



PLANNING PROPOSAL

12 Hassall Street, Parramatta

Planning Proposal drafts

Proponent versions:

No.	Author	Version
1.	LJB Urban Planning	27 April 2017
2.	LJB Urban Planning	8 February 2018 - Draft amended Planning Proposal

Council versions:

No.	Author	Version
1.	City of Parramatta Council	16 May 2017 - IHAP - Meeting recommending endorsement for Gateway Determination
2.	City of Parramatta Council	13 February 2018 - Amended Planning Proposal for Council's consideration at its meeting of 26 February 2018

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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*. 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' (April 2013) and 'A Guide to Preparing Planning Proposals' (October 2012) and 'Guidance for merged councils on planning functions' (May 2016).

Background and context

A planning proposal for land at 12 Hassall Street, Parramatta was lodged by the applicant (LJB Planning & Toplace) in August 2016, seeking an increase to height and FSR in line with the broader Parramatta CBD Planning Proposal process. The legal description of the site is Lot 15 DP 128826 and Lot 16 DP 128826, and the site area is 2055 square metres. The site is shown in Figure 1, below.



Figure 1 – Site at 12 Hassall Street, Parramatta subject to the planning proposal

Under *Parramatta Local Environmental Plan 2011* the site:

- is zoned B4 Mixed Use;
- has a maximum building height of 72 metres;
- has a maximum floor space ratio (FSR) of 8:1;
- does not contain any heritage listed items; and
- is not identified as flood-prone land.

Please refer to Part 4 (Mapping) of this Planning Proposal for illustrations of the current planning controls as described above.

PART 1 – OBJECTIVES OR INTENDED OUTCOMES

The objective of this planning proposal is to enable the redevelopment of land at 12 Hassall Street, Parramatta in accordance with the site's B4 Mixed use zone to facilitate a high density mixed use development, encourage the incorporation of commercial floor space, and provide for the orderly and economic development of land.

PART 2 – EXPLANATION OF PROVISIONS

This planning proposal seeks to amend *Parramatta LEP 2011 (PLEP 2011)* as it relates to the FSR and Height maps and insert a site-specific clause, which reflects the broader Parramatta CBD Planning Proposal.

In order to achieve the desired objectives, the following amendments to the *PLEP 2011* would need to be made:

1. Amend the FSR map to permit a maximum FSR of 14.5:1.
2. Amend the Height of building map to a maximum height control of 192m.
3. Amend the Special Area Provision Map to identify this site.
4. Add a site-specific clause under Part 7 (Additional Local Provisions – Parramatta City Centre) which addresses the following:
 - Requirement to demonstrate appropriate transition to any heritage items or conservation areas
 - Requirement for minimum 1:1 commercial floor space within the development
 - Provision outlining that 14.5:1 FSR is inclusive of Design Excellence bonus
 - Provision outlining an additional 0.5:1 FSR achievable, provided that high-performing buildings standards are met (bringing FSR total to 15:1).
 - Provision outlining an additional 1:1 FSR achievable for non-residential floor space, with this additional 1:1 FSR being excluded from the overall FSR of 15:1.
 - Provision outlining that the high-performing buildings incentive floor space and additional 1:1 non-residential floor space are not subject to any additional Design Excellence bonus
 - Maximum parking rates, in line with the resolution of City of Parramatta Council on 10 April 2017 with regards to parking rates in the CBD Planning Proposal.

A draft site specific clause is provided at Attachment 2 of this planning proposal. This draft is intended as a guide only and will be subject to further legal drafting and ratification.

2.1 Other relevant matters

2.1.1 Voluntary Planning Agreement

The applicant has indicated their willingness to enter into a Voluntary Planning Agreement with Council. On 10 April 2017, Council endorsed rates of \$150/sqm for Phase 1 value sharing and \$375/sqm for Phase 2 value sharing. Under the CBD Planning Proposal, Phase 1 value sharing applies to the difference between “Base” and “Incentive” height controls (2:1 in this case), while Phase 2 value sharing applies to Opportunity Site floor space (3:1 in this case). This is basis on which Council officers would seek to negotiate a VPA, pending appropriate delegation from Council to do so.

2.1.2 Draft DCP

A site-specific Development Control Plan (DCP) will be prepared addressing design elements such as the upper level setbacks and inter-building separation. The draft DCP (following endorsement from Council) will be exhibited alongside the planning proposal.

