

Planning Proposal

To Amend the Height and Floor Space Ratio Controls

5-7 Parkes Street, Parramatta

September 2014

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1. Introduction

This planning proposal contains an explanation of the intended effect and justification for, a proposed amendment to the Parramatta City Centre Local Environmental Plan (LEP) 2007. The planning proposal seeks an amendment to the maximum floor space ratio (FSR) and maximum height of building development standards which apply to the site at 5–7 Parkes Street, Parramatta (the 'subject site'). The planning proposal has been prepared in accordance with Section 55 of the Environmental Planning and Assessment Act 1979 and the relevant Department of Planning and Environment (the Department) Guidelines including 'A Guide to Preparing Local Environmental Plans' and 'A Guide to Preparing Planning Proposals'.

2. Site and Context

The site is legally referred to as Lot 511 in Deposited Plan 866023, known as 5-7 Parkes Street, Parramatta. The site is a 2,016m² square shaped parcel located on the south eastern corner of the intersection of Parkes Street and Anderson Street.

The site adjoins Jubilee Park to the east and the Clarion Hotel to the south. The site has a gentle fall from west to east towards Jubilee Park and the Clay Cliff Creek drainage canal.

The site is within close proximity to the Parramatta Public Transport Interchange and the Parramatta CBD, being approximately 300m walking distance from the site.

An aerial photograph is provided below that shows the site in its context.



Figure 1: Site Context

The site is located on the fringe of Auto-Alley and the south-eastern edge of the Parramatta CBD and as a result the broader locality has a distinct mix of urban forms and character. To the north of the site is a combination of commercial office blocks, including the new Eclipse tower to the north-east. The area to the north-west accommodates a variety of commercial

and residential (mixed use) building forms including the large tower currently under construction on Church Street.

Land to the south and south-west, known as Auto Alley, incorporates a variety of light industrial land uses including several major car dealerships and associated service centres. The exception to this is the recently refurbished Clarion Hotel immediately to the south of the site.

The aerial photograph shows the broader locality.

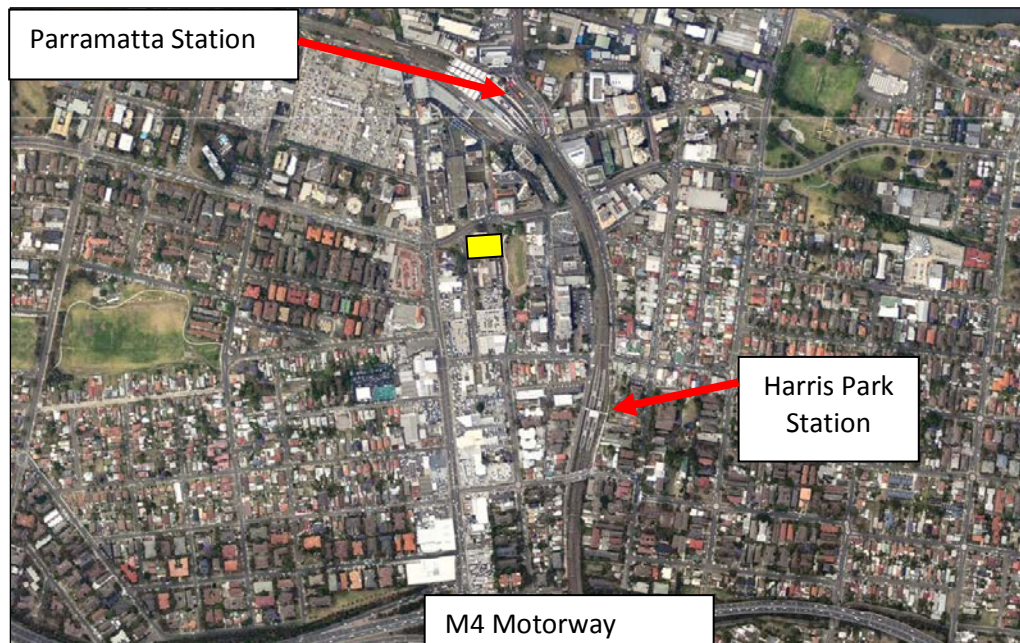


Figure 2: Locality Context

The approximate distances between the site and a range of important local transport and services are as follows:

Distance from site to

Parramatta Westfield's	250m
Parramatta Station	300m
Bus stop	200m

The photographs below give context to the site and locality.



Photograph 1 shows the existing building on the site as viewed from Parkes Street looking east.



Photograph 2 shows the site and its interface with Jubilee Park, noting the number of trees along the edge of the site and Jubilee Park.



Photograph 3 shows the site as viewed from Jubilee Park looking west.



Photograph 4 shows the site as viewed from Jubilee Park looking north-west.



