



# PLANNING PROPOSAL

**180 George Street, Parramatta**

### **Planning proposal drafts**

Proponent versions:

| <b>No.</b> | <b>Author</b> | <b>Version</b> |
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## INTRODUCTION

This planning proposal seeks to amend the *Parramatta Local Environmental Plan (PLEP) 2011* to modify the maximum building height and floor space ratio (FSR) controls that apply to land at 180 George Street, Parramatta. These amendments are sought with the intent to erect a mixed use residential and commercial development.

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

## Background and context

On 30 November 2015, Council received a planning proposal and supporting documents from Meriton Property Services Pty Ltd for land known as 180 George Street, Parramatta, see Figure 1. The site comprises five lots with a legal description of Lots 201-204 DP 1082194 and SP74916, with a site area of approximately 8,000m<sup>2</sup>. Currently the site is occupied by a mixed use development comprising five buildings and basement car park. A 13 storey serviced apartment building with ground floor retail uses faces Charles Street and two storey retail buildings front George Street.



**Figure 1** Location map

## PART 1 – OBJECTIVES OR INTENDED OUTCOMES

The objective of this planning proposal is to enable the redevelopment of land at 180 George Street, Parramatta in accordance with the site's B4 Mixed Use zone for a high density mixed use development. The increased FSR and height controls proposed in this planning proposal will facilitate the growth of Parramatta's CBD.

## PART 2 – EXPLANATION OF PROVISIONS

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

1. Remove the site from the **Height of Buildings Map** (Sheet HOB\_010). Refer to Figure 9 in Part 4 of this planning proposal.
2. Amend the maximum FSR in the **Floor Space Ratio Map** (Sheet FSR\_010) from 4:1 to 10:1. Refer to Figure 10 in Part 4 of this planning proposal.

|               | Existing         | Proposed                                | Control supported by Council officers   |
|---------------|------------------|-----------------------------------------|-----------------------------------------|
| <b>FSR</b>    | 4:1              | 10:1 (11.5 including design excellence) | 10:1 (11.5 including design excellence) |
| <b>Height</b> | 36m (11 storeys) | 180m (57 storeys)                       | No height limit                         |

3. Site specific provision be applied that requires a minimum of 1:1 be provided as employment generating floor space (commercial).
4. Require Clause 7.6 (Airspace Operations) to apply to the site.

## 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

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

This Planning Proposal is not the result of any site specific study or report however it was prepared in response to the Council adopted Parramatta CBD Planning Strategy.

Council adopted the Parramatta CBD Planning Strategy at its meeting of 27 April 2015. The Strategy sets the vision for the growth of the Parramatta CBD as Australia's next great city and whilst additional work remains to be undertaken, the Strategy is a tool to inform planning controls for the CBD in the future. Key details of the Strategy, as they apply to this site, include a potential Floor Space Ratio (FSR) of 10:1 throughout the majority of the City Centre and a non-numerical maximum building height that responds to sun access for key public spaces and heritage items, with towers characterised as tall and slender.

The Framework has informed the indicative scheme presented in the Urban Design Analysis included at **Appendix 1**. The Strategy identifies a need for significant growth in the Parramatta City Centre and the planning proposal is consistent with the details outlined in the Strategy.

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

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

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

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

##### **A Plan for Growing Sydney**

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

Parramatta local government area is part of the West Central Subregion. The subregional strategies for the Sydney districts, which are expected to set out detailed priorities for each subregion, are yet to be finalised and exhibited. The following details are included in the mother document *A Plan for Growing Sydney* which identifies the following directions, actions and priorities for Parramatta and the West Central Subregion that are relevant to this site and planning proposal:

### **1.2 Grow Greater Parramatta – Sydney's Second CBD**

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

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

- Deliver priority revitalisation precincts

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

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

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

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

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

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

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

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

### **West Central Subregion**

- Accelerate housing supply, choice and affordability and build great places to live
- Provide capacity for additional mixed use development in Parramatta CBD and surrounding precincts including offices and retail in Parramatta CBD, arts and culture in Parramatta and housing in all precincts

The planning proposal will enable the development of residential dwellings and non-residential uses including ground floor retail uses that will contribute towards dwelling and employment targets on a site located within the Parramatta City Centre. Approximately 753 residential apartments with a range of unit types are proposed to promote housing supply and choice. The non-residential uses on the site support Council's vision of the growing Parramatta CBD with a commercial core nurtured by mixed use developments on the periphery as stipulated by the zoning maps in PLEP 2011 and Parramatta CBD Planning Strategy. The site will contribute to the vibrant character of the area by activating the ground floor with retail uses.

The site is located in a transport corridor with Parramatta Railway Station/Bus Interchange located within 500m. The site is in close proximity to Parramatta River along which the Parramatta cycleway is located. Additionally Robin Thomas Reserve is located approximately 250m east. Although the details of the proposed Light Rail service are not fixed, the stations are likely to be located within close proximity to the site, along Macquarie Street or in Parramatta Square. The proposal will provide accessible employment and residential uses, supporting the growing transport corridor in which Parramatta centres.

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

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

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

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

The planning proposal is considered to meet the strategy and key objectives identified in the plan by allowing for an appropriate mix of residential and non-residential uses located in a centre with public transport, shops and community facilities in close proximity. The proposal will activate the street and improve the walkability of the city centre with retail on the ground floor and a pedestrian thoroughfare from George Street to the River Foreshore. The development will also allow for the concentration of housing around transport nodes and contribute towards dwelling targets for NSW.

#### **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 Strategy sets the vision for the growth of the Parramatta CBD as Australia's next great city and whilst additional work remains to be undertaken, the Strategy is a tool to inform planning controls for the CBD in the future.

