 2017 and is the basis, upon which the VPA will be negotiated. The draft VPA will be exhibited alongside the Planning Proposal

### 2.1.3 Draft Development Control Plan (DCP)

Site-specific development controls have been prepared addressing design elements such as relationship to the heritage item and conservation area and item, setbacks, number of storeys, and landscaping. The draft DCP was endorsed by Council at its meeting of the 18 December 2017 and will be exhibited alongside the Planning Proposal and VPA. The DCP will also inform any future design competition brief for the site based on this Planning Proposal.



## 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 of the proposal.

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

The primary outcome of this Planning Proposal is to enable a higher density of development on the site. This stems from local and State government strategic plans including the NSW Government's *A Plan for Growing Sydney*, GPOP Vision, Parramatta CBD Planning Strategy and Parramatta CBD Heritage Study. Notably, *A Plan for Growing Sydney* states the Government will work with Council to review expansion opportunities in the Parramatta CBD including updated building height controls and removal of barriers to growth to promote more efficient land use outcomes.

Consistently, these plans and strategies highlight Parramatta's role as Sydney's second CBD and as a key area for future development to cater for projected increases in the residential and working population of the region.

#### 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 and allows for orderly and economic development of the land. The existing height and FSR standards would not permit the form of development envisaged in the Planning Proposal nor respond to the relevant strategic studies and reports.

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

This section assesses the relevance of the Planning Proposal to the priorities, directions and actions outlined in key local and state strategic planning policy documents.

#### 3.1.3 Is the planning proposal consistent with the objectives and actions of the applicable regional, sub-regional or district plan or strategy (including any exhibited draft plans or strategies)?

##### **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'.

The City of Parramatta is part of the West Central Subregion. *A Plan for Growing Sydney* identifies the following directions, actions and priorities for Parramatta and the West Central Subregion that are relevant to the 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.

##### **2.1 Accelerate housing supply across Sydney**

- Accelerate housing supply and local housing choices.

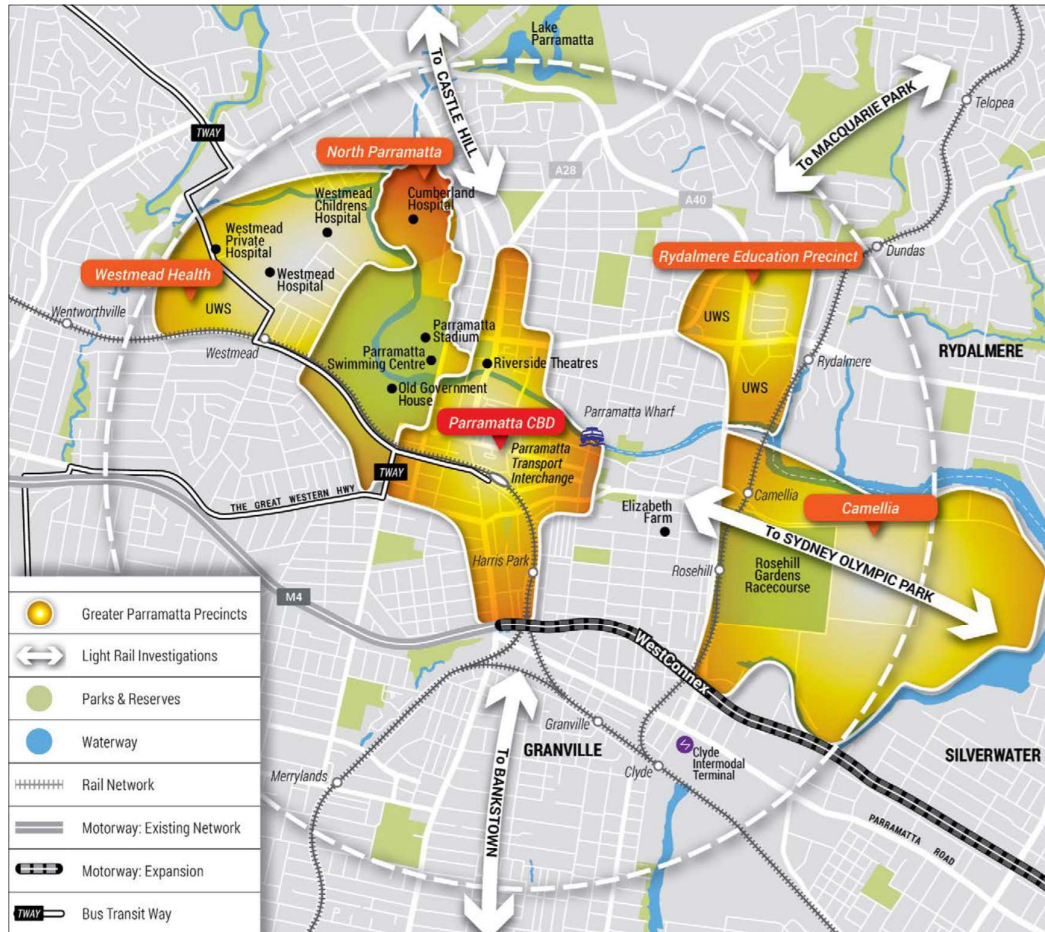
##### **2.2 Accelerate urban renewal across Sydney – providing homes closer to jobs**

- Undertake urban renewal in transport corridors which are being transformed by investment, and around strategic centres.

##### **3.4 Promote Sydney's heritage, arts and culture**

- Assess the heritage significance of urban renewal sites and incorporate appropriate heritage protection into the precinct's planning controls and encourage re-use of heritage.
- Assess the potential for additional housing to be located in heritage conservation areas in Sydney, without compromising the protection of heritage significance.
- Apply the best practice guidelines in the ICOMOS Burra Charter and the NSW Heritage Manual, which require detailed research of the history and development of an area to establish heritage significance, balanced against an assessment of where growth should go and how this should impact on heritage significant buildings.

*A Plan for Growing Sydney* includes the subject site as the '**Parramatta CBD**' as per the below figure.



**Figure 5 - Subject site identified within the Rydalmere Education Precinct**  
 Source: *A Plan for Growing Sydney*, Figure 9 Greater Parramatta

**Comment:**

The Planning Proposal is consistent with *A Plan for Growing Sydney* as it will provide additional housing supply through the delivery of approximately 111 dwellings (125 dwellings with design excellence) and facilitate urban renewal on a site close to an existing public transport corridor (5 minutes' walk). The Planning Proposal will also provide an adequate separation distance between the new residential tower and the heritage item and conservation area to the east (Refer Section 3.3 of this report).

**Draft Towards our Greater Sydney 2056**

In November 2016, the Greater Sydney Commission released *Towards our Greater Sydney 2056* - a draft amendment to *A Plan for Growing Sydney*. The document aligns with the district plans and introduces the concept of three cities – Eastern City, Central City and Western City. The City of Parramatta LGA is located within the Central City.

*Towards our Greater Sydney 2056* identifies the following directions, actions and priorities for the Central City and Greater Parramatta that are relevant to the site and Planning Proposal:

## **A Productive Greater Sydney**

### ***Metropolitan priority: A growing city***

- accommodate 1.74 million additional people and more than 725,000 new homes

### ***Metropolitan priority: A 30-minute city***

- Improve the ability to walk to local services and amenities

### ***Accelerate housing opportunities***

- The feasibility of development, including financial viability across a range of housing configurations (one, two and three+ bedrooms) and consistency with market demand. Proximity to services including schools and health facilities.
- Consideration of heritage and cultural elements, visual impacts, natural elements such as flooding, special land uses and other environmental constraints.
- Consideration of local features such as topography, lot sizes, strata ownership and the transition between the different built forms.

## **A Liveable Greater Sydney**

### ***Metropolitan priority: An equitable, polycentric city***

- provide equitable access to health, open space and community and cultural infrastructure

### ***Metropolitan priority: A city of housing choice and diversity***

- support a range of housing choices at different price points to suit people through all stages of life
- increase housing supply that broadens choice and diversity
- in existing areas, prioritise new housing in places where daily needs can be met within walking distance or by public transport.

### ***Metropolitan priority: A collaborative city***

- achieve pathways for collaborative and shared use of social infrastructure, community resources and underutilised public assets such as schools, open spaces and residual government owned land to promote liveability, quality of life and resource efficiency
- lead the collaboration in the development of major city-shaping areas, such as the Western Sydney Airport and GPOP.

### ***Comment:***

In general, the Planning Proposal is consistent with the *Draft Towards Our Greater Sydney 2056*. Specifically, the Planning Proposal does the following:

- Provides additional housing (approximately 111 additional dwellings) within the Parramatta CBD where there are a growing number of employment opportunities for future residents.
- The subject site is within close proximity to the future Parramatta light rail corridor and bus services along Church Street. All are within walking distance.

## Draft West Central District Plan

The Draft West Central District Plan (DWCDP) was released in November 2016 and outlines the Greater Sydney Commission's 20-year vision for the West Central District which comprises Blacktown, Cumberland, The Hills and the City of Parramatta local government areas (LGAs). This district is now known as the Central City District as determined by the Minister on the 22 September 2017.