PART 3 – JUSTIFICATION

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

3.1 Section A - Need for the planning proposal

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

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

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 and Parramatta CBD Planning Proposal.

- Council adopted the Parramatta CBD Planning Strategy at its meeting of 27 April 2015. The Strategy is the outcome of a study which reviewed the current planning framework and also a significant program of consultation with stakeholders and the community. The Strategy sets the vision for the growth of the Parramatta CBD. Council has subsequently prepared a planning proposal which has been informed by Councillor workshops held throughout 2015 and various Council resolutions.
- The Parramatta CBD Planning Proposal (CBD PP) was adopted by Council on 11 April 2016. The CBD PP seeks a potential increase in height and FSR for sites within the Parramatta CBD subject to the provision of community infrastructure. Whilst work has progressed in order for the Department of Planning and Environment to issue a Gateway determination, the CBD PP is Council's most recently adopted position on density increases in the Parramatta CBD.

The planning proposal also responds to a detailed Urban Design Analysis prepared by McGregor Coxall for the subject site (**Appendix 1**). This study provides the analysis and justification for the proposed amendments, and should be read on conjunction with the planning proposal. This report demonstrates that increased height and floor space can be satisfactorily achieved on the site, consistent with the strategic vision for the Parramatta CBD, but ensuring the development will be on an appropriate scale with acceptable impacts to adjacent sites.

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 *PLEP2011* is the most effective way of providing certainty for Council, the local community and the landowner. The existing height and FSR standards do not respond to the emerging CBD character of Parramatta as adopted in Council's CBD PP. This planning proposal is in keeping with the scale of development in the CBD PP and will assist in delivering the new City of Parramatta as envisioned by Council.

3.2 Section B – Relationship to strategic planning framework

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

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

A Plan for Growing Sydney

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

Parramatta Local Government Area (LGA) 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

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 and podium-level commercial and community

uses that will contribute towards dwelling and employment targets on a site located within the Parramatta City Centre.

Approximately 328 units with a range of unit types are proposed to increase housing supply and choice. The reference design shown in **Appendix 1** demonstrates an indicative design option that includes 1:1 commercial floor space and 1:1 community use floor space on the site, which supports Council's vision of the growing Parramatta CBD with a commercial core nurtured by mixed developments on the periphery. The site will contribute to the vibrant character of the area by activating the ground floor with retail uses. The site is also located in close proximity to Parramatta rail station and also to significant open space opportunities, such as the Parramatta River Foreshore.

Draft West Central District Plan

The Draft West Central District Plan (DWCDP) released in November 2016 outlines the Greater Sydney Commission's 20-year vision for the West Central District which comprises Blacktown, Cumberland, The Hills and City of Parramatta local government areas (LGAs). The planning proposal has been updated to respond to the relevant overarching priorities outlined in the District Plan.

- **A Productive City**

Productivity priorities	Productivity actions
Integrate transport and land use planning	No relevant productivity actions
Support the growth of tourism infrastructure	
Plan for a growing and vibrant Parramatta City	
Prioritise the provision of retail floor space in centres	

The planning proposal will support the continuing development of the Parramatta CBD by providing a minimum of 2000sqm of employment generating floor space in close proximity to Parramatta Railway/Bus interchange and the proposed light rail. The planning proposal is consistent with the productivity priorities and actions.

- **A Liveable City**

Liveability priorities	Liveability actions
Deliver West Central's five-year housing targets	L2 - Identify the opportunities to create the capacity to deliver 20 year strategic housing supply targets L3 – Councils to increase housing capacity across the District
Deliver housing diversity	L4 – Encourage housing diversity
Facilitate the development of safe and healthy places	
Facilitate enhanced walking and cycling connections	
Conserve heritage and unique local characteristics	L14 -Conserve and enhance environmental heritage including Aboriginal, European and natural

The residential component of the site will contribute approximately 328 units to meet the West Central's five and 20-year housing targets. The units range from 1 to 3 bedrooms, providing diversity and affordable options. The site is located in a liveable area with public transport, shops, open space, schools and related infrastructure within walking distance.

The planning proposal will be accompanied by a site specific development control plan that ensures an appropriate relationship with adjacent existing and planned development.