Council considered a report on 14 March 2016 providing further details for scenarios in which an increased height and FSR or incentive height and FSR applies to sites under the Parramatta CBD Planning Strategy. The Strategy proposes in the case of mixed-use developments such as the subject planning proposal, should the development include community infrastructure that no height limit applies as well as an FSR of 10:1 and of that FSR 1:1 must be commercial development. The policy objective of this control is to contribute employment generating floor space consistent with Parramatta's role as a key employment centre in western Sydney. The current market conditions have seen the majority of B4 zoned sites obtain approvals for and be developed for almost entirely residential purposes. This report was deferred and is being considered by Council as part of the business paper on 11 April 2016.

The Strategy identifies a need for significant growth in the Parramatta City Centre in which this planning proposal responds.

#### **Parramatta City River Strategy Design and Activation Plan (River Strategy)**

The River Strategy was endorsed by Council in May 2015 with the intent to:

- Develop an integrated vision for the riverfront
- Provide a co-ordinated design and activation strategy
- Determine feasibility and provide a draft implementation strategy

The site is situated within the defined study area of the Strategy with Parramatta Quay (labelled 14 on the Parramatta City River Plan) identified as a focal point. Parramatta Quay will be the City Centre's major ferry interchange connecting Sydney to Parramatta and the subject site will contribute to the activation of the river front. Pedestrian plazas along the river front, directly to the north of 180 George Street will likely impact the final

design of the built form. Such details can be addressed through the Design Excellence process.

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

The following State Environmental Planning Policies are of relevance to the site.

#### **State Environmental Planning Policy No. 32 - Urban Consolidation (Redevelopment of Urban Land)**

The intention of the State Environmental Planning Policy No. 32 Urban Consolidation (Redevelopment of Urban Land) is to ensure that urban consolidation objectives are met in all urban areas throughout the State. The policy focuses on the redevelopment of urban land that is no longer required for the purpose it is currently zoned or used, and encourages local councils to pursue their own urban consolidation strategies to help implement the aims and objectives of the policy.

The PP is consistent with the SEPP given its purpose is for the orderly and economic development of the land for high density mixed use in a location which benefits from suitable infrastructure, employment and leisure opportunities.

#### **State Environmental Planning Policy No. 65 – Design Quality of Residential Flat Development**

The objective of SEPP 65 is to ensure high density residential development is created to a high quality taking into consideration the function and impact of the proposal along with aesthetic appeal. SEPP 65 requires that the Apartment Design Guide (published by the Department of Planning and Environment) is a matter for consideration as part of the assessment process for residential flat buildings.

The SEPP 65 is required to be considered during the assessment of any future development 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 a planning proposal demonstrates compliance with the Apartment Design Guide.

The reference design lodged alongside this planning proposal, see Appendix 1, is consistent with the Apartment Design Guide. The separation distances and solar access principles have been considered in the conceptual design of the building envelopes. Screens and similar devices have been employed to ensure privacy is maintained between the existing serviced apartment and the proposed tower forms.

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

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

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

The following directions are considered relevant to the subject planning proposal.

### **Employment and Resources - 1.1 Business and Industrial Zones**

*Business and Industrial Zones The objectives of this direction are to:*

- a) encourage employment growth in suitable locations,*
- b) protect employment land in business and industrial zones, and*
- c) support the viability of identified strategic centres.*

The planning proposal will maintain the existing zone which allows for a mix of residential and non-residential uses. The proposal will support the mixed use character of the area and the nearby commercial core, by activating the street front with retail uses and increasing the residential population delivering homes close to employment. A site specific clause in keeping with the Parramatta CBD Planning Strategy will apply to the site requiring 1:1 commercial floor space.

### **Housing, infrastructure and urban development - 3.1 Residential Zones**

*The objectives of this direction are:*

- a) to encourage a variety and choice of housing types to provide for existing and future housing needs,*
- b) to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and*
- c) to minimise the impact of residential development on the environment and resource lands.*

The planning proposal is consistent with the objectives of this direction as it will increase residential densities and housing choice in a location that is close to public transport, shops, employment and recreational opportunities.

### **Housing, Infrastructure and Urban Development - 3.4 Integrating Land Use and Transport**

*The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:*

- a) improving access to housing, jobs and services by walking, cycling and public transport, and*
- b) increasing the choice of available transport and reducing dependence on cars, and*
- c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and*
- d) supporting the efficient and viable operation of public transport services, and*
- e) providing for the efficient movement of freight.*

Increasing the density of development within the walking catchment of transport nodes, namely Charles Street Ferry Wharf, the proposed light rail service and Parramatta Railway Station and Bus Terminal will support the viability of existing and proposed public transport services and reduce dependence on cars.

### **Housing, Infrastructure and Urban Development - 3.5 Development near Licensed Aerodromes**

The objectives of this direction are:

- a) *to ensure the effective and safe operation of aerodromes,*
- b) *to ensure that their operation is not compromised by development that constitutes an obstruction, hazard or potential hazard to aircraft flying in the vicinity, and*
- c) *to ensure development for residential purposes or human occupation, if situated on land within the Australian Noise Exposure Forecast (ANEF) contours of between 20 and 25, incorporates appropriate mitigation measures so that the development is not adversely affected by aircraft noise.*

Bankstown Airport is subject to the federal *Airports Act 1996* and the *Airports (Protection of Airspace) Regulations 1996*. Airspace above the Parramatta CBD is affected by operational requirements for this airport. A building that penetrates the Obstacle Limitation Surface (OLS) requires approval under that legislation, via the Commonwealth Department of Infrastructure and Regional Development. An Aeronautical Assessment is included at Attachment 6.

It is proposed that no height limit applies to the subject site in keeping with the Parramatta CBD Planning Strategy subject to compliance with Section 7.6 of Parramatta LEP 2011. The Obstacle Limitation Surface is 156m, any built form within this height does not need referral to Civil Aviation and Safety Authority (CASA). The Radar Terrain Clearance Charts (RTCC) is 243m, this is the maximum height permissible with CASA approval in Parramatta. The RTCC height cannot be breached and this includes the additional height of the cranes at construction stage, this is supported by Clause 7.6 of Parramatta LEP 2011. The reference design at Attachment 1 demonstrates an Australian Height Datum (AHD) of 187m which is within the RTCC height limit. CASA approval can be undertaken at the Design Competition stage.