The relevant actions and priorities within the DWCDP which are applicable to the Planning Proposal are assessed below.

### Productivity - priorities and actions

<b>Action</b>	<i>P1: Collaborate to create, own and deliver GPOP</i>
<b>Outcome</b>	<i>Increase total jobs and dwellings and increase the proportion of health and education and knowledge and professional services jobs</i>

#### Response:

The Planning Proposal is consistent with this action as it seeks to provide approximately 111 dwellings (125 dwellings with design excellence). In addition, the site is located within the northern part of the Parramatta CBD and within close proximity to the future light rail stop on Church Street. Further discussion about the consistency of the Planning Proposal with GPOP is provided below.

### Liveability – priorities and actions

<b>Action</b>	<i>L2: Identify the opportunities to create the capacity to deliver 20-year strategic housing supply targets</i>
<b>Outcome</b>	<i>Creation of housing capacity</i>

<b>Action</b>	<i>L3: Councils to increase housing capacity across the District</i>
<b>Outcome</b>	<i>Creation of housing capacity and increase in diversity of housing choice</i>

#### Response:

The site has been identified for urban renewal and is capable of providing additional housing capacity. The Planning Proposal is consistent with these actions as it provides for approximately 111 new dwellings (125 dwellings with design excellence) on the subject site.

<b>Action</b>	<i>L11: Provide design-led planning to support high-quality urban design</i>
<b>Outcome</b>	<i>Contribute to improved sustainability, productivity and liveability outcomes</i>

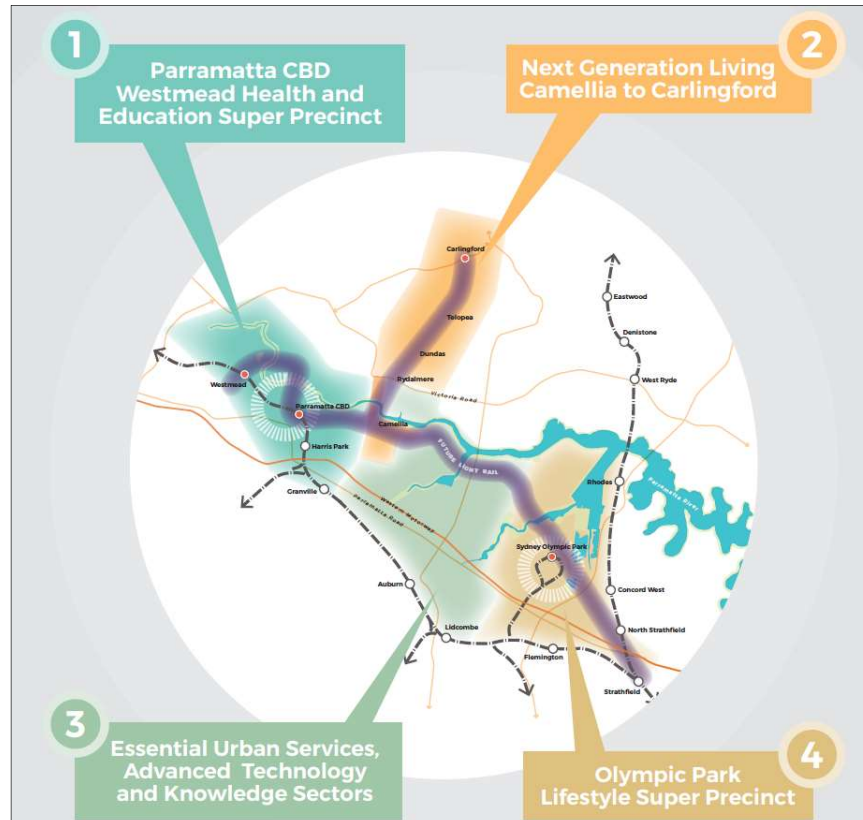
#### Response:

The Planning Proposal is supported by an Urban Design Report and Concept Plan, prepared by Architectus which has formed the basis on the proposed amendments to the PLEP 2011.



## Greater Parramatta and the Olympic Peninsula (GPOP)

In October 2016, the NSW Government through the Greater Sydney Commission released the *Greater Parramatta and the Olympic Peninsula (GPOP) Vision*. GPOP has been identified as a new priority growth area in *A Plan for Growing Sydney*. GPOP is an urban renewal area spanning from Strathfield to Westmead and from Carlingford to Lidcombe and Granville, along the planned Parramatta Light Rail corridor. The subject site has been identified in the GPOP Vision as being within the 'Parramatta CBD' (see Figure 8 below).



**Figure 6 - Subject site identified within the Parramatta CBD**

Source: GPOP Vision

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

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

### Comment:

The Planning Proposal is generally consistent with the GPOP Vision. It provides new higher density housing in the Parramatta CBD close to jobs, amenities, schools and services.

## Draft Regional Plans

On the 22 October 2017, the Greater Sydney Commission released the Draft Greater Sydney Region Plan and draft Central City District Plan. The plans were on released for public exhibition between 22 October and the 15 December 2017. At the time this Planning Proposal was originally prepared these strategic plans had not been released. An assessment of the planning proposal against these draft plans has been provided for completeness.

## Draft Greater Sydney Region Plan

The Draft Greater Sydney Region Plan is built on a vision where the people of Greater Sydney live within 30 minutes of their jobs, education and health facilities, services and great places.

The vision seeks to meet the needs of a growing and changing population by transforming greater Sydney into a metropolis of three cities — the Western Parkland City, the Central River City and the Eastern Harbour City.

The purpose of the draft Plan is to:

- Set a 40-year vision (up to 2056) and establish a 20-year plan to manage growth and change for Greater Sydney in the context of economic, social and environmental matters
- Inform district and local plans and the assessment of planning proposals
- Assist infrastructure agencies to plan and deliver for growth and change and to align their infrastructure plans to place-based outcomes
- Inform the private sector of the vision for Greater Sydney and infrastructure investments required to manage growth.

The plan is guided by 10 overarching directions relating to infrastructure and collaboration, productivity, liveability and sustainability with metrics and objectives associated with each.

The City of Parramatta is located within the Central City District.

## Revised draft Central City District Plan

The draft Central City District Plan District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision of Greater Sydney. It is a guide for implementing the Draft Greater Sydney Region Plan at a district level and is a bridge between regional and local planning.

The plan sets out planning priorities and actions for the development of central city district.

An assessment of the planning proposal against the relevant directions, objectives, priorities and actions of the Draft Greater Sydney Region Plan and draft Central City District Plan is set out below.

## Liveability

Draft Greater Sydney Region Plan		Revised draft Central City District Plan	
Directions	Objectives	Priorities	Actions
<b>1. A city for people Celebrating diversity and putting people at the heart of planning</b>	<ol style="list-style-type: none"> <li>1. Services and infrastructure meet communities' changing needs</li> <li>2. Communities are healthy, resilient and socially connected</li> <li>3. Greater Sydney's communities are culturally</li> </ol>	<b>C3 - Providing services and social infrastructure to meet people's changing needs</b>	8. Deliver social infrastructure to reflect the needs of the community now and in the future.

Draft Greater Sydney Region Plan		Revised draft Central City District Plan	
Directions	Objectives	Priorities	Actions
	rich with diverse neighbourhoods		
<b>2. Housing the city</b> <b>Giving people housing choices</b>	10. Greater housing supply 11. Housing is more diverse and affordable	<b>C5 - Providing housing supply, choice and affordability, with access to jobs and services</b>	No specific actions.
<b>3. A city of great places</b> <b>Designing places for people</b>	12. Great places that bring people together 13. Environmental heritage is conserved and enhanced	<b>C6 - Creating and renewing great places and local centres, and respecting the District's heritage</b>	<p>17. Deliver great places by:</p> <ul style="list-style-type: none"> <li>a. prioritising a people-friendly public realm and open spaces as a central organising design principle</li> <li>b. recognising and balancing the dual function of streets as places for people and movement</li> <li>c. providing fine grain urban form, high amenity and walkability</li> <li>d. integrating social infrastructure to support social connections and provide a community hub</li> <li>e. encouraging contemporary interpretation of heritage where possible</li> <li>f. using a place-based and collaborative approach throughout planning, design, development and management.</li> </ul> <p>18. Conserve and enhance environmental heritage by:</p> <ul style="list-style-type: none"> <li>a. engaging with the community early in the planning process to understand Aboriginal, European and natural heritage values</li> <li>b. conserving and interpreting Aboriginal, European and natural heritage to foster distinctive local places.</li> </ul> <p>19. Use place-based planning to support the role of centres as a focus for connected neighbourhoods.</p> <p>20. In Collaboration Areas, Priority Precincts and planning for centres:</p> <ul style="list-style-type: none"> <li>a. investigate opportunities for precinct-based provision of adaptable car parking and infrastructure in lieu of private provision of car parking</li> <li>b. ensure parking availability takes into account the level of access by public transport consider the capacity for places to change and</li> </ul>

Draft Greater Sydney Region Plan		Revised draft Central City District Plan	
Directions	Objectives	Priorities	Actions
			evolve, and accommodate diverse activities over time.