The planning proposal is considered consistent with the liveability priorities and actions.

Draft Regional Plans

On 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 Revised draft Central City District Plan			
Directions	Objectives	Priorities	Actions
<p>1. A city for people Celebrating diversity and putting people at the heart of planning</p>	<p>1. Services and infrastructure meet communities' changing needs</p> <p>2. Communities are healthy, resilient and socially connected</p> <p>3. Greater Sydney's communities are culturally rich with diverse neighbourhoods</p>	<p>C3 - Providing services and social infrastructure to meet people's changing needs</p>	<p>8. Deliver social infrastructure to reflect the needs of the community now and in the future.</p>
<p>2. Housing the city Giving people housing choices</p>	<p>10. Greater housing supply</p> <p>11. Housing is more diverse and affordable</p>	<p>C5 - Providing housing supply, choice and affordability, with access to jobs and services</p>	<p>No specific actions.</p>
<p>3. A city of great places Designing places for people</p>	<p>12. Great places that bring people together</p> <p>13. Environmental heritage is conserved and enhanced</p>	<p>C6 - Creating and renewing great places and local centres, and respecting the District's heritage</p>	<p>17. Deliver great places by:</p> <ul style="list-style-type: none"> a. prioritising a people-friendly public realm and open spaces as a central organising design principle b. recognising and balancing the dual function of streets as places for people and movement c. providing fine grain urban form, high amenity and walkability d. integrating social infrastructure to support social connections and provide a community hub e. encouraging contemporary interpretation of heritage where possible f. using a place-based and collaborative approach throughout planning, design, development and management. <p>18. Conserve and enhance environmental heritage by:</p> <ul style="list-style-type: none"> a. engaging with the community early in the planning process to understand Aboriginal, European and natural heritage values b. conserving and interpreting Aboriginal, European and natural heritage to foster distinctive local

Draft Greater Sydney Region Revised draft Central City District Plan			
Directions	Objectives	Priorities	Actions
			<p>places.</p> <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> <ol style="list-style-type: none"> a. investigate opportunities for precinct-based provision of adaptable car parking and infrastructure in lieu of private provision of car parking b. ensure parking availability takes into account the level of access by public transport consider the capacity for places to change and evolve, and accommodate diverse activities over time.

This Planning Proposal is consistent with the 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 328 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, and
- Contributions to local infrastructure upgrades.

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 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 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 help to activate the street and improve the walkability of the city centre with commercial uses on the ground floor and in the podium. 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 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.

This planning proposal is consistent with the framework of the Parramatta CBD Planning Strategy.

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 respond. The CBD PP generally proposes no height limit, instead allowing maximum heights to be governed by sun access planes and aviation authorities.

This planning proposal is consistent with the framework of the Parramatta CBD Planning Proposal.

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

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

Table 1 – Comparison of planning proposals with relevant SEPPs

State Environmental Planning Policies (SEPPs)	Consistent: Yes - ✓ No - ✗ or N/A	Comment
SEPP No 1 Development Standards	N/A	This SEPP is not applicable to the subject land under Clause 1.9 of the Parramatta LEP 2011.
SEPP 4 – Development Without Consent and Miscellaneous Exempt and Complying Development	N/A	This SEPP is not applicable to the subject land under Clause 1.9 of the Parramatta LEP 2011.
SEPP 6 – Number of Storeys in a Building	N/A	Standard instrument definitions apply.