Photograph 5 shows the context of the built environment from Jubilee Park looking north.



Photograph 6 shows constructed residential development along the eastern edge of Jubilee Park and in Cowper Street.



Photograph 7 shows constructed residential development along the eastern edge of Jubilee Park and in Cowper Street.



Photograph 8 shows the sites prominence from the Great Western Highway (looking east).

3. Current Planning Controls

3.1 Land use zone

Under Clause 11 of the Parramatta City Centre LEP 2007 the site is zoned B4 Mixed Use.

3.2 Height of buildings

Under Clause 21 of the Parramatta City Centre LEP 2007 the maximum building height shown on the height map for the site is 18m. Refer to **Figure 5**.

3.3 Floor Space Ratio

Under Clause 22 of the Parramatta City Centre LEP 2007 the maximum Floor Space Ratio (FSR) shown for the site is 4:1. Refer to **Figure 6**.

4. Objectives or Intended Outcomes

The purpose of the planning proposal is to increase the built form massing potential of the site to achieve a mixed use development reflecting the site's central location.

5. Explanation of Provisions

The objective is achieved by amending the Parramatta City Centre LEP 2007. Alternatively the proposed amendments may be made to the amalgamated Parramatta City Centre LEP 2007 as part of the Parramatta LEP 2011 which is currently subject to a separate planning proposal.

The following amendments are required:

1. To amend the Height of Buildings Map in accordance with the proposed height map shown at **Figure 7**. The proposed maximum building height for the site is 72m.
2. To amend the Floor Space Ratio Map in accordance with the proposed Floor Space Ratio Map shown at **Figure 8**. The proposed maximum FSR for the site is 6.5:1.

6. Justification

6.1 Section A: Need for the Planning Proposal

Is the planning proposal a result of any strategic study or report?

The planning proposal is not the direct result of a strategic study or report, but rather the result of site specific investigations into the potential massing and building envelopes under the current planning controls of the City Centre LEP and DCP. These investigations have culminated in the preparation of an Urban Design Study prepared by Aecom and the preparation of further design concepts and testing by Tony Kato Architecture. The urban

design studies confirm that a building could be designed on the site that is compliant with the sun access controls of the City Centre LEP and DCP with a height of 72m and an FSR of 6.5:1.

The proposal relates to a number of strategic studies, including:

Auto-Alley Urban Renewal Precinct

Auto Alley has been the subject of strategic planning investigations and several planning options since December 2010. Council has considered a proposed planning framework for the Auto Alley Precinct, including draft planning controls referred to as “Option 2D (modified)”, for preliminary community and public authority consultation.

Option 2D (modified) is based on the following key principles:

- Firstly, commercial-only uses will be the focus along Church Street, through retention of the B5 Business Development Zoning and the application of FSRs potentially up to 10:1.
- Secondly, on either side of the commercial-only spine, land will generally be zoned B4 Mixed Use and subject to potential FSRs (ranging from 2:1 to 4:1) that will provide an ‘uplift’ to encourage redevelopment but still enable an acceptable transition from the proposed towers on Church Street, to the low to medium rise development forms that exist (or are planned) for the adjoining residential areas.

The subject site is on the fringe of Auto Alley Precinct, as shown in **Figure 3**.



Figure 3: Auto Alley Precinct

Sydney Metropolitan Strategy 2036

The *Metropolitan Plan for Sydney to 2036*, the *Draft Metropolitan Strategy for Sydney to 2031* and the *West Central Subregion Draft Subregional Strategy* have all identified the need to diversify housing opportunities, reinforce Parramatta as the premier regional city and 'second CBD', as well as to achieve a more compact, connected, multi-centred and increasingly networked city structure by allowing density in appropriate locations with good access to services and infrastructure. As identified in **Section 6.2** below, this planning proposal is consistent with delivering the development outcomes sought by these strategic studies and reports.

Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

A planning proposal is the best means of achieving the intended outcomes on the site given they relate specifically to amendments to the permitted FSR and building height to better relate to the Auto-Alley Precinct and anticipated future character of the locality as well as to provide consistency in the permitted building heights reflected in the City Centre LEP.

6.2 Section B: Relationship to Strategic Planning Framework;

Is the planning proposal consistent with the objectives contained within the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?

Metropolitan Plan for Sydney 2036

On December 16, 2010, the NSW Government launched the *Metropolitan Plan for Sydney 2036* (the Plan) to shape the future growth of Australia's major global city. The Plan advises:

By 2036, Sydney will be a more compact, networked city with improved accessibility, capable of supporting more jobs, homes and lifestyle opportunities within the existing urban footprint.