This Planning Proposal is consistent with the liveability directions, objectives of the draft Sydney Region Outline Plan and the priorities and actions of the draft Central City District Plan.

The proposal will provide:

- An estimated 111 units (1 – 3+ bedroom units) contributing to housing targets and diversity for the district
- Contributions towards community infrastructure such as community facilities, cycleways and environmental and recreational facilities, and
- Maximum car parking rates that aim to reduce car usage, encourage public transport patronage, walking and cycling.

The proposal will facilitate the development of a well-designed building that will contribute to renewal of periphery of the CBD, through:

- The preparation of site specific development controls to support this Planning Proposal and design competition process,
- Contributions to local infrastructure upgrades, and
- Consideration of the heritage values of Sorrell Street Conservation Area and heritage items within the vicinity of the site (Refer Section 3.3 of this report).

## Productivity

Draft Greater Sydney Region Plan		Revised draft Central City District Plan	
Directions	Objectives	Priorities	Actions
<b>6. A well connected city</b>  <b>Developing a more accessible and walkable city</b>	14. A metropolis of three cities – integrated land use and transport creates walkable and 30-minute cities	<b>C9 Delivering integrated land use and transport planning and a 30-minute city</b>	32. Integrate land use and transport plans to deliver the 30-minute city.  33. Investigate, plan and protect future transport and infrastructure corridors
	15. The Eastern, GOP and Western Economic Corridors are better connected and more competitive	<b>C8 Delivering a more connected and competitive GOP Economic Corridor</b>	No relevant action.

Draft Greater Sydney Region Plan		Revised draft Central City District Plan	
Directions	Objectives	Priorities	Actions
<b>7. Jobs and skills for the city</b>  <b>Creating the conditions for a stronger economy</b>	19. Greater Parramatta is stronger and better connected	<b>C7 -Growing a stronger and more competitive Greater Parramatta</b>	24. Strengthen the economic competitiveness of Greater Parramatta and grow its vibrancy  28. Manage car parking and identify smart traffic management strategies
	20. Investment and business activity in centres	<b>C10 - Growing investment, business opportunities and jobs in strategic centres</b>	37. Provide access to jobs, goods and services in centres by: <ul style="list-style-type: none"> <li>a. attracting significant investment and business activity in strategic centres to provide jobs growth</li> <li>b. diversifying the range of activities in all centres</li> <li>c. creating vibrant, safe places and quality public realm</li> <li>d. balancing the efficient movement of people and goods with supporting</li> <li>e. the liveability of places on the road network improving the walkability within and to the centres</li> <li>f. completing and improving a safe and connected cycling network to and within the centres</li> <li>g. improving public transport services to all strategic centres</li> <li>h. creating the conditions for residential development within strategic centres and within walking distance, but not at the expense of attraction and growth of jobs, retailing and services; where appropriate, strategic centres should define commercial cores informed by an assessment of their need.</li> </ul>

This Planning Proposal is consistent with the productivity directions, objectives of the draft Sydney Region Outline Plan and the priorities and actions of the draft Central City District Plan, in that it will:

- Deliver additional housing within Parramatta CBD that will revitalise the city centre and support commercial businesses,
- Redevelop a site that has good access to public transport (light rail, rail and ferry services), jobs, services, recreational, educational and other opportunities,
- Reduce car usage and encourage public transport patronage, walking and cycling through the provision of maximum car parking rates



- Ensure a high quality residential building and public domain is delivered through the preparation of site specific development controls and design competition process, and
- Contribute to the provision of local infrastructure, and improve access to jobs, goods and services.

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

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

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

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

The Planning Proposal is considered to meet the strategies and key objectives identified in the plan including; to help build the City as a centre of high, value-adding employment and a driving force behind a generation of prosperity for Western Sydney.

The Planning Proposal is considered to meet the strategies by allowing for the concentration of housing around transport nodes and contributing towards dwelling targets for the Parramatta LGA.

### Parramatta CBD Planning Strategy

Council adopted the "Parramatta CBD Planning Strategy" at its meeting of 27 April 2015. The Strategy is the outcome of detailed technical studies which reviewed the current planning framework and also a significant program of consultation with stakeholders and the community. The objectives of the Strategy are as follows:

1. To set the vision for the growth of the Parramatta CBD as Australia's next great city.
2. To establish principles and actions to guide a new planning framework for the Parramatta CBD.
3. To provide a clear implementation plan for delivery of the new planning framework for the Parramatta CBD.

The Planning Strategy recommended increasing the existing Parramatta CBD boundary to include the site and notes a potential 6:1 FSR for the area 'subject to further urban design refinement'. The Planning Strategy informed the preparation of the Parramatta CBD Planning Proposal.

### Parramatta CBD Planning Proposal

The Parramatta CBD Planning Proposal (CBD PP) was adopted by Council on 11 April 2016. 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 and other requirements. The CBD PP generally proposes no height limit, instead allowing maximum heights to be governed by sun access planes and aviation authorities.

The CBD Planning Proposal presents an extended city centre boundary (including the site) to facilitate higher density development in the area. Accordingly, the CBD Planning Proposal presents amended LEP planning controls for the area including a draft 'Incentive Floor Space Ratio Map' which designates an FSR of 6:1 across the subject site at 23-27 Harold Street.



**Figure 7** – Adopted controls in Parramatta CBD PP for subject site  
Source: Urbis & Parramatta City Council, 2015

#### Comment:

This Planning Proposal is consistent with the Council adopted framework of the Parramatta CBD Planning Proposal.

### Parramatta CBD Heritage Study

The Parramatta CBD Heritage Study (Urbis, 2015) recommended a height transition between the Sorrell Street heritage conservation area and the higher density development along Church Street. The report recommended retaining the existing planning controls in the HCA with particular regard to the heights, setbacks and massing. In relation to 53 Sorrell Street, the report specifically stated that the site is a small lot with no additional development potential and that the existing FSR (0.6:1) should be maintained. As detailed above, the heritage residence at 53 Sorrell Street has been removed from the Planning Proposal.



**Figure 8**— Recommended transition approach for development adjoining Sorrell Street HCA  
*Source: Urbis & Parramatta City Council, 2015*

### Draft Heritage Interface Study

Council initiated the Draft Parramatta CBD Heritage Study of Interface Areas 2017 by Hector Abrahams Architects (Draft Heritage Interface Study). The role of this study was to review the findings of the Urbis Review and investigate the issue of the appropriate way to deal with Heritage Transition between sites within and along the edges of the proposed CBD and adjoining HCAs and Heritage Items.

The Draft Heritage Interface Study recommended retaining the current planning controls for heritage residence at 53 Sorrell St – maximum height of 11m and FSR of 0.6:1. Consistent with this, 53 Sorrell Street has since been removed from the Planning Proposal. The Study has further recommended that DCP controls should be provided which ensure adequate setback between the heritage items and HCAs and development in the City Centre. The Planning Proposal is consistent with these recommendations.

### Value Sharing Policy Framework

The CBD PP requires the provision of community infrastructure to be provided should the incentive FSRs be applied to a development. This community infrastructure will assist in providing the infrastructure upgrades required that will result in response to the increased densities proposed by the CBD PP.

On 10 April 2017, Council endorsed the following rates:

- 20% value sharing for Phase 1 uplift (being \$150/m<sup>2</sup>) – being the difference between current controls and Incentive controls
- 50% value sharing for Phase 2 uplift (being \$375/m<sup>2</sup>) – being the 3:1 Opportunity Site FSR controls.

A letter of offer has been submitted by proponent in line with Council's endorsed rate of \$150/sqm for Phase 1 value sharing \$ amounting to \$ 1,279,980.00. This offer was endorsed by Council at its meeting of the 18 December 2017 and is the basis, upon which the VPA will be negotiated. The draft VPA will be exhibited alongside the Planning Proposal.

### **CBD Strategic Transport Study and Maximum Parking Rates**

The CBD Strategic Transport Study was prepared in conjunction with Transport for NSW and Roads and Maritime Services. The Study assesses the impacts of the density increases proposed in the CBD PP and how the resulting traffic impacts can be mitigated.

On 10 April 2017 Council resolved to endorse maximum car parking rates as proposed in Parramatta CBD Strategic Transport Study and recommended that these be applied to existing site-specific planning proposals and Design Competitions within the Parramatta CBD, pending results of the forthcoming mesoscopic study and Integrated Transport Plan.

In keeping with the above Council resolved to request an amended Gateway Determination to include the application of parking rates outlined in the CBD Strategic Transport Study.

The Planning Proposal includes the site specific planning control to apply the maximum car parking rates.

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

An assessment of the Planning Proposal against applicable State Environmental Planning Policies (SEPPs) is provided in Table 1 below.