### **Hazard and risk - 4.1 Acid Sulfate Soils**

*The objective of this direction is to avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulfate soils.*

With the exception of several small blocks, the majority of Parramatta City Centre (including the site) is affected by Class 4 or Class 5 Acid Sulfate soils.

Despite this constraint, Parramatta has accommodated medium to high density development throughout the CBD. This application for a planning proposal acknowledges that the site is affected by Acid Sulfate Soils. An Acid Sulfate Soils Management Plan will be required to support any future DA in accordance with the existing provisions of PLEP 2011.

### **Hazard and risk - 4.3 Flood Prone Land**

This direction applies where a planning proposal creates, removes or alters a zone or a provision that affects flood prone land. The planning proposal seeks to introduce residential development in an area identified as being flood prone.

*The objectives of this direction are:*

- a) to ensure that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005, and*
- b) to ensure that the provisions of an LEP on flood prone land is commensurate with flood hazard and includes consideration of the potential flood impacts both on and off the subject land.*

The site is not impacted by the 20 and 100 year Average Recurrence Interval (ARI) events, see Figure 8. The entire site is impacted by a Probable Maximum Flood (PMF) event. The reference design at Attachment 2 demonstrates additional car parking to be provided in the podium. No additional basement car parking is proposed.

The Floodplain Development Manual 2005 (including the Guideline on Development Controls on Low Flood Risk Areas) identifies flood risk as being existing, future and continuing.

- Existing Flood Risk

Parramatta Council's flood map indicates the site is not affected in the 1 in and 100 year ARI events. However the entire site is affected by events greater than a 1 in 100 year flooding event. The local flood regime is actually a function of local catchment runoff exceeding the capacity of the stormwater pipe system. When runoff exceeds the capacity of the sub-surface drainage network along the southern Charles Street flow path localised overland flooding will occur.

- Future Flood Risk

The existing LEP contains flood related planning development controls that would apply to any development proposal on the subject site. These provisions along with the current zone of the land are to be retained.

The redevelopment of the allotment is able to occur in a manner consistent with the provisions of the Flood plain Development Manual 2005 and Council's flooding controls that would apply to the development. It is expected that detailed assessment of flooding would occur at the Development Application stage. The future flood risk is addressed by the development achieving the requirement of Council's floodplain Matrix as outlined in the Parramatta DCP 2011, please refer to the Flood Report at Appendix 5.

- Continuing Flood Risk

As the proposed development is multi-storey residents and visitors should shelter in place. The building Emergency Management Plan will contain a Flood Emergency Detailed Response Plan. All wardens trained under the building emergency plan are to be aware of the flood evacuation site, routes to the site and how to liaise with building occupants. This level of information will accompany the Development Application.

To minimise the impact of the proposal with respect to flooding, only existing basement carparking is included in the reference design. The entrance crest of the basement vehicular ramp will be provided at least to Council's required flood planning level of 500mm relative to the top of street kerb. Principles and measures will be incorporated into any future detailed design. This will include an early warning system with sirens, appropriate signage, exits, evacuation routes and overall building management.

Further details of these design features and evacuation measures, including a designated on-site evacuation area and protection in the basement car park when

flooding occurs will be addressed as part of the Design Excellence and Development Application process.

### **Local Plan Making - 6.3 Site Specific Provisions**

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

It is proposed a site specific provision is applied that requires a minimum 1:1 commercial floor space.

The Parramatta CBD Planning Strategy allows for an FSR of 10:1 to apply and of that floor space 1:1 must be commercial uses. The policy objective of this control is to contribute employment generating floor space consistent with Parramatta's role as a key employment centre in western Sydney. The current market conditions have seen the majority of B4 zoned sites obtain approvals for and be developed for almost entirely residential purposes.

The Parramatta CBD Planning Strategy as endorsed by Council on 27 April 2015 states *a minimum non-residential FSR of 1:1 must be achieved for all sites in the mixed use zone of the Parramatta CBD*. A report considered by Council on 14 March 2016 regarding the draft Parramatta CBD planning proposal clarifies the intent of this proposed control. *A local provision is proposed which requires a minimum of 1:1 FSR of commercial development to be provided as part of a mixed use development on some sites zoned B4 Mixed Use*.

The Strategy notes controls designed to encourage employment uses should be targeted to high-yielding employment uses and not serviced apartments. The subject site is approximately 8,000m<sup>2</sup> in area and 3,200m<sup>2</sup> (0.4:1) of commercial floor space is proposed. It is recognised the existing serviced apartments on the site if retained will not contribute to the commercial floor space requirement. This site specific clause is in keeping with the Parramatta CBD Planning Strategy.

### **Metropolitan Planning - 7.1 Implementation of a Plan for Growing Sydney**

This direction applies to land within the Sydney metropolitan area.

*The objective of this direction is to give legal effect to the planning principles; directions; and priorities for subregions, strategic centres and transport gateways contained in A Plan for Growing Sydney.*

As detailed above in section 3.2.1, the planning proposal is consistent with the directions, actions and priorities for Parramatta and the West Central Subregion as set out in *A Plan for Growing Sydney*.

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

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

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

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

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

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

- Heritage impacts
- Urban Design and Built Form
- Flooding – addressed in ‘Hazard and Risk - 4.3 Flood Prone Land’, Section B3.2
- Transport and Accessibility Assessment
- Acid Sulfate Soils – addressed in ‘Hazard and Risk - 4.1 Acid sulphate Soils’, Section B3.2
- Aeronautical operations

#### **Heritage - General**

The subject site does not contain a heritage item listed under PLEP 2011. However the site adjoins a heritage item of state significance, listed in Schedule 5 of PLEP 2011 as Item 00248 Harrisford, located at 182 George Street, Parramatta see Figure 7.