SEPP No 55 Remediation of Land	✓	The subject site has existing Class 5 Acid Sulfate Soils constraints. Council is satisfied the site is suitable for mixed use purposes. The matter can be further resolved through the development application which considers finer details such as building materials and construction methods. No further contamination issues have been identified.
SEPP 60 – Exempt and Complying Development	N/A	This SEPP is not applicable to the subject land under Clause 1.9 of the Parramatta LEP 2011.
SEPP 64 – Advertising and Signage	N/A	Not relevant to proposed amendment. May be relevant to future DAs.
SEPP No 65 Design Quality of Residential Flat Development	✓	Detailed compliance with SEPP 65 will be demonstrated at the time of making a development application for the site facilitated by this Planning Proposal. During the design development phase, detailed testing of SEPP 65 and the Apartment Design Guidelines was carried out and the indicative scheme is capable of demonstrating compliance with the SEPP.
SEPP No.70 Affordable Housing (Revised Schemes)	N/A	Not relevant to proposed amendment.
SEPP (Affordable Rental Housing) 2009	N/A	Not relevant to proposed amendment.
SEPP (BASIX) 2004	N/A	Detailed compliance with SEPP (BASIX) will be demonstrated at the time of making a development application for the site facilitated by this Planning Proposal.
SEPP (Exempt and Complying Development Codes) 2008	✓	May apply to future development of the site.
SEPP (Infrastructure) 2007	✓	May apply to future development of the site.
Sydney Regional Environmental Plan No 18–Public Transport Corridors	N/A	This SEPP is not applicable to the subject land under Clause 1.9 of the Parramatta LEP 2011.
Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005	N/A	The proposed development is not located directly on the Sydney Harbour Catchment foreshore. Any potential impacts as a result of development on the site, such as stormwater runoff, will be considered and addressed appropriately at DA stage.
SEPP (Urban Renewal) 2010	✓	The Parramatta CBD is not identified as an Urban Renewal Precinct under the SEPP.

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

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

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

Section	Comment	Compliance
1. Employment and Resources		
Direction 1.1 – Business and Industrial Zones	This Planning Proposal seeks to retain the B4 Mixed Use zoning, and will contribute at least 2,055sqm of employment generating land uses.	Yes
2. Environment and Heritage		
Direction 2.3 - Heritage Conservation	The subject site does not contain a heritage item listed under Schedule 5 of PLEP2011. However, the site is located in close proximity to the heritage listed Lancer Barracks. The proposed height and bulk sought as part of this planning proposal would inevitably impact on views of nearby heritage items. However, these impacts are considered acceptable given the location of the subject site and heritage items in a densely-built CBD context. The density proposed is consistent with the CBD PP, and is therefore consistent with the desired future context of the site.	Yes
3. Housing, Infrastructure and Urban Development		
Direction 3.1 - Residential Zones	The Planning Proposal is consistent with this direction, in that it: <ul style="list-style-type: none"> • facilitates additional housing in the Parramatta City Centre that is currently not provided on the site • provides residential development in an existing urban area that is well serviced by existing infrastructure 	Yes
Direction 3.4 - Integrating Land Use and Transport	The Planning Proposal is consistent with this direction, in that it: <ul style="list-style-type: none"> • will provide new dwellings in close proximity to existing public transport links • will enable residents to walk or cycle to work if employed in the Parramatta City Centre or utilise the heavy rail service. • will maintain and provide additional commercial premises in proximity to existing transport links • makes more efficient use of space and infrastructure by increasing densities on an underutilised site. 	Yes
Direction 3.5 – Development near Licensed Aerodromes	The site is located within prescribed airspace surfaces. A proposed height of 192m is greater than the Bankstown Airport Obstacle Limitation Surface (156AHD). Therefore, referral to the Commonwealth Department of Infrastructure and Regional Development will be required.	Capable of complying
4. Hazard and Risk		
Direction 4.1 - Acid Sulfate Soils	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 development application stage.	Yes

Direction 4.3 - Flood Prone Land	The site is not flood prone and is above the 1:100 year flood level. Any potential impacts as a result of development on the site, such as stormwater runoff, will be considered and 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.	Yes
6. Local Plan Making		
Direction 6.1 - Approval and Referral Requirements	The Planning Proposal will require refer to relevant aviation authorities. It is considered that this can be addressed as part of a Gateway determination on the planning proposal.	Capable of complying
Direction 6.3 - Site Specific Provisions	The objective of this direction is to discourage unnecessarily restrictive site specific planning controls. It is proposed that a site specific provision be applied to the site a draft of which is contained at Attachment 2. This is in order to: <ul style="list-style-type: none"> ○ Ensure appropriate transition to Heritage items and conservation areas ○ Provide for a minimum 1:1 commercial floor space, ○ Ensure 14.5:1 FSR is inclusive of Design Excellence bonus ○ Allow an additional 0.5:1 FSR provided that high-performing building standards are met ○ Encourage additional 1:1 non-residential floor space ○ Clarify that high-performing buildings incentive FSR and additional 1:1 non-residential FSR are not subject to additional Design Excellence bonus, and ○ ensure parking is provided in accordance with Council's parking rates consistent with the CBD Planning Proposal. 	Yes
7. Metropolitan Planning		
7.1 Implementation of A Plan for Growing Sydney	As detailed in Section 3.2.1 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	The proposal is consistent with the actions in the Interim Land Use and infrastructure Plan in that the proposal: <ul style="list-style-type: none"> • Is in line with the Parramatta CBD proposal • Will contribute towards dwelling and employment targets within the Parramatta City Centre • Assist in the funding of infrastructure. 	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:

- Acid Sulfate Soils (addressed in Hazard and Risk – 4.1 Acid Sulphate Soils, Section 3.2.4)
- Density
- Height
- Urban Design and Built Form
- Heritage
- Transport and Accessibility

Density

The total floor space is consistent with the CBD Planning Proposal which envisages a maximum potential FSR of 15:1 on this site, with a minimum 1:1 FSR for commercial uses required within this 15:1 FSR, and with allowance for additional non-residential FSR to be included beyond the 15:1 FSR.

The density controls for this proposal are proposed to be structured as follows:

- Amendment of FSR Map to 14.5:1
- Site-specific clause outlining:
 - 0.5:1 additional FSR achievable, provided certain high performing building standards are met (15:1 total)
 - This 15:1 FSR includes Design Excellence bonus
 - Minimum 1:1 commercial floor space of 15:1 required
 - Additional 1:1 non-residential floor space (i.e. beyond the 15:1) is achievable

The applicant has indicated a willingness to enter into a Voluntary Planning Agreement consistent with the CBD Planning Proposal value sharing.

Community Use FSR: The Applicant has indicated they are in discussion with community service providers to continue the presence of a community use at site, and proposes to provide 1:1 floor space of “community uses” to support this (or a similar) outcome in the podium of the reference design. The Applicant submits that the total floor space sought for this site (15:1) should not include this 1:1 community use floor space. Council officers are of the view that this is an acceptable approach, as, in the event that the community use does not eventuate and ultimately reverts to an additional 1:1 commercial floor space, this additional floor space (i.e. any commercial floor space beyond the required 1:1 addressed in paragraph 20 above) would be exempted from FSR controls under the CBD PP. A site-specific clause can ensure that the requirement for the excluded 1:1 floor space to be either community or commercial uses is met; this is included in the draft site-specific clause as part of the Planning Proposal at **Attachment 2**.

Height

The reference design features an indicative height of 61 storeys, or 192m. While the CBD PP removes maximum HOB for most sites in the CBD (including this site), a previous Gateway determination received for another site-specific CBD planning proposal required insertion of a numeric HOB control. It is therefore proposed to be

consistent with that advice by amending the HOB map to correspond to the reference design for the site (see **Attachment 1**).

It is noted that referral to appropriate aviation authorities would likely form part of the requirements of a Gateway determination on this project, as the Parramatta CBD is affected by a number of protected airspace surfaces. For example, the submitted reference design would exceed the Bankstown Airport Obstacle Limitation Surface of 156m AHD. Appropriate consultation with aviation authorities will be undertaken in line with any relevant conditions of a resulting Gateway determination for this planning proposal.

Urban Design and Built Form

The final amended reference design is deemed an acceptable response to the site conditions. It has been demonstrated that the proposed FSR and HOB can be accommodated on the site, and the reference design indicates that a resulting development would be capable of complying with the Apartment Design Guide. To ensure the final concept also responds to the context of the site, it is recommended to prepare a site-specific Development Control Plan to clearly address compliance with the Apartment Design Guide, including appropriate street frontage heights, setbacks, and solar and natural ventilation requirements. The DCP will inform any future design competition brief for the site based on this planning proposal.

Heritage Impacts

Council's heritage officer has reviewed the proposal and advises as follows:

- a. The site has little archaeological potential (European or Aboriginal) and is not of heritage interest in its own right.
- b. It is favourable that there are no items immediately South of the site.
- c. The proposal will imply changes on the horizon in terms of views of items in the vicinity, including (but not limited to) the Lancer Barracks.
- d. A consistent height and FSR along the street block bound by Smith, Macquarie, Charles and Hassall should be applied, and a reasonable transition should be provided to the surrounding heritage items.
- e. The subject site should be zoned consistently with near-by and immediately surrounding areas; a landmark tower on this site is not deemed particularly desirable from a heritage perspective.