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

State Environmental Planning Policies (SEPPs)	Consistent		Comment
	Yes	No	
SEPP No 1 Development Standards			X This SEPP is not applicable to the subject land under Clause 1.9 of the <i>PLEP 2011</i> .
SEPP No 55 Remediation of Land			X Not relevant to proposed amendment. The proposal does not involve the rezoning or change of use of the land. Accordingly, contamination issues (if any) will be addressed at the DA stage.
SEPP 64 – Advertising and Signage			X Not relevant to proposed amendment. May be relevant to future DAs.
SEPP No 65 Design Quality of Residential Flat Development	X		SEPP 65 was recently amended and no longer requires that a provision be included in a draft instrument to ensure the achievement of design quality in accordance with the design quality principles; and having regard to the Apartment Design Guide.  SEPP 65 is required to be considered during the assessment of any future development application on the site that includes three or more storeys and four or more dwellings and it is reasonable to expect that a design concept supporting the Planning Proposal

State Environmental Planning Policies (SEPPs)	Consistent		N/A	Comment
	Yes	No		
				demonstrates compliance with the Apartment Design Guide.
SEPP No.70 Affordable Housing (Revised Schemes)			X	Not relevant to the proposed amendment.
SEPP (Affordable Rental Housing) 2009			X	Not relevant to the proposed amendment.
SEPP (BASIX) 2004	X			Detailed compliance with SEPP (BASIX) will be demonstrated at the time of making a development application (DA) for the site facilitated by this Planning Proposal.
SEPP (Exempt and Complying Development Codes) 2008	X			May apply to future development of the site.
SEPP (Infrastructure) 2007	X			May apply to future development of the site.
Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005			X	The whole of the Parramatta is covered by the REP. 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 at DA stage.
SEPP (Urban Renewal) 2010			X	This SEPP is not applicable to the subject site.

### 3.2.3 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
- Metro planning.

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

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

Section	Comment	Compliance
<b>1. Employment and Resources</b>		
Direction 1.1 – Business and Industrial Zones	The site is currently zoned for residential uses and the Planning Proposal does not propose any zoning changes.	Yes
<b>2. Environment and Heritage</b>		



Section	Comment	Compliance
Direction 2.3 - Heritage Conservation	<p>The site is bordered by heritage residence at 53 Sorrell Street and the Sorrell Street Heritage Conservation area to the east; and is in proximity to a number of other heritage items (refer Figure 5).</p> <p>Council is satisfied that the integrity of the item can be maintained both under an FSR of 6:1 and 6.9:1 and maximum building height of 70m and 80.7m.</p> <p>Consistent with the Heritage Interface Study report by Hector Abrahams Architects (2017), an adequate separation distance (21m) between the heritage item and the proposed building will be provided through the site specific DCP. Further refinement and detail will be provided during the Design Excellence process and DA stage.</p>	Yes

Section	Comment	Compliance
<b>3. Housing, Infrastructure and Urban Development</b>		
Direction 3.1 - Residential Zones	<p>The Planning Proposal is consistent with this direction, in that it:</p> <ul style="list-style-type: none"> <li>Facilitates additional housing within the Parramatta CBD, and</li> <li>Provides residential development in an existing urban area that will be serviced by existing and proposed infrastructure.</li> </ul>	Yes
Direction 3.4 - Integrating Land Use and Transport	<p>The Planning Proposal is consistent with this direction, in that it:</p> <ul style="list-style-type: none"> <li>Will provide new dwellings in close proximity to existing public transport links,</li> <li>Will enable residents to walk or cycle to work if employed in the Parramatta City Centre or utilise future light rail services, and</li> <li>Makes more efficient use of space and infrastructure by increasing densities on an underutilised site.</li> </ul>	Yes
<b>4. Hazard and Risk</b>		
Direction 4.1 - Acid Sulfate Soils	<p>The site is identified as Class 5 on the Acid Sulfate Soils Map in Parramatta Local Environmental Plan 2011. Acid sulfate soils are generally not found in Class 5 areas however this will be addressed further at the DA stage.</p>	Yes
Direction 4.3 - Flood Prone Land	<p>The site is not flood prone and is above the 1:100 year flood level.</p> <p>Any potential impacts as a result of development on the site, such as stormwater runoff, will be addressed appropriately at DA stage. This will also include any design detail required to ensure compliance with Council's water management controls within the Parramatta DCP 2011.</p>	Yes
<b>6. Local Plan Making</b>		
Direction 6.1 - Approval and Referral Requirements	<p>The Planning Proposal does not introduce any provisions that require any additional concurrence, consultation or referral.</p>	Yes
Direction 6.3 - Site Specific Provisions	<p>The Planning Proposal seeks include a site specific provision that applies maximum parking rates in accordance with the Parramatta CBD Strategic Transport Study (as adopted by Council on 10 April 2017) as per the gateway determination of 28 September 2017 and Council resolutions of 18 December 2017.</p> <p>This site specific provision would ensure that should the redevelopment of the site under the proposed controls commence prior to the gazettal of the CBD PP the maximum parking rates will be consistent with the future CBD controls.</p>	Yes

Section	Comment	Compliance
<b>7. Metropolitan Planning</b>		
7.1 Implementation of A Plan for Growing Sydney	As detailed in Section 3.1.3 of this report, the Planning Proposal is consistent with the directions, actions and priorities of “A Plan For Growing Sydney”.	Yes
7.5 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	<p>The Planning Proposal with is consistent with the actions in the Interim Land Use and Infrastructure Plan in that the proposal:</p> <ul style="list-style-type: none"> <li>• Is in line with the Parramatta CBD PP,</li> <li>• Will contribute towards dwelling and employment targets within the Parramatta City Centre, and</li> <li>• Assist in the funding of infrastructure.</li> </ul>	Yes

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

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

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

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:

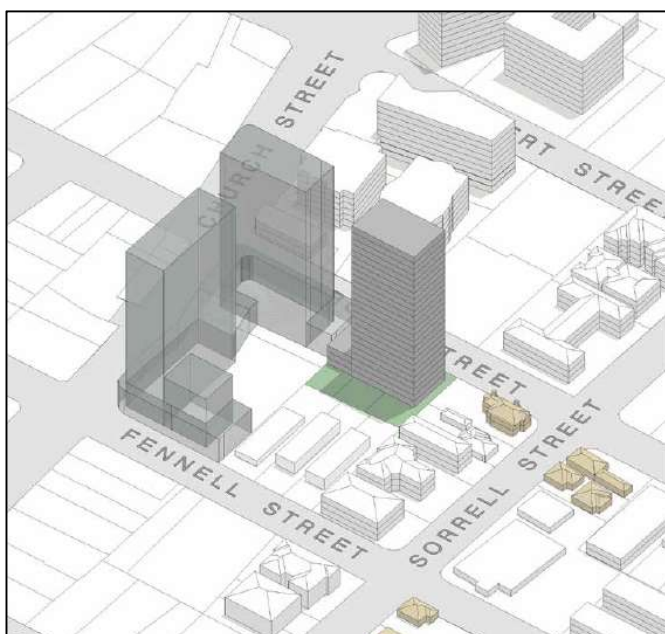
- Heritage
- Urban Design and Built Form
- Traffic and Accessibility Assessment
- Acid Sulfate Soils.

#### Urban Design and Built Form

An indicative building design prepared by Architectus (see **Appendix 1**) demonstrates the intended redevelopment concept for the site, comprising:

- 3 storey building on the western portion of the lot to link development at 470 Church Street
- 22 storey residential tower with 21m separation distance to the heritage listed residence at 53 Sorrell Street, Parramatta.

Council officers have worked extensively with the proponent to refine the Concept Plan for the subject site. An indicative concept plan is shown below in Figure 9. The image below also shows the adjoining sites at 464 and 470 Church Street.



**Figure 9** –Proposed building envelope (inclusive of design excellence) and surrounding potential built form  
Source: *Urban Design report (Appendix 1), Architectus*

The Planning Proposal will result in a tall, slender residential apartment building approximately 70 metres (22 storeys) in height with an FSR of 6:1 at the site. The heritage building at 53 Sorrell St will be retained and a separation distance of 21 metres between the heritage item and the proposed tower footprint will be provided to mitigate impacts.

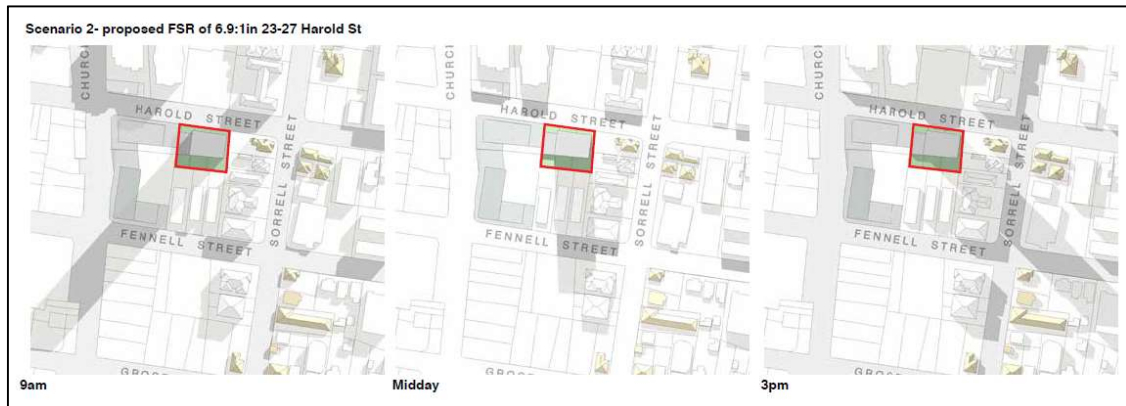
The Planning Proposal will result in a dwelling yield of approximately 111 apartments which has been calculated based on 9,848.4m<sup>2</sup> residential GFA under an FSR of 6:1 and 85m<sup>2</sup> for each apartment as shown in Table 3 below. Further, an additional FSR of 0.9:1, under the design excellence provision, could lead to a further 1,477m<sup>2</sup> residential floor space or 14 apartments.