A heritage assessment of the proposal has been undertaken by Urbis, included at Appendix 4. It is concluded that potential impacts of the proposal on Harrisford House can be managed through the modulation of the towers forms, the proposed podium and the eastern podium setback as proposed. Urbis concluded landscaping and design sympathetic to the heritage item will mitigate impacts. Such details can be finalised at the Design Excellence and Development Application processes.

To ensure the impacts of the proposed built form is minimised on the adjoining heritage item Council will prepare a site specific Development Control Plan in conjunction with the applicant. This will ensure the podium height is sympathetic to the neighbouring site and curtilage is provided.

#### **Heritage - Archaeology**

The subject site is located in an archaeologically significant locality, it is categorised as possessing State archaeological significance and exceptional archaeological research potential. The site has high Aboriginal sensitivity with a recorded Aboriginal open campsite located on lot 202 DP 1082194. The site is identified as Parramatta Archaeological Management Unit 3034. An Archaeological report is included at Appendix 2.

An extensive archaeological programme was undertaken in 2002 in connection with the redevelopment of the site for its current use. It is believed that salvage excavation undertaken in 2002 removed all evidence of European and Chinese occupation of the site.

The site is registered on the AHIMS register. Aboriginal artefacts are believed to have been removed from the site during the 2002 salvage programme but it is anticipated that some evidence of Aboriginal archaeology remains within the site, specifically within the courtyard of the existing development.

The Concept Design Report included at Appendix 1 does not require any additional excavation for basement carparking and will not impact the site’s archaeological significance. Further investigative work will be required as part of any future development application for the site, should excavation be required for a revised reference design.

### Urban Design and Built Form

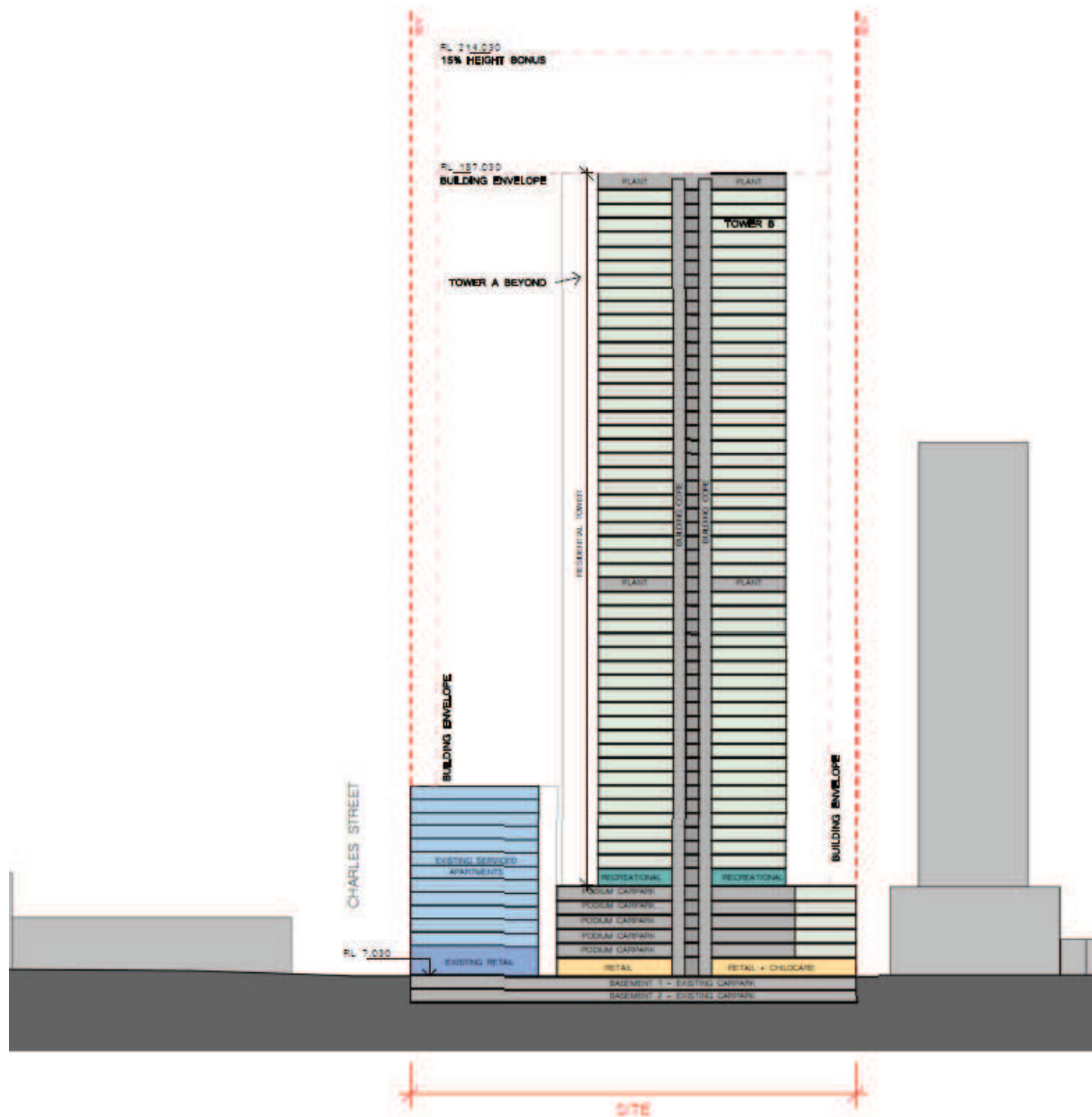
The development standards proposed for the site are commensurate with those endorsed by Council on 27 April 2015 under the Parramatta CBD Planning Strategy.