The planning proposal is consistent with the future directions for Parramatta as stated in the Plan, as an amendment to the built envelope controls on the subject site to allow greater density will strengthen the role of Parramatta as Sydney's premier Regional City by reinforcing a strong urban environment in the context of a second CBD. The proposal will also enhance the opportunity for development of the site in a manner that enhances the attractiveness of the commercial precinct including the public domain, streetscape and building design aspects. Furthermore, the planning proposal if implemented will allow the land to be feasibly developed and ensure that a future development on the subject site capitalises on investment in public transport infrastructure in the Parramatta CBD.

Draft Metropolitan Strategy for Sydney to 2031

The *Draft Metropolitan Strategy for Sydney to 2031* ('the Strategy') was released by the Department in 2013 for public comment. The Strategy sets the framework for Sydney's growth and prosperity to 2031 and beyond.

The planning proposal is consistent with the Strategy in that it:

- focuses on encouraging greater consolidation of land in a Strategic Centre and encouraging growth within the Global Economic Corridor through to Parramatta.
- seeks to allow greater density on the subject site and will allow greater scope for the subject site to contribute to the priority of new jobs in Parramatta, given the site would be able to support a greater mix of commercial development in a mixed use context.

Draft West Central Subregional Strategy

The *Draft West Central Subregional Strategy* ('Subregional Strategy') was prepared under the NSW Government's 2005 Metropolitan Strategy. This document states that its role is to:

"...act as a broad framework for the long term development of the area, guiding government investment and linking local and state planning issues. They also provide the detail required to guide the preparation of Principle Local Environmental Plans (LEPs), which is the key legislation that links local councils and NSW Government in land use planning for each local government area." (p.4)

The planning proposal is consistent with the Subregional Strategy in that it seeks further density for a mixed use development on the site, consistent with overarching strategic intention for Parramatta as a regional central business hub. The planning proposal is also consistent with the focus of the Subregional Strategy with regards to increased residential and employment densities whilst improving liveability.

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

Council's strategic plan known as *Parramatta 2038 Community Strategic Plan* ('Parra2038'), which was adopted in June 2013, includes the vision that Parramatta will be the 'driving force and heart of Australia's most significant economic region; a vibrant home for diverse communities and a centre of excellence in research, education and enterprise'.

The planning proposal is consistent with Council's strategic plan in that it will:

- allow a site on the edge of the city centre to establish a competitive identity;
- develop the capacity of the subject site and allow a mixed use development to grow, specialise and employ more people;

- increase the capacity to retain and attract quality people with skills aligned to meet the needs of local employers; and
- help to create vibrant streets in the Parramatta CBD.

Is the planning proposal consistent with applicable state environmental planning policies (SEPPS)?

There are no existing *State Environmental Planning Policies* (SEPPs) or known draft policies which would prohibit or restrict the planning proposal. An assessment of the planning proposal against applicable State Environmental Planning Policies (SEPPs) is provided in the table below.

State Environmental Planning Policies

SEPP No. 1 – Development Standards	This SEPP does not apply to the land to which Parramatta City Centre LEP 2007 applies.
SEPP No. 4 - Development Without Consent and Miscellaneous Complying Development	This SEPP does not apply to the land to which Parramatta City Centre LEP 2007 applies.
SEPP No. 6 - Number of Storeys in a Building	Standard instrument definitions apply
SEPP No. 32 – Urban Consolidation (Redevelopment of Land)	The planning proposal is consistent with SEPP 32 in providing for the opportunity for the development of employment and housing in an area where there is existing public infrastructure, transport and community facilities, and is close to employment, leisure and other opportunities.
SEPP No. 55 – Remediation of Land	The site has historically been utilised for residential purposes. Therefore the risk of land contamination is minimal.
SEPP No. 60 – Exempt and Complying Development	This SEPP does not apply to the land to which Parramatta City Centre LEP 2007 applies
SEPP No. 64 – Advertising and Signage	Not relevant to proposed LEP amendment. May be relevant to future DAs.

SEPP No. 65 – Design Quality of Residential Flat Buildings	Detailed compliance with SEPP 65 will be demonstrated at the time of making a DA.
SEPP (Building Sustainability Index: BASIX) 2004	Detailed compliance will be demonstrated at the time of making a DA.
SEPP (Infrastructure) 2007	Not relevant to the planning proposal. May apply to the future development of the land.
SEPP (Exempt and Complying Development Codes) 2008	May apply to future development of the site.