In line with the comments above, it is anticipated that any impacts on nearby Heritage items will be addressed during the Design Excellence and Development Application processes for this site. A provision requiring that development demonstrate appropriate transition to Heritage items and conservation areas is proposed; this is consistent with the CBD Planning Proposal for this site.

Transport

Council's traffic and transport team have reviewed the proposal and advises as follows:

- a. The maximum total parking provision on any site subject to a Planning Proposal within the CBD should be the same as if the development for the site was at an FSR of 10:1
- b. Traffic modelling is no longer required to be required to be conducted, as Council is conducting a detailed traffic study investigating the impacts of traffic generation under

- a 10:1 FSR growth scenario. Discussion is still required around the parking rate sought for the subject site and vehicular access points to the site.
- c. If this Planning Proposal proceeds to Gateway, it should not be determined until the findings and recommendations of the CBD Traffic and Transport study are finalized (as it may recommend parking rates lower than what is currently permitted under the 10:1 growth scenario).

Since that referral was undertaken, Council has since endorsed 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 (Resolution on 10 April 2017). This resolution was in part to allow site-specific Planning Proposals to proceed ahead of the mesoscopic modelling. The rates resolved on April 10 are summarised as follows:

a. Residential rates

Type of Apartment	Spaces/unit
3-bedroom	1 space/unit
2-bedroom	.7 spaces/unit
1-bedroom	.3 spaces/unit
Studio	.1 spaces/unit

b. Commercial rates

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 (m²);

A = Site Area (m²);

T = Total GFA of all buildings on the site (m²)

If the FSR <= 3.5:1

Office/Business:

1 space / 175 sqm GFA

Retail:

1 space / 90 sqm GFA

The current reference design indicates 328 apartments; the unit mix and resulting maximum residential parking spaces under the Council-resolved rates are described in the below table.

Type of Apartment	Spaces/unit	Units indicated in reference design	Total
3-bedroom	1 space/unit	28	28
2-bedroom	.7 spaces/unit	243	170.1
1-bedroom	.3 spaces/unit	57	17.1
		TOTAL	215

The current reference design indicates 4,110 m² of commercial and/or community floor space. Applying the above formula to the current reference design yields a maximum of 5 car parking spaces for the commercial/community uses, as follows:

$$\begin{aligned}M &= (G * A) / (50 * T) \\M &= (4,110 * 2,055) / (50 * 32,880) \\M &= 8,446,050 / 1,644,000 \\M &= 5.14 \text{ (round to 5)}\end{aligned}$$

The total number of 220 car parking spaces indicated above (215 + 5 = 220) is very close to the 224 indicated on the detailed area schedule for the reference design. It is recommended that a site-specific clause can ensure compliance with the above maximum parking rates, as previously resolved by Council, as shown in the draft clause included as part of the Planning Proposal. Council's traffic and transport team have concurred with this approach, advising that this Planning Proposal should assume a parking rate that is consistent with the rate in the CBD Planning Proposal resolved by Council in April 2017.

Please note: the above estimated maximum car parking rates apply to the current reference design, and would likely be altered during subsequent design competition and development application processes. However, the numbers above can be taken as an indication of the scale of the quantum of car parking that would be expected to result at this site. Determining the final number of approved car parking spaces is a matter for the development application stage.

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 housing and employment generating floor space.

The commercial and community use components of the development will contribute to the activation of Hassall Street and the surrounding area. The ground floor uses will provide for the daily needs of nearby residential uses, whilst contributing to a renewed 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. A proposed community use which the applicant has indicated may eventuate on this site would support the social and cultural life of residents of this and nearby properties, as well as the community more broadly. If the community use were to revert to commercial uses, this would enhance the employment generating benefits described above.

The proposed scale of the building is appropriate given the location of the site on the interface between B4 and B3 zones.

3.4 Section D – State and Commonwealth Interests

3.4.1 Is there adequate public infrastructure for the planning proposal?

The site is located within very close proximity (~200m) of Parramatta rail station and bus interchange, and also within walking distance (~600m) of Parramatta ferry quay. The site is also within walking distance (~600m) of major open space and active transport opportunities associated with the Parramatta river foreshore, and a number of other open space areas are easily accessible (i.e. Parramatta Park).