The concept plan at Appendix 1 prepared by Crone Architects demonstrates a reference design that shows a potential development option for the site under the proposed controls. The built form was developed with regard to the requirements of SEPP 65 and the accompanying Apartment Design Guide. Key features include

- Retain two levels of basement car parking, no additional underground car parking is proposed
- Above ground car parking contained within 6 storey podium with ground floor retail uses
- Two residential towers containing approximately 750 dwellings with an overall height of approximately 55 storeys.
- Potentially retaining the 12 storey mixed use building fronting Charles Street which contains serviced apartments.



**Figure 2** Proposed potential built form, viewed from north east



**Figure 3** Proposed elevation, viewed from George Street

### Overshadowing

An assessment of the potential shadow impacts of the reference design has been undertaken, see Appendix 1. Some overshadowing of future residential properties is expected. This is inevitable in a CBD context, however a distance separation of 24 metres from neighbouring properties has been demonstrated to minimise impacts. It has been demonstrated that a form can be developed that has no impacts on the solar access planes of Lancer Barracks, Jubilee Park nor Parramatta Square between the prescribed time periods of 12pm and 2pm mid-winter.

## **Transport and Accessibility**

A Traffic and Parking Report prepared by Traffix is included at Attachment 3. This document assesses the existing local traffic context, access and the potential traffic implications of the proposed concept.

In summary, the report analysis indicates that adequate parking of 825 car spaces can be accommodated within the site in keeping with Council's requirement that at a maximum 1,044 car spaces are permitted. The proposed development would generate a moderate level of traffic resulting in an additional 247 vehicle trips during the AM peak and an additional 212 vehicle trips during the PM peak to the local road network. Council's traffic and transport officers support the proposal.

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

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

The commercial components of the development will contribute to the creation of employment in Parramatta CBD. The ground floor uses will provide the daily needs for the increased residential population whilst activating the streetscape with vibrant retail uses.

The dominant residential use will deliver a range of housing options located in close proximity to public transport, employment and community facilities.

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

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

The site is located in a transport corridor with Parramatta Railway Station/Bus Interchange located within 450m. The site is in close proximity to Parramatta River along which the Parramatta cycleway is located. Additionally Robin Thomas Reserve is located approximately 250m east. Although the details of the proposed Light Rail service are not fixed, the stations are likely to be located within close proximity to the site, along Macquarie Street or in Parramatta Square. The proposal will provide accessible employment and residential uses, supporting the growing transport corridor in which Parramatta centres.

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

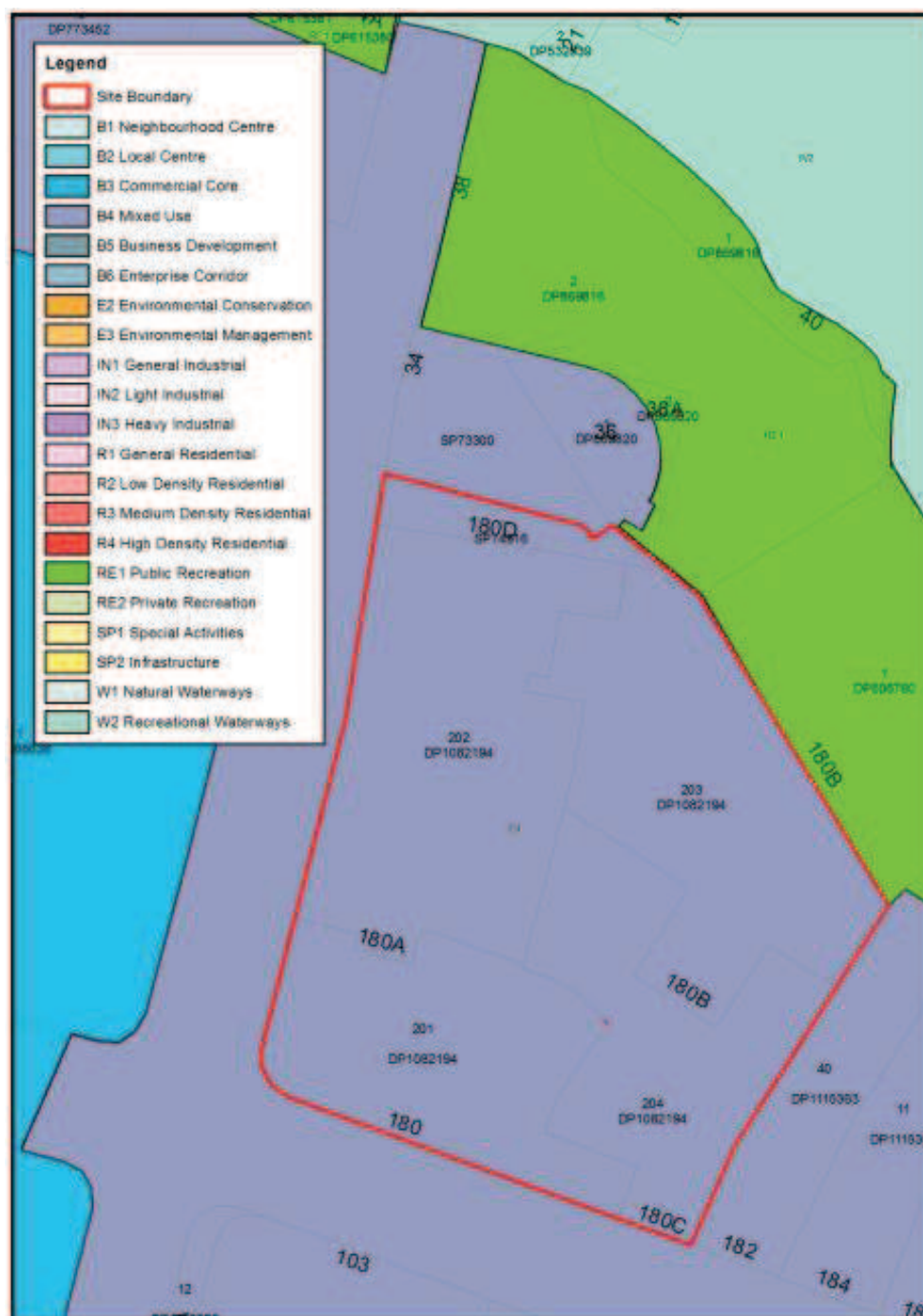
Approval is required by the Commonwealth Department of Infrastructure and Regional Development as the proposed built form penetrates the Obstacle Limitation Surface (OLS). This can be obtained later in the process.