Deemed SEPPs

Sydney Regional Environmental Plan No. 18 – Public Transport Corridor	This deemed SEPP does not apply to the subject site. It is noted that a separate amendment proposed to Parramatta LEP 2011 to include the City Centre provisions (the amalgamation planning proposal) would mean that SEPP 18 would no longer apply to the city centre once this amendment is made.
Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005	Not applicable
Regional Environmental Plan No. 28 – Parramatta	Not applicable – Parramatta City Centre LEP 2007 and Parramatta LEP 2011 supersede this deemed SEPP

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

The planning proposal is consistent with all applicable Ministerial Directions. An assessment against the relevant Ministerial Directions under Section 117 of the EP&A Act is provided below:

1.1 Business and Industrial Zones objectives

This direction applies when a relevant planning authority prepares a planning proposal that will affect land within an existing or proposed business or industrial zone (including the alteration of any existing business or industrial zone boundary). The planning proposal is consistent with this S117 Direction as it does not amend the mixed use zoning on the subject site. In this regard, it will retain the location of the existing business zone in the City Centre, it will not reduce the total potential floor space area for employment uses and related public services in the business zone, and the amendments to the City Centre LEP are consistent with and justified by the State Government's strategic planning framework for Parramatta as outlined in this report.

The planning proposal is also consistent with the objectives of the direction, in that it encourages employment growth in a suitable location and it will support the viability of identified strategic centres.

2.3 Heritage Conservation

This direction is not applicable as the site is not identified as a heritage item or within a heritage conservation area.

3.1 Residential Zones

This direction applies when a relevant planning authority prepares a planning proposal that will affect land within any zone in which significant residential development is permitted or proposed to be permitted. It is considered that the planning proposal is consistent with this Ministerial Direction as follows:

- The planning proposal is consistent with the objectives of this Ministerial Direction. It is considered that this planning proposal, if implemented, will:
 - o Encourage a variety and choice of housing types for the Parramatta City Centre to provide for existing and future housing needs;
 - o Make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services; and
 - o Minimise the impact of residential development on the environment and resource lands.
- The planning proposal will reduce the consumption of land for housing and associated urban development on the urban fringe;

- The planning proposal does not contain provisions which will reduce the permissible residential density of the land, in accordance with the requirements of the Ministerial Direction.

3.4 Integrating Land Use and Transport

This direction applies to all councils when a planning proposal is prepared that will create, alter or remove a zone or a provision relating to urban land, including land zoned for residential, business, industrial, village or tourist purposes. The planning proposal has been considered against the provisions of this direction and is considered acceptable for the site for the following reasons:

- The planning proposal is consistent with the objectives of this Ministerial Direction. It is considered that this planning proposal, if implemented, will:
 - o Improve access to housing and housing opportunity within walking distance to Parramatta Train and Bus Interchange;
 - o Reduce dependence on cars as the City Centre LEP amendments will allow further opportunity within the Parramatta CBD for transit oriented development; and
 - o Support the efficient and viable operation of public transport services;
- The planning proposal will allow for the future residential development of the site in a mixed use context, which will take advantage of the existing public transport and open space infrastructure in close proximity to the site.

4.1 Acid Sulphate Soils

The objective of this direction is to avoid significant adverse environmental impacts from the use of land containing Acid Sulfate Soils.

The Acid Sulfate Soils (map) in the Parramatta City Centre LEP classifies the subject land as Class 5 meaning that there is a low probability of Acid Sulphate Soils occurring. However, the land is in close proximity to Class 4 soils. Further assessment can be dealt with at any future DA stage for the subject site.

4.3 Flood Prone Land

According to Council's data, the subject site is subject to the 1:100 flood event and high hydraulic flood hazard risk. A flood assessment report was carried out in 2011 for a previous DA approval. This has been reviewed as part of this planning proposal with the conclusion that the flood impacts can be adequately managed. The planning proposal, as outlined below is considered consistent with this Ministerial Direction:

Direction

- (4) *A planning proposal must include provisions that give effect to and are consistent with the NSW Flood Prone Land Policy and the principles of the Floodplain Development*

Manual 2005 (including the Guideline on Development Controls on Low Flood Risk Areas).

Comment

The existing LEP contains flood related planning development controls that would apply to any development proposal on the subject site. These provisions are retained and the underlying zone of the land remains unchanged. As demonstrated with the previous development application on the site the redevelopment of the allotment is able to occur in a manner consistent with the provisions of the Floodplain Development Manual 2005 and Councils own flooding controls that would apply to the development. It is expected that detailed assessment of flooding and analysis of consistent with Councils flood related development controls would occur at DA stage.

Direction

- (5) *A planning proposal must not rezone land within the flood planning areas from Special Use, Special Purpose, Recreation, Rural or Environmental Protection Zones to a Residential, Business, Industrial, Special Use or Special Purpose Zone.*

Comment

This provision is not relevant to the current proposal as the underlying zoning of the land remains unchanged.