**Table 3** - Development yield under the proposed development concept

<b>Site area</b>	1,641.4 sqm
<b>FSR 6:1</b>	9,987 sqm 111 dwellings (90sqm GFA per apartment assumed)
Design excellence bonus (0.9:1)	1,477 sqm 17 dwellings
<b>TOTAL FSR 6.9:1 (incl. design excellence)</b>	11,289 sqm 125 dwellings (90sqm GFA per apartment assumed)

Furthermore, under the design excellence provision, the development could lead to a further 10.5m height (total 80.7m / 25 storeys) which corresponds with the additional FSR of 0.9:1.

The Planning Proposal (under design excellence) will result in some overshadowing impacts as shown below in Figure 10 which indicates the impacts on June 21 (winter solstice). The Sorrell Street HCA will retain morning to midday sun access at all times of the year, however there will be some afternoon overshadowing.



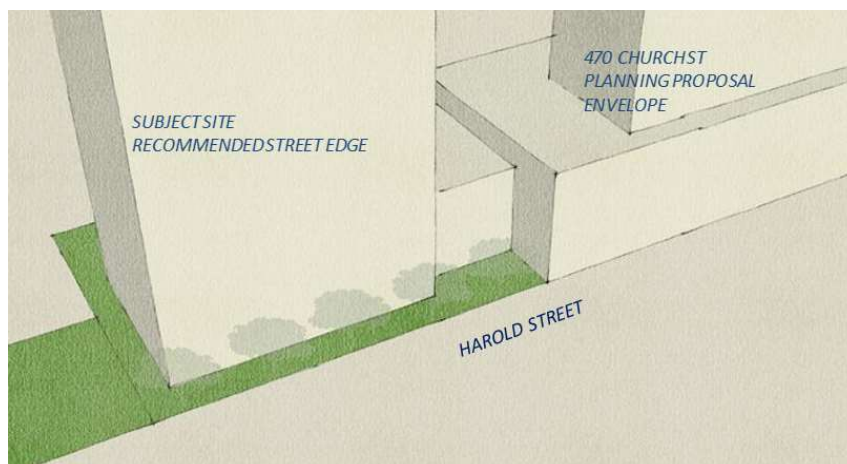
**Figure 10** – Overshadowing diagram for the Planning Proposal on June 21  
Source: Extract from the Urban Design Report, Architectus Appendix 1

Council officers are supportive of a maximum building height of 70 metres and FSR of 6:1 on the site, subject to appropriate site-specific DCP controls and an acceptable response to the heritage item and HCA. The following controls have been incorporated into the draft site-specific DCP:

- A separation distance of 21 metres between the heritage item and proposed tower footprint be provided;
- A front street setback of 4 metres with deep soil be provided along Harold Street to allow for large canopy tree planting along the front of the building;
- A rear setback to Fennell Street properties of 12 metres be provided;
- A recessed street wall condition between 470 Church Street and the subject site be provided as illustrated in Figure 11 below; and
- The car parking entry should be as recessive as possible and setback as far as possible from the street edge.

The above recommendations have been included in the draft site specific DCP as endorsed by Council at its meeting 18 December 2017.

The design excellence process will ensure that adequate separation and improved transition between the proposed development and the existing HCA and low rise surrounding context occurs.



**Figure 11** – 'Link building' adjacent to 470 Church Street, Parramatta, Source: City of Parramatta

## Heritage

The site is adjacent to Sorrell Street conservation area and 53 Sorrell Street, Parramatta, listed as a local heritage item (I420) in Schedule 5 of the *PLEP 2011*.

53 Sorrell Street, is described as a two storey residence, known as *Currawong*, and is believed to have been constructed around 1885. The house is an asymmetrical, double fronted Victorian Italianate house that is of significance to Parramatta for historical and aesthetic reasons, and as a relatively rare example of a high quality, Victorian Italianate villa in the area. The item is in good condition and makes a strong contribution to the streetscape and the Sorrell Street heritage conservation area (refer Figure 12 below).



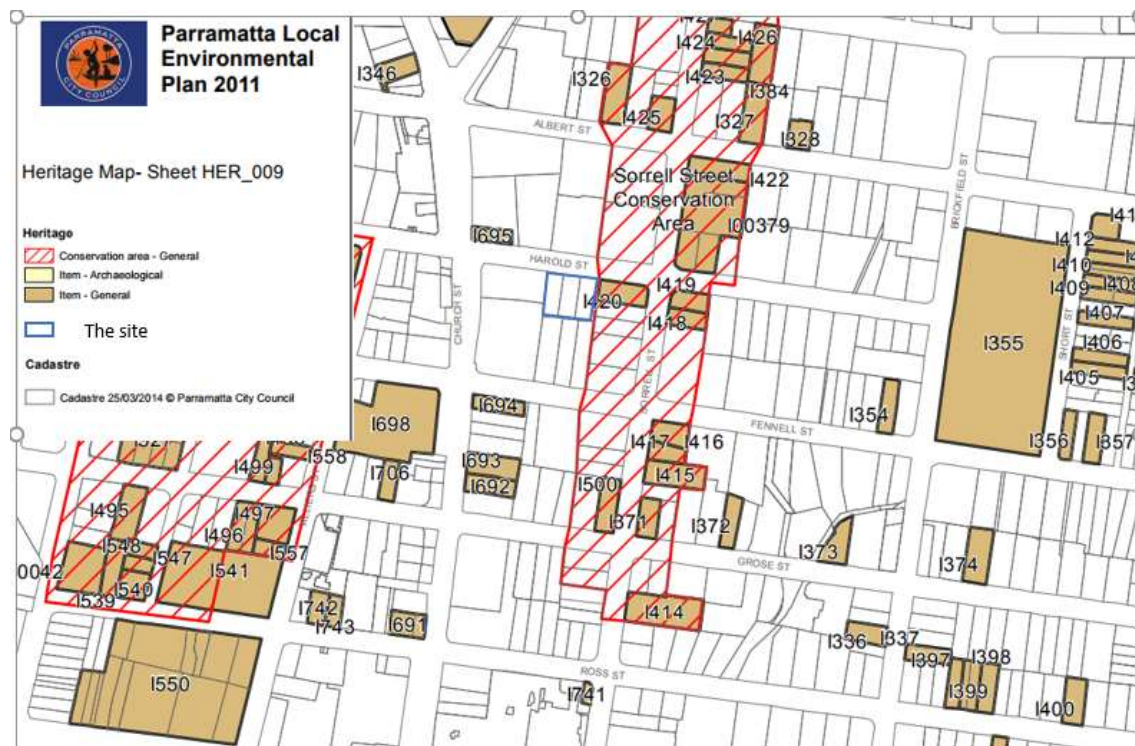
**Figure 12** – View of 53 Sorrell St (left) and side view from Harold St, part of subject site and heritage item.  
Source: Heritage21

The Parramatta CBD Heritage Study (Urbis, 2015) notes that Sorrell Street was one of the early streets developed north of the Parramatta River and that the area contains 63% of the dwellings that existed here in 1895. The Sorrell Street HCA and surrounding area contain multiple heritage items within proximity to the site, as detailed in the Table 4 below and illustrated at Figure 13.

**Table 4** - Local and State heritage items within the vicinity of the subject site.

Item number	Property address	Description	Level of significance
I695	476 Church Street	Former bakery (and potential archaeological site)	Local
I420	53 Sorrell Street North Parramatta	Two storey residence	Local
I422	56 Sorrell Street North Parramatta	Single storey residence	Local
I00379	54 Sorrell Street, North Parramatta	Endrim	State
I419	52 Sorrell Street, North Parramatta	Single storey residence	Local
I418	50 Sorrell Street, North Parramatta	Single storey residence	Local
I417	44 Sorrell Street, Parramatta	Single storey residence	Local
I416	42 Sorrell Street, North Parramatta	Timber cottage	Local
I415	38 Sorrell Street, North Parramatta	Two storey conjoined residences	Local
I371	46 Grose Street, North Parramatta	Single storey residence	Local
I500	44 Grose Street, Parramatta	Single storey residence and potential archaeological site	Local





**Figure 13** – Subject site showing location of Sorrell Street Conservation Area and heritage items in close proximity

As discussed above, the Planning Proposal is generally consistent with the recommendations of the 2017 Draft Heritage Interface Study. Council officers have worked with the applicant to revise the concept plan which has resulted in a planning proposal that is consistent with the Study. The impacts upon the heritage property and HCA will be mitigated through the following controls:

- providing an adequate buffer zone of 21 metres between the heritage house and proposed apartment building.
- The building will be setback 4 metres from Harold Street to ensure a consistent setback and alignment with the heritage item at 53 Sorrell St.
- Deep soil areas surrounding the proposed building on Harold Street and at the rear of the site (southern edge) will provide opportunities for large tree planting which will soften the massing and provide a further buffer to the heritage property and HCA.