## PART 4 – MAPPING

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

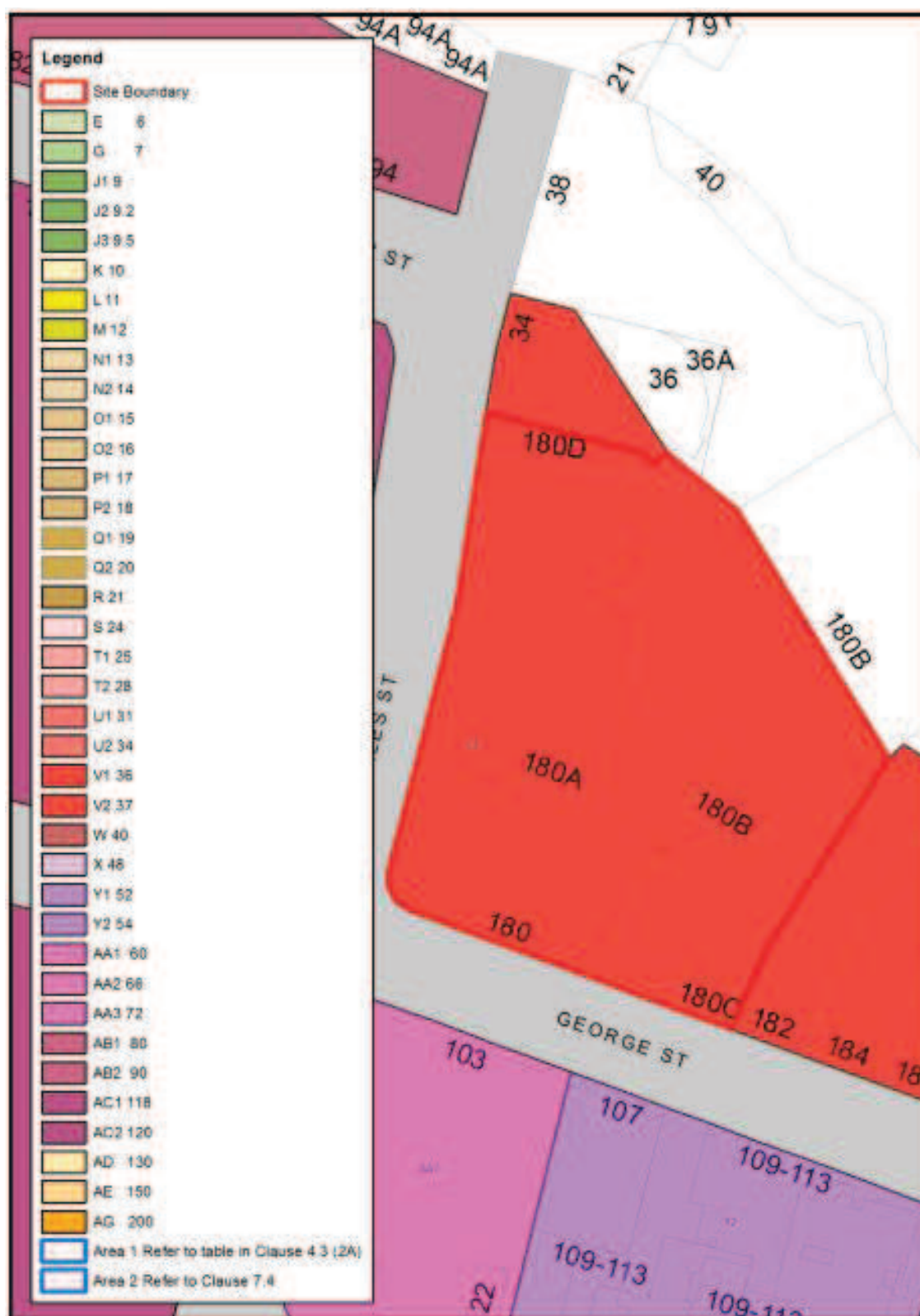
## 4.1 Existing controls

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



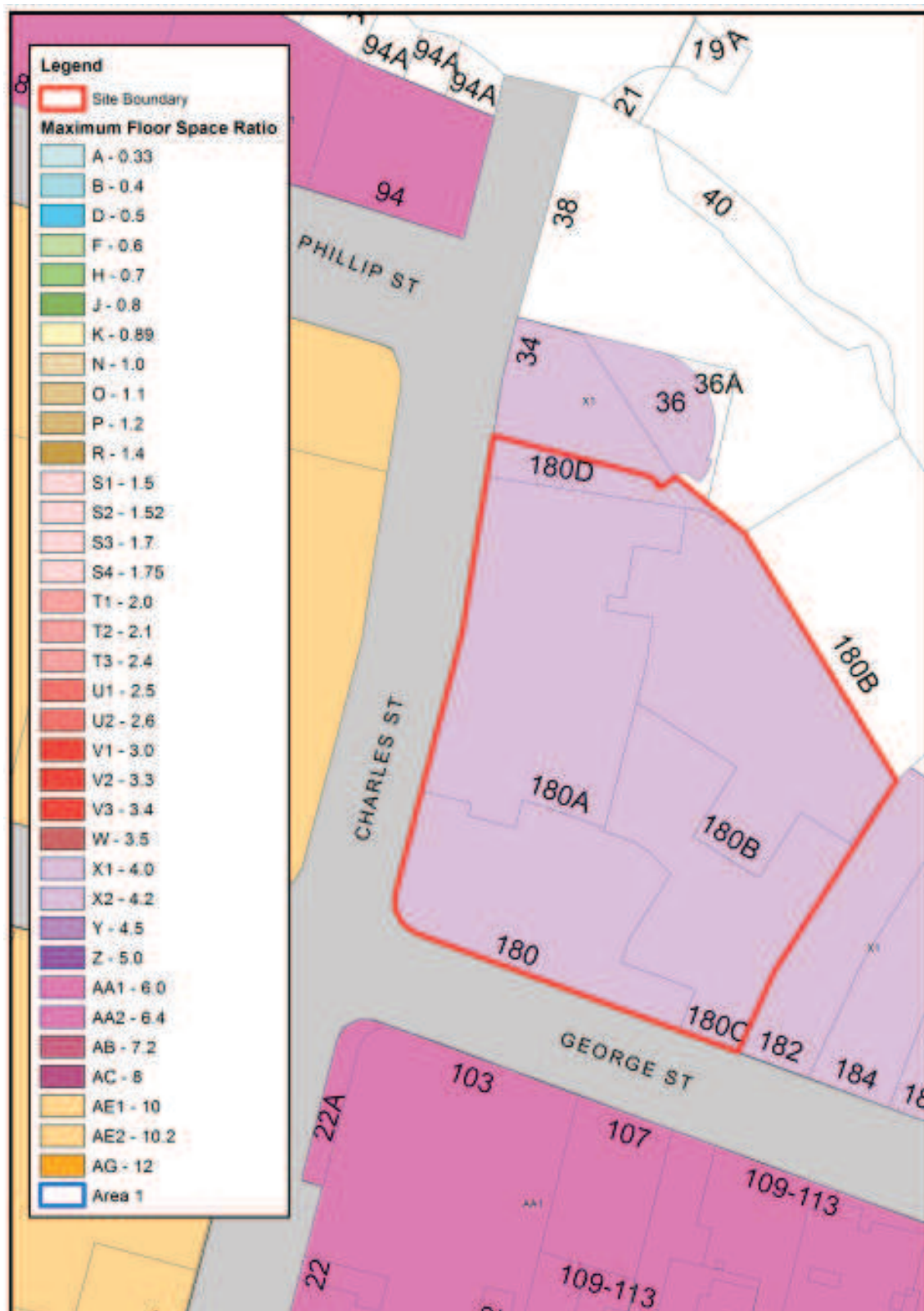
**Figure 4** Existing zoning extracted from the *PLEP 2011* Land Zoning Maps

Figure 4 above illustrates the existing B4 Mixed Use zone over the site.



**Figure 5** – Existing building heights extracted from the *PLEP 2011* Height of Buildings Maps

Figure 5 above illustrates the existing 36 metre height which applies to the site.



**Figure 6 – Existing floor space ratio extracted from the PLEP 2011 Floor Space Ratio Map**

Figure 6 above illustrates the existing FSR of 4:1 which applies to the site.



**Figure 7 – Existing heritage items extracted from the PLEP 2011 Heritage Maps**

Figure 7 above illustrates the heritage site adjoining the subject site.