Direction

- (6) *A planning proposal must not contain provisions that apply to the flood planning areas which:*
- (a) *permit development in floodway areas,*
 - (b) *permit development that will result in significant flood impacts to other properties,*
 - (c) *permit a significant increase in the development of that land,*
 - (d) *are likely to result in a substantially increased requirement for government spending on flood mitigation measures, infrastructure or services, or*
 - (e) *permit development to be carried out without development consent except for the purposes of agriculture (not including dams, drainage canals, levees, buildings or structures in floodways or high hazard areas), roads or exempt development.*

Comment

- a) The planning proposal does not change the permissibility of development on the land as the underlying zoning is retained;
- b) Whilst the site is located in a floodway that is subject to the 1:100 year flood event, the future development on the site will adopt a comparable footprint at ground level to the approved building meaning that the impact on the conveyance of floodwater will be largely unchanged as compared to the approved DA on the site. The detailed design of the proposal will enable full assessment of the extent of flooding impacts but given the planning proposal relates to height, rather than footprint, the impact on the diversion of floodwater will be limited. The inconsistency with this aspect of the S117 Direction is able to be addressed.
- c) The flood risk on the site is limited to potential inundation of the area beneath the ground floor slab and above the basement roof (floodway slab). This zone is

inaccessible to occupants of the property. The footpath area around the site is only inundated by depths between 40mm and 160mm. This is not a 'high hazard area' that presents a risk to persons on the site. The Planning Proposal will result in additional occupants on the site. As the site is in a highly urbanized catchment, the flood durations are relatively short and occupants are likely to shelter in place rather than evacuate the site. Flood depths are shallow in Parkes Street and considered low hazard, any occupants wishing to evacuate can do so unassisted to flood free ground.

In addition to the above in the context of the existing planning controls the increase in density on the land from 4:1 to 6.5:1 is not considered to be a 'significant increase' in the development of the land in the context of what could be delivered on the site under the current planning controls. In addition the 117 Direction provides that a PP can be inconsistent in-so-far as they are of minor significance. In the context of the flooding affectation on the site, and the fact that the flood risk can be addressed by suitable design the increase in the density on the site is considered appropriate and can align with intent of the 117 Direction as the relative flood risk is not increased by adding additional levels to the building as compared to the existing planning controls.

- d) Development on the site will not, in all likelihood, result in a need for substantially increased requirements for government spending on flood mitigation measures, infrastructure, or services as the floodwater and flooding impacts can be addressed through design measures rather than broader measures that would require changes to the catchment. The proposal does not create a need for any spending for flood mitigation measures or infrastructure as the design at ground level does not create any detrimental effects on the flood regime at the site and throughout the associated catchment. This is comprehensively detailed in the flood risk assessment which was approved with the previous development consent.
- e) This is not relevant to the current planning proposal.

Direction

- (7) *A planning proposal must not impose flood related development controls above the residential flood planning level for residential development on land, unless a relevant planning authority provides adequate justification for those controls to the satisfaction of the Director-General (or an officer of the Department nominated by the Director-General).*

Comment

The planning proposal does not seek to amend the existing flood related development controls that apply to the land. The residential flood planning level will be fully resolved at DA stage and habitable floor levels will meet the relevant freeboard requirements and basement areas will be designed to ensure that floodwaters cannot enter the site.

Direction

- (8) *For the purposes of a planning proposal, a relevant planning authority must not determine a flood planning level that is inconsistent with the Floodplain Development Manual 2005 (including the Guideline on Development Controls on Low Flood Risk Areas) unless a relevant planning authority provides adequate justification for the proposed departure from that Manual to the satisfaction of the Director-General (or an officer of the Department nominated by the Director-*

General).

Comment

As addressed the planning proposal does not seek to amend the existing flood related development controls that apply to the land or seek to change or alter the existing flood planning level. The final residential flood planning level will be fully resolved at DA stage and habitable floor levels will meet the relevant freeboard requirements and basement areas will be designed to ensure that floodwaters cannot enter the site.

6.3 Site Specific Provisions

The objective of this direction is to discourage unnecessarily restrictive site specific planning controls.

The planning proposal is consistent with this direction as it does not seek to impose any development standards or requirements in addition to those already contained in the principal environmental planning instrument being amended (City Centre LEP).

7.1 Implementation of the Metropolitan Plan for Sydney 2036

The objective of this direction is to give effect to the strategy, policies, outcomes and actions contained in the Metropolitan Plan for Sydney 2036.

The planning proposal is consistent with the objectives of this Ministerial Direction. It is considered that this planning proposal, if implemented, will:

- Strengthen the role of Parramatta as Sydney's premier Regional City;
- Allow the subject site to capitalise on investment in public infrastructure in the Parramatta CBD; and
- Enhance the opportunity for development of the site in a manner that enhances the attractiveness of the commercial precinct.

6.3 Section C: Environmental, Social and Economic Impact;

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 not identified as containing threatened species populations or ecological communities, or their habitats on the site.