The above controls will be provided through the site-specific DCP. Furthermore, the design excellence provisions for the site will encourage further mitigation measures and detailed consideration of built form and materials.

The Planning Proposal was accompanied by a heritage study – a Statement of Heritage Impact by Heritage21 (**Appendix 3**). The report has considered the site, surrounding heritage items and Sorrell Street HCA and concluded that the Planning Proposal does not adversely or unacceptably impact upon the identified heritage significance of the nearby local heritage items, State Heritage Register listed items, Commonwealth heritage listed places, or National and World Heritage listed properties. The reports note that the Planning Proposal is likely to have a negligible and acceptable impact in heritage terms.

## Traffic and Transport

The subject site is located 1.8km from Parramatta Transport Interchange which is outside the 800m walking radius to transport nodes. However, the site is located in close proximity to a bus stop on Church Street that is frequented by eight services. The site is also located within close proximity to the future Parramatta Light Rail line with a proposed stop within easy walking distance of the site.

Active transport opportunities are also available within close proximity to the site. A number of on-road and off-road bicycle facilities are located near the site and there are a number of parks within walking distance such as Sherwin Park, Prince Alfred Square, Dan Mahoney Reserve and Doyle Ground sports field. Parramatta Park is also within walking distance.

A Traffic and Parking Assessment Report (TPAR) assessing the Planning Proposal has been prepared by MRCagney (**Appendix 2**). The Assessment finds that the Planning Proposal is acceptable in terms of traffic, transport and parking. The TPAR includes trip generation rates likely to be generated by the proposal, based on the RMS trip generation rates. Although the Planning Proposal has been revised since originally submitted, it is most similar to Option 2 in the report, based on 22 storeys and 116 apartments. This means that the likely trip generation rate will be approximately 22 AM peak trips and 17 PM peak trips.

Option	Apartments	AM Peak Trips	PM Peak Trips
2	116	22	17

The Planning Proposal and TPAR was referred to Council's Traffic and Transport section for comment, who cited the Traffic and Transport Study being conducted by Council as part of the Parramatta CBD Planning Strategy, based on the cumulative impact of a 10:1 and 6:1 FSR growth scenario. The advice recommended determining the Planning Proposal in accordance with the outcome of this study.

Since that referral was undertaken, Council has endorsed (on 10 April 2017) a Strategic Transport Study for the Parramatta CBD and resolved to include reduced parking rates in the CBD PP, pending results of the forthcoming mesoscopic study. This resolution was in part to allow site-specific Planning Proposals to proceed ahead of the mesoscopic modelling. Council's traffic and transport team have advised that they agree with the approach of applying the recently resolved rates to this Planning Proposal. The rates resolved on 10 April 2017 are summarised as follows:

### Residential parking rates

Type of Apartment	Spaces/unit
3-bedroom	1 space/unit
2-bedroom	0.7 spaces/unit
1-bedroom	0.3 spaces/unit
Studio	0.1 spaces/unit

Commercial development (If the FSR > 3.5:1)

$$M = (G * A) / (50 * T)$$

where:

M = maximum number of parking spaces;

G = GFA of all office/business premises in the building (m<sup>2</sup>);

A = Site Area (m<sup>2</sup>);

T = Total GFA of all buildings on the site (m<sup>2</sup>)

The current concept plan includes approximately 111 apartments (refer Urban Design Report at Appendix 1). Although the unit mix has not yet been advised, for the purposes of calculating an approximate number of spaces, an estimated mix of 20% one bedroom, 60% two bedrooms and 20% three bedrooms has been used. This results in approximately 75 car parking spaces.

Further consideration of the traffic implications will be required to be undertaken as part of a future development application.

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

The Planning Proposal has the potential to increase the concentration of residential uses in the area, which will in turn provide greater housing types to respond to the local population market demand, potentially contributing to housing choice and affordability.

Based on the assumed development outcomes the proposal has the potential to generate jobs during the construction phase. Furthermore, the proposal will increase the resident population base, which can further support local businesses in the area.

The site borders the Sorrell Street conservation area and local heritage item at 53 Sorrell Street. Further refinement of the design of the interface will be addressed by way of the design competition and/or DA process to ensure its responds to the heritage values of the area fittingly.

Concerns of the local community and/or state government agencies will be addressed via public exhibition of the Planning Proposal and accompanying DCP and VPA. Furthermore, the assessment of any future DA will explore the social and economic benefits in more detail.

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

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

The subject land is approximately 200m walking distance from existing bus stops along Church Street and is within the vicinity of proposed light rail routes. Civil and utility infrastructure is suitably accessible to service the subject land and support the proposed development. Redevelopment of the subject site and further development within the area can optimise public infrastructure investment. However, it is recommended that the relevant infrastructure agencies be consulted during the planning proposal process.

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

As per condition 3 of the Gateway Determination, the following public authorities/agencies under section 56(20(d) of the EP&A Act and/or to comply with the requirements of relevant Section 117 Directions are required to be consulted:

- Transport for NSW,
- Roads and Maritime Services, and
- NSW Office of Environment and Heritage – Heritage Division.

## **PART 4 – MAPPING**

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

### **4.1 Existing controls**

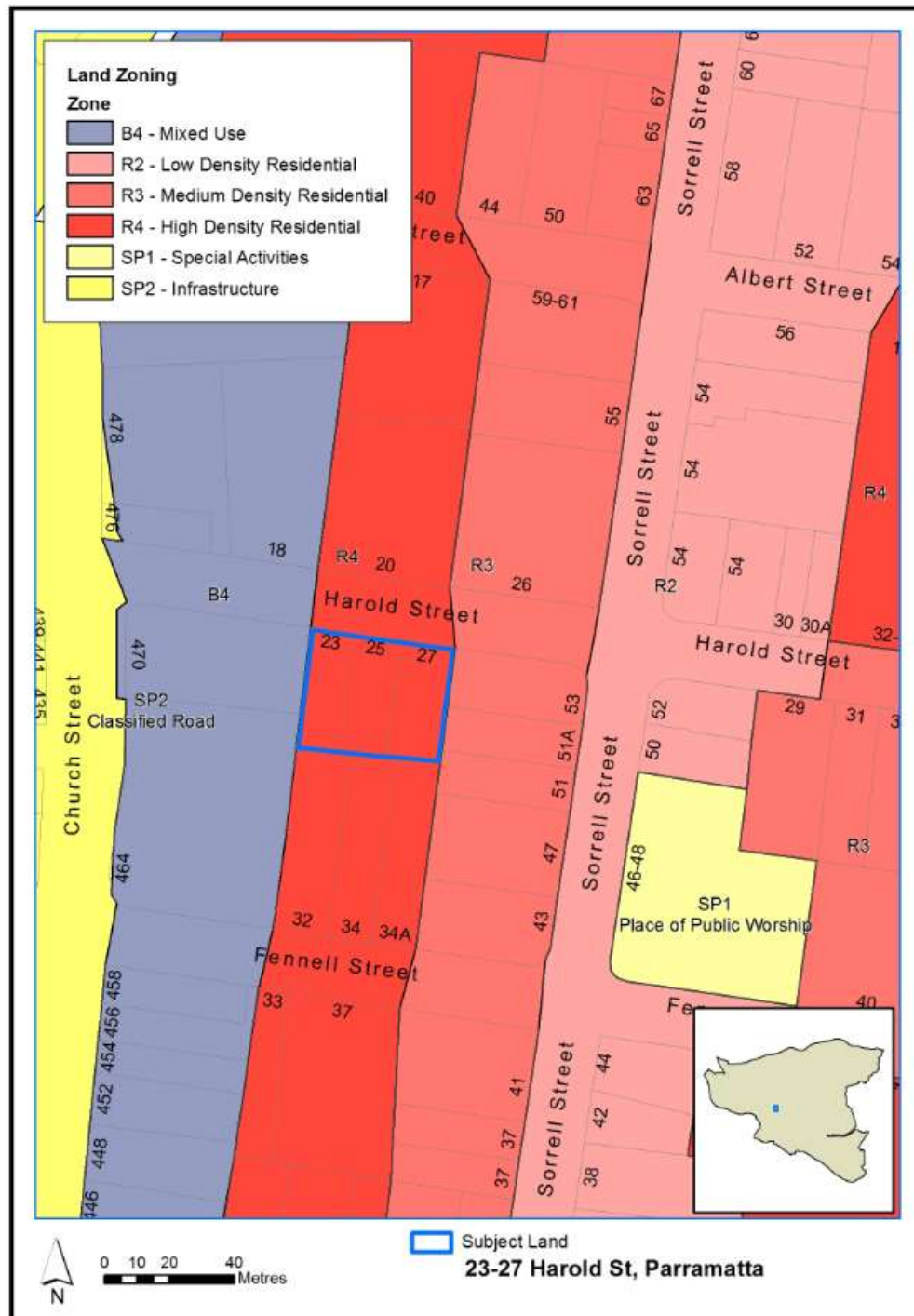
This section contains map extracts from PLEP 2011 which illustrate the current controls applying to the site.