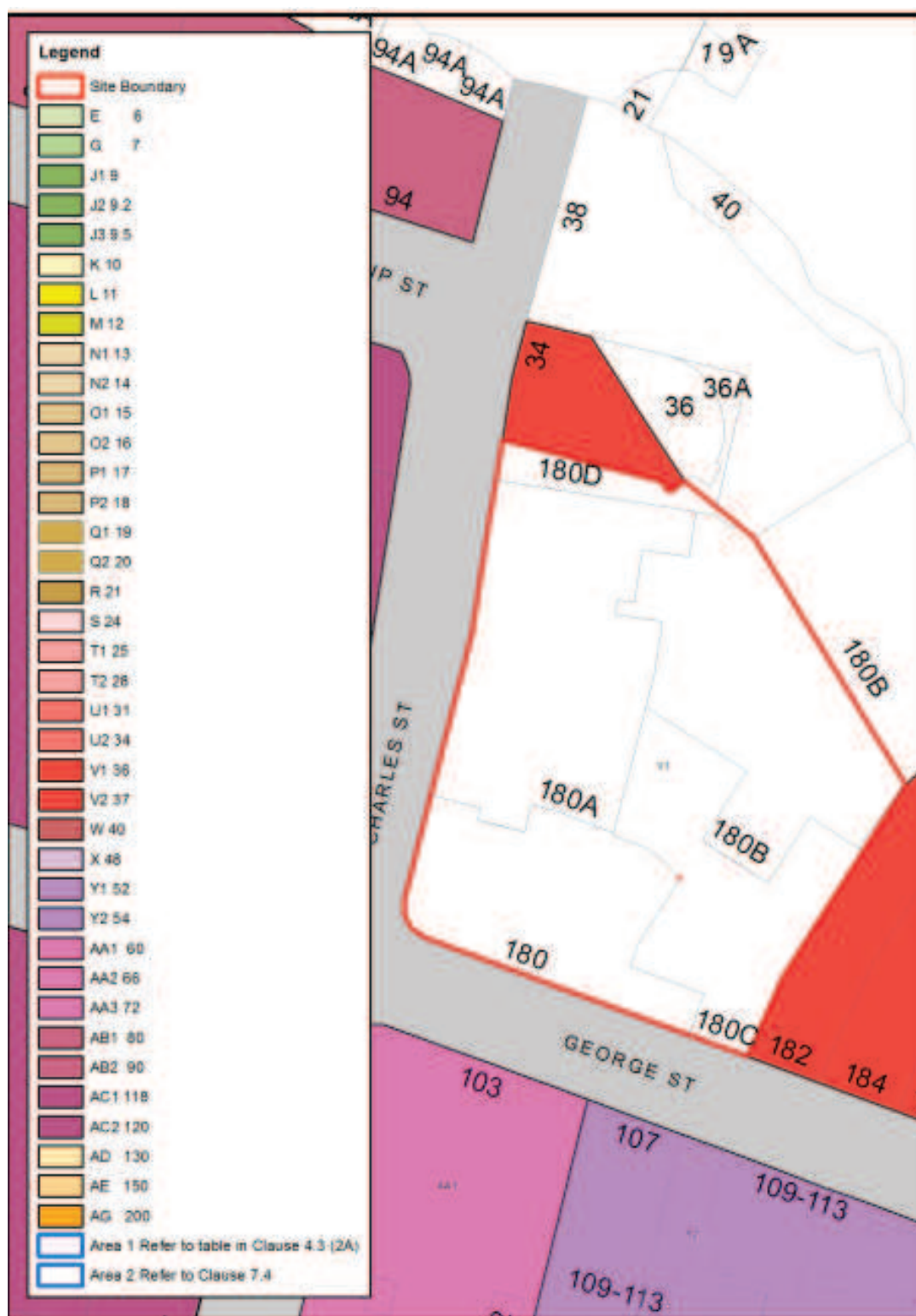


**Figure 8 – Existing flooding extant extracted from the PLEP 2011 Flooding Maps**

Figure 8 above illustrates the flooding extant in the vicinity of the site.

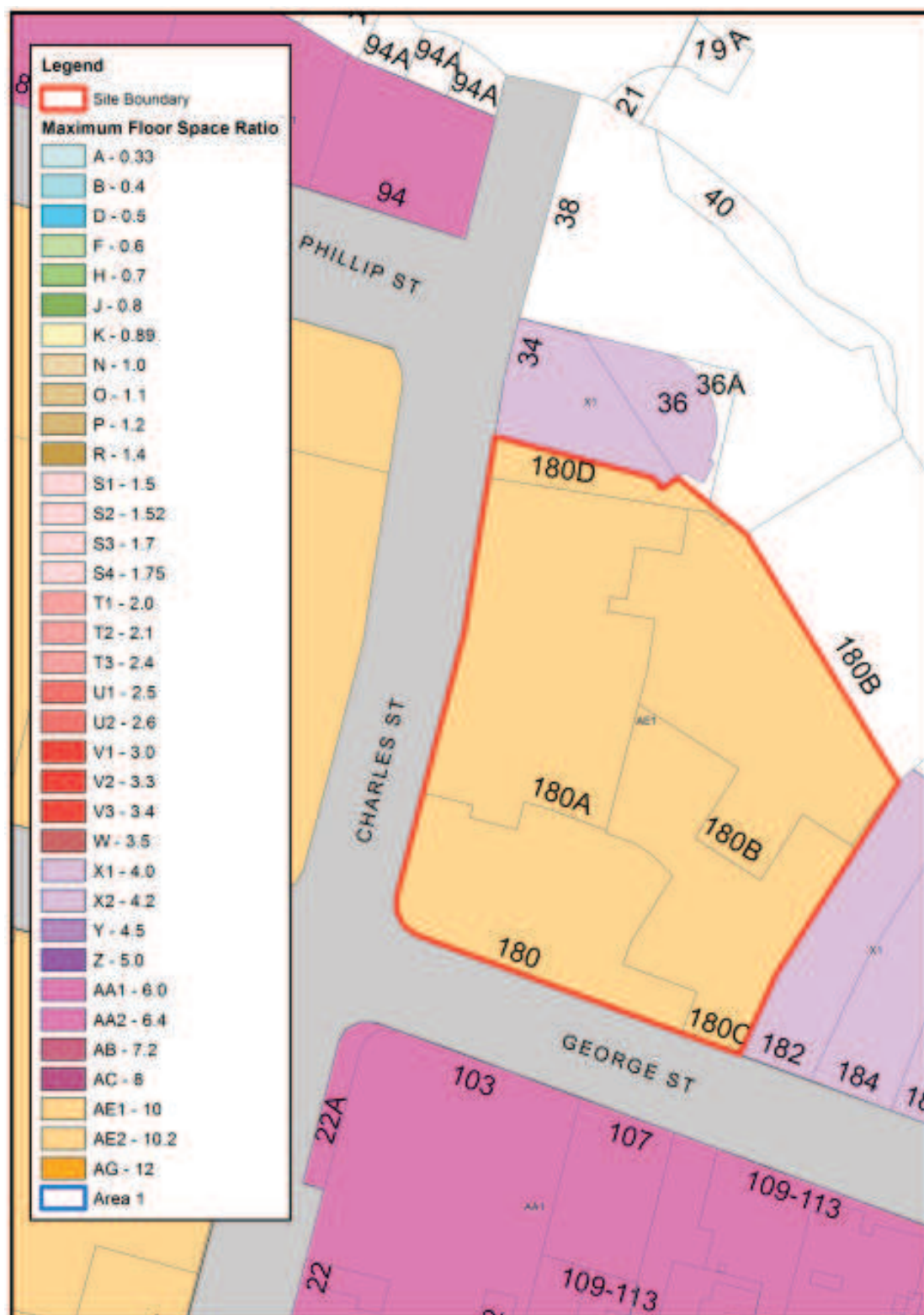
## 4.2 Proposed controls

The figures in this section (Figures 14 and 15) illustrate the proposed building height and floor space ratio controls sought by this planning proposal.



**Figure 9 – Proposed amendment to the PLEP 2011 Height of Building Map**

Figure 9 above illustrates the proposed removal of maximum building height.



**Figure 10** – Proposed amendment to the *PLEP 2011* Floor Space Ratio Map

Figure 10 above illustrates the proposed 10:1 FSR over the site. This excludes the additional 15% of GFA achieved through the design excellence clause at development application stage.

## PART 5 – COMMUNITY CONSULTATION

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

Public exhibition is likely to include:

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

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

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

## PART 6 – PROJECT TIMELINE

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

The following steps are anticipated:

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