The site has been cleared vegetation and use for commercial purposes for some time.

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

Traffic and Parking Matters

A traffic study has considered the extent of impact on the local road network at planning proposal stage and accompanies this submission. The proposal has been found to be acceptable.

Building Form

An Urban Design Study has been prepared to demonstrate compliance with the sun access plane can be achieved under the proposed controls and confirming that the height and yield proposed is consistent with other built form controls (existing and/or draft) for the CBD and Auto Alley. It is noted that the envelopes shown in the Urban Design Study are not refined architectural expressions and therefore do not intend to indicate the future envelope of the development, rather demonstrate that there is sufficient envelope to enable the design development of a building within the 72m height limit.

Site Contamination

The site has historically been utilised for residential purposes and therefore the risk of land contamination is minimal. As noted in the Council report associated with the mixed use development there is no history of contaminating activities occurring on the site.

Flooding

As addressed, investigations have revealed that Clay Cliff Creek drainage channel flooding issues can be addressed through hydraulic design as detailed in the previous development consent issued by Council. The discussion above confirms that the review of the completed Flood Risk Assessment for the site confirms that the planning proposal will not have any implications upon the agreed and approved flood management regime established in the approved DA on the site.

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

It is considered that the planning proposal will result in a number of social and economic benefits for the subject site, the CBD and Auto Alley as detailed in? of this report.

Social Effects

The proposal will contribute to affordable housing in proximity to a major transport hub and local and regional services.

Economic Effects

The proposal will provide positive economic effects during the short term construction process as well as longer term flow on effects for businesses within the Parramatta CBD given the increase in residential densities that will provide for positive externalities.

6.4 Section D: State and Commonwealth Interests

Is there adequate public infrastructure for the planning proposal?

The Parramatta City Centre is well serviced by public infrastructure and the site will benefit from such servicing. A summary is provided as follows -

Public Transport

The subject site is within walking distance to Parramatta Train and Bus Interchange and numerous bus stops. This reduces pressure on arterial roads throughout the region, particularly the M4 Motorway, Great Western Highway, Victoria Road and Windsor Road.

Roads

The site is well located to key arterial road corridors. However, the greater benefit is increasing density within the catchment of public transport.

Cycleways/Pedestrians

The site and locality is highly 'walkable' given proximity to public transport, commercial, retail and recreational services and facilities. The site's proximity to Parramatta Railway Station and Harris Park Stations is indicated below.

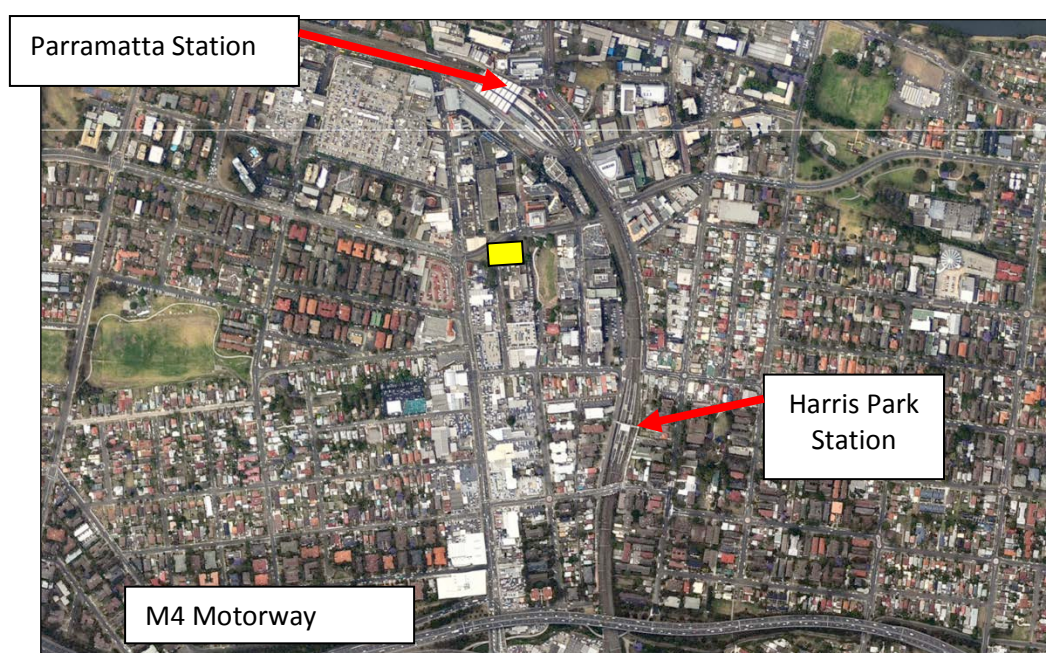


Figure 4: Proximity to railway stations

Utilities

The site has access to relevant utilities including water, telecommunications, electricity and reticulated sewer.