## Zoning

The existing zoning is shown in Figure 14 below, which illustrates the existing part R4 High Density Residential zoning applying to the site.

This Planning Proposal is not seeking to amend the zoning of the subject site.

**Figure 14 – Existing land zoning extracted from PLEP 2011 Land Zoning Maps**

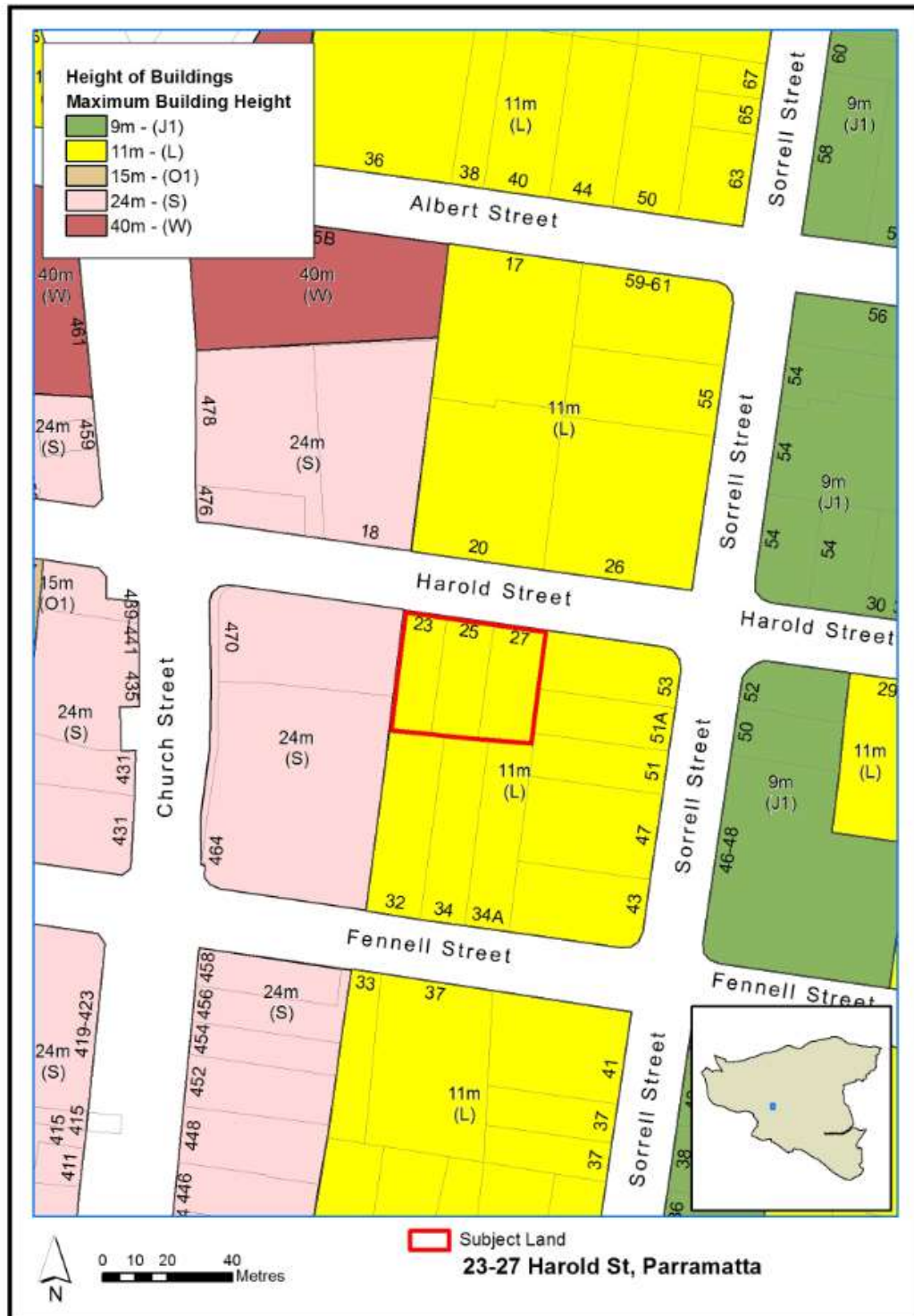




## Height of Buildings

The existing height standard is shown in Figure 15 below, which illustrates the existing 11 metre height limit applying to the site. This excludes the additional 15% of height achieved through the design excellence clause at the development application stage.

**Figure 15** – Existing building heights extracted from *PLEP 2011* Height of Buildings Maps

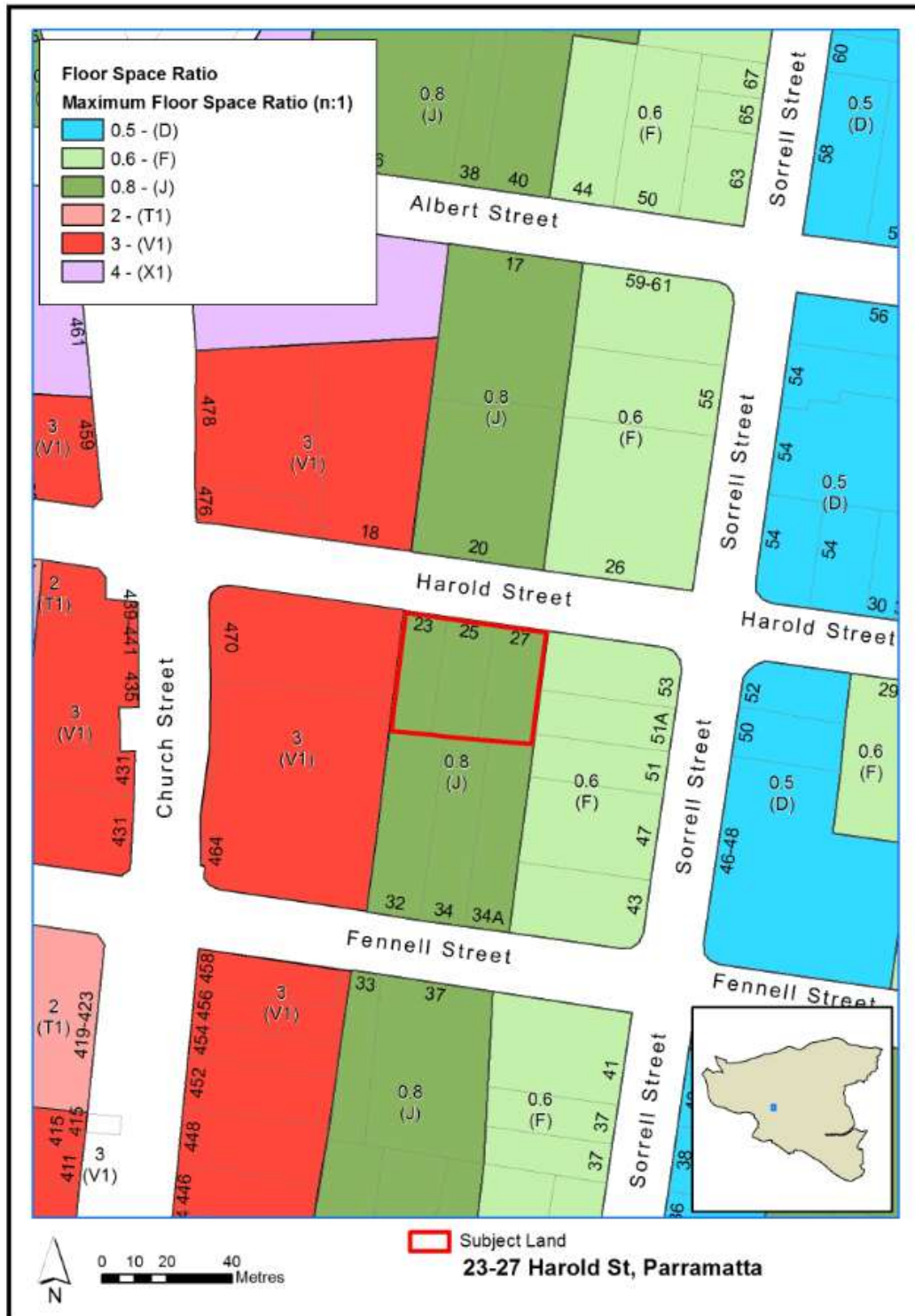




## Floor Space Ratio (FSR)

The existing FSR standard is shown below in Figure 16, which illustrates the existing 0.8:1 applying the site. This excludes the additional 15% of FSR achieved through the design excellence clause at the development application stage.