Health, Education and Emergency Services

The site is within proximity to the Parramatta CBD which has a variety of health, education and emergency services. In a broader context the site has proximity to Westmead Hospital and UWS Parramatta which are regional institutions.

Open Space

The site is immediately adjacent Jubilee Park and is within proximity to a number of other open space networks in the locality including Lancer Barracks, Parramatta River and Parramatta Park.

What are the views of State and Commonwealth Public Authorities consulted in accordance with the gateway determination?

State and Commonwealth public authorities will be consulted following the outcomes of the Gateway determination. The following authorities are proposed to be consulted:

- Transport for NSW (Roads and Maritime Services)
- Endeavour Energy
- Sydney Water

7. Mapping

The current maximum permitted height and FSR shown for the site on the Height of Buildings Map and Floor Space Ratio Map of the Parramatta City Centre LEP 2007 are illustrated in **Figures 5 and 6** below.

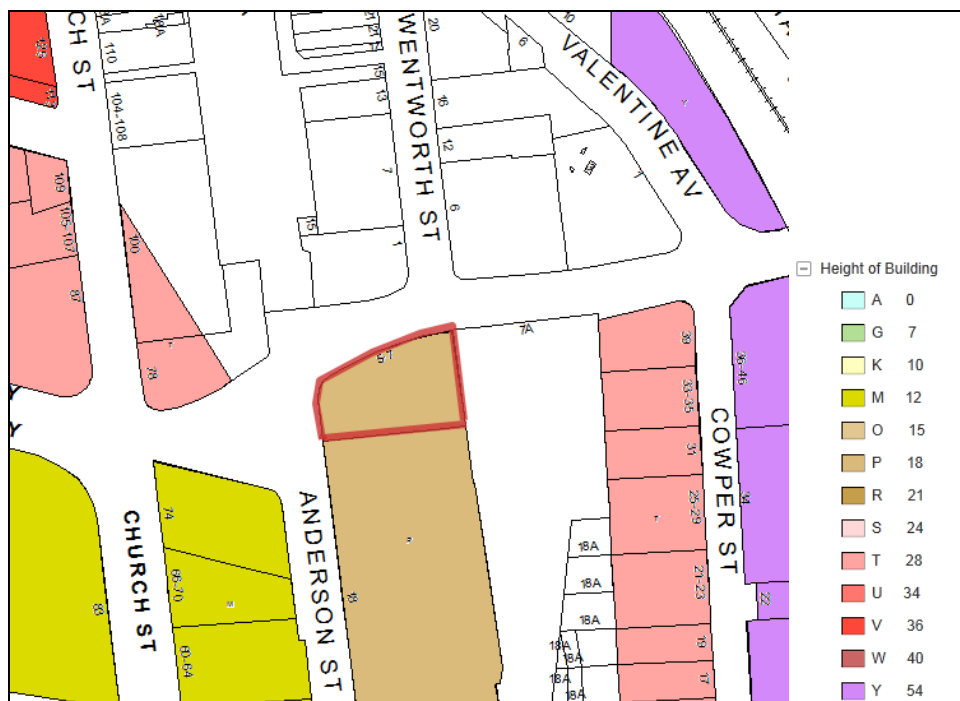


Figure 5: Parramatta City Centre LEP Height of Buildings Map extract (subject site outlined in red). Maximum HOB for the subject site is 18m

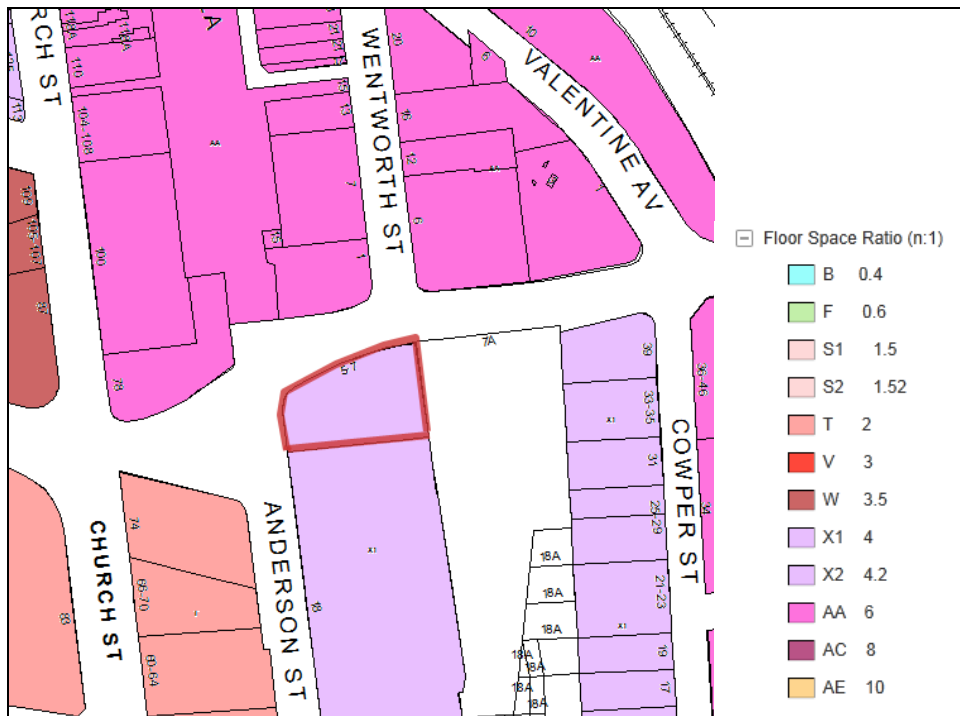


Figure 6: Parramatta City Centre LEP Floor Space Ratio Map extract (subject site outlined in red). Maximum FSR for the subject site is 4:1.

The amendments sought by the PP to the Height of Buildings Map and Floor Space Ratio Map of the Parramatta City Centre LEP 2007 are shown in **Figures 7 and 8** below.

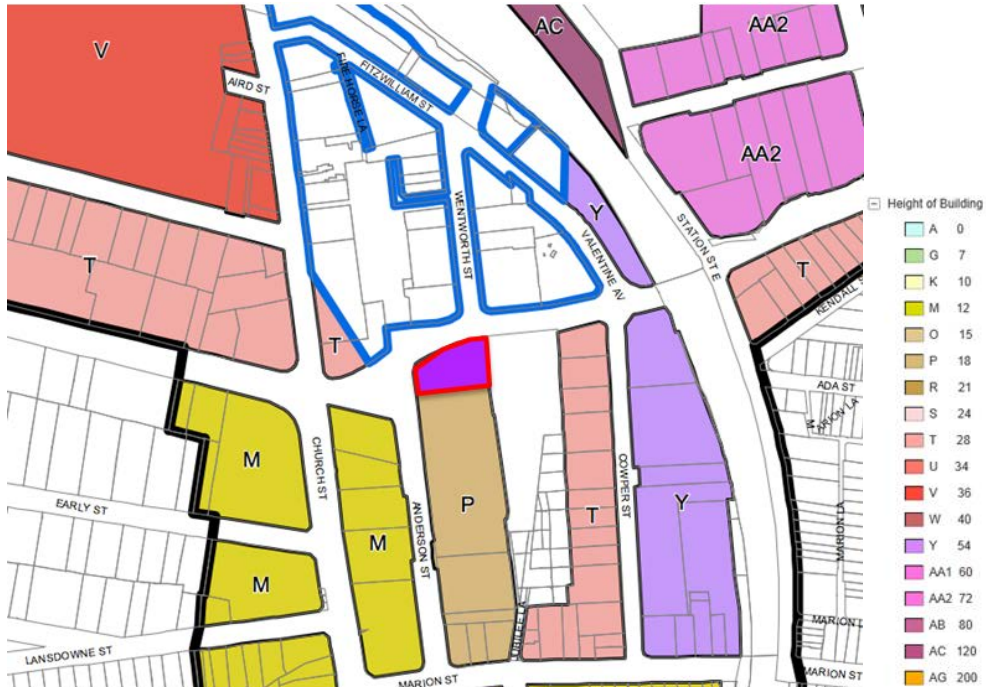


Figure 7: Proposed amendment to the *Parramatta City Centre Local Environmental Plan 2007* Height of Buildings Map



Figure 8: Proposed amendment to the *Parramatta City Centre Local Environmental Plan 2007* Floor Space Ratio Map

8. Community Consultation

It is proposed that the planning proposal be placed on public exhibition for a minimum of 28 days and that community consultation be carried out in accordance with Section 4.5 of *A Guide to Preparing LEPs* (Department of Planning 2009).

The consultation program will include:

- Newspaper Advertising in local papers;
- Website information; and
- Letters to adjoining land owners and surrounding properties

A public hearing is not required for this planning proposal.

9. Indicative Timeline

Below is an indicative timeline for the planning proposal:

- Referral to NSW Planning and Environment for Gateway Determination: October 2014

- Gateway Determination: November 2014
- Public Exhibition: February 2014
- Consideration of submissions: March 2014
- Post exhibition report to Council: April 2014
- Drafting of LEP amendment in consultation with Parliamentary Counsel: May 2014
- Anticipated date for notification of the LEP amendment: second half of 2015