**Figure 16** – Existing floor space ratio extracted from the *PLEP 2011* Floor Space Ratio Map



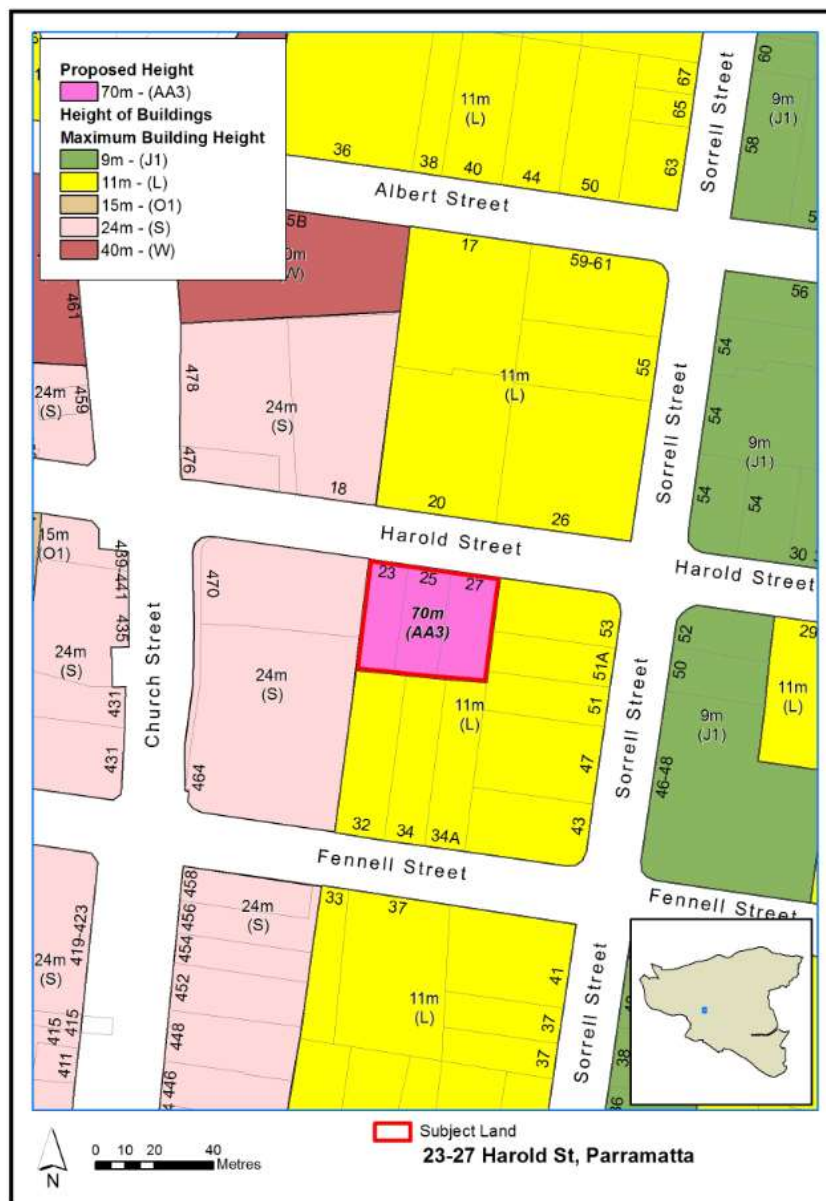
## 4.2 Proposed controls

The figures in this section (Figures 19 and 20) illustrate the proposed building height and floor space ratio controls sought by this planning proposal.

### Height of Buildings

Figure 17 below illustrates the proposed maximum building height of 70 metres over the site. The proposed height excludes the additional 15% of GFA (which equates to a total height of 80.5 metres) as this will be achieved through the forthcoming design excellence clause at DA stage.

**Figure 17** – Proposed amendment to the *PLEP 2011* Height of Building Map



## Floor Space Ratio

Figure 18 below illustrates the proposed FSR of 6:1 over the site. This excludes the additional 15% of GFA (which equates to a total FSR of 6.9:1) as this will be achieved through the forthcoming design excellence clause at the DA stage.

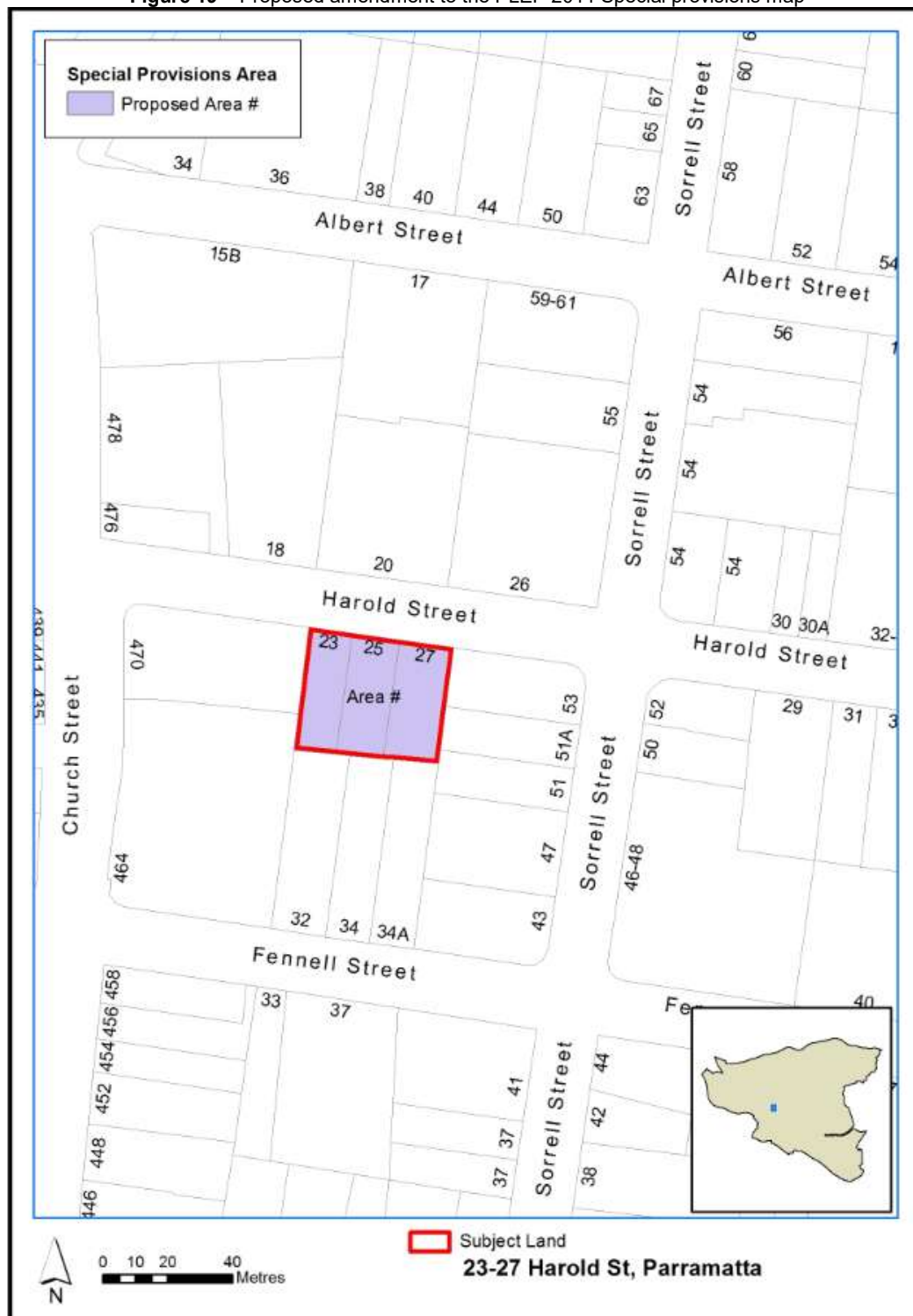
**Figure 18** – Proposed amendment to the *PLEP 2011* Floor Space Ratio Map



### Maximum car parking rates

Figure 19 below will identify that special provisions apply to the site. These special provisions relate to maximum car parking rates.

**Figure 19 – Proposed amendment to the PLEP 2011 Special provisions map**



## PART 5 – COMMUNITY CONSULTATION

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As per the condition 2 of the Gateway Determination, community consultation is required under sections 56(2) and 57 of the *EP&A Act 1979* as follows:

- The Planning Proposal must be made available for a minimum of 28 days, and The relevant planning authority must comply with the notice requirements for public exhibition set out in a Section 5.5.2 of A Guide to preparing local environmental plans (DP&E, 2016).

Public exhibition is likely to include:

- Newspaper advertisement,
- Display on the Council's website, and
- Written notification to adjoining landowners and occupiers.

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

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The following steps and timeline is anticipated:

Project milestones	Timeline
Revised Planning Proposal and supporting documentation submitted to DPE for review	February 18
Revised Planning Proposal and supporting documentation endorsed by DP&E for consultation	March 18
Commencement and completion dates for public exhibition period and government agency notification	April 2018
Consideration of submissions	April - May 2018
Consideration of proposal post exhibition and reporting to Council	June 2018
Submission to the Department to finalise the LEP	July 2018
Notification of instrument	September 2018

## **Appendix 1 – Urban Design Report**



## **Appendix 2 – Traffic & Parking Assessment Report**

## **Appendix 3 – Heritage Impact Statement**



Prepared by City of Parramatta Council

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