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

To be advised following the issue of the Gateway determination by the Department of Planning and Environment. As noted above, it is expected that consultation with relevant aviation authorities will form part of the consultation requirements.

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.

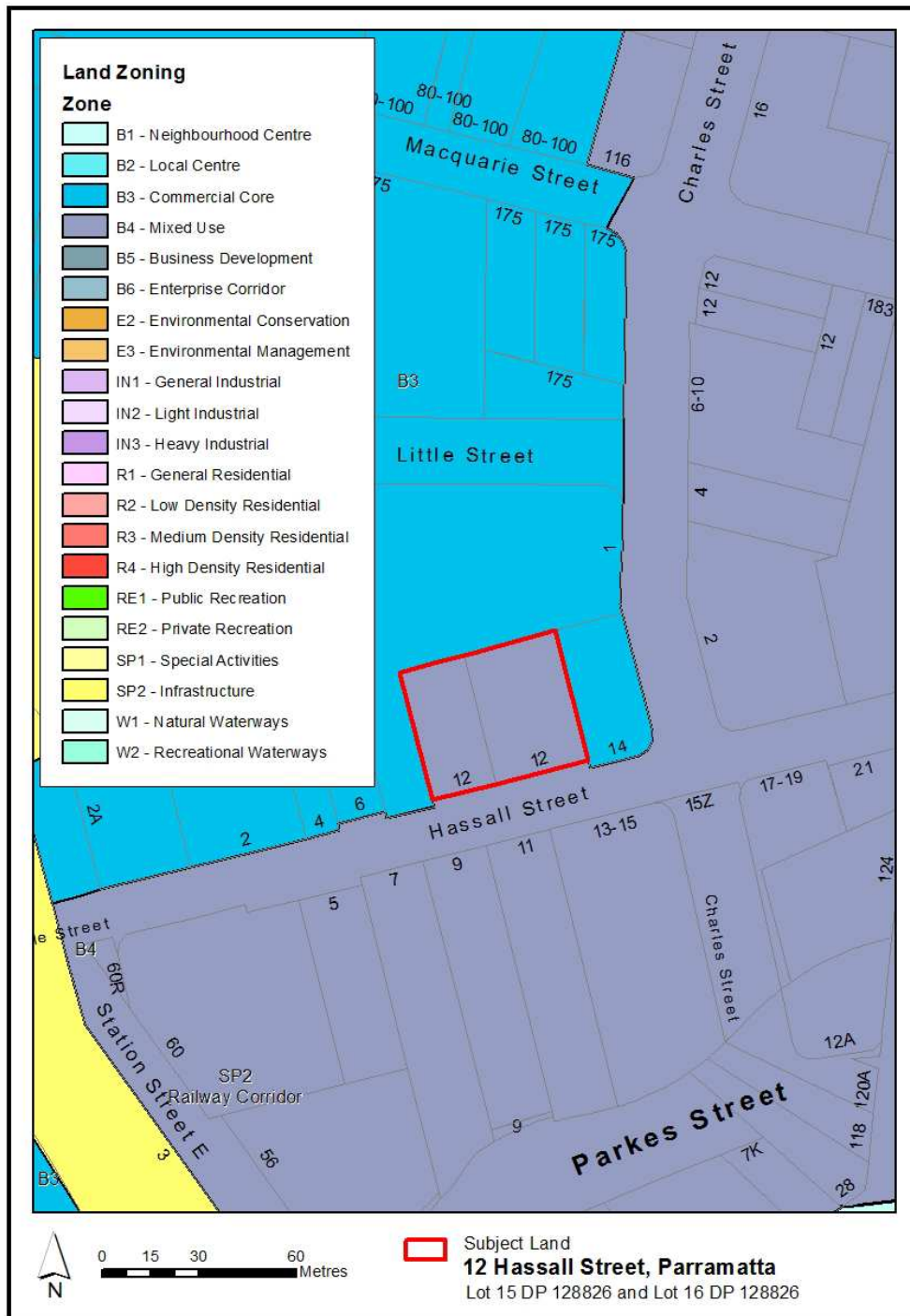


Figure 3 – Existing zoning extracted from the PLEP 2011 Land Zoning Maps

Figure 3 above illustrates the existing B4 Mixed Use zone over the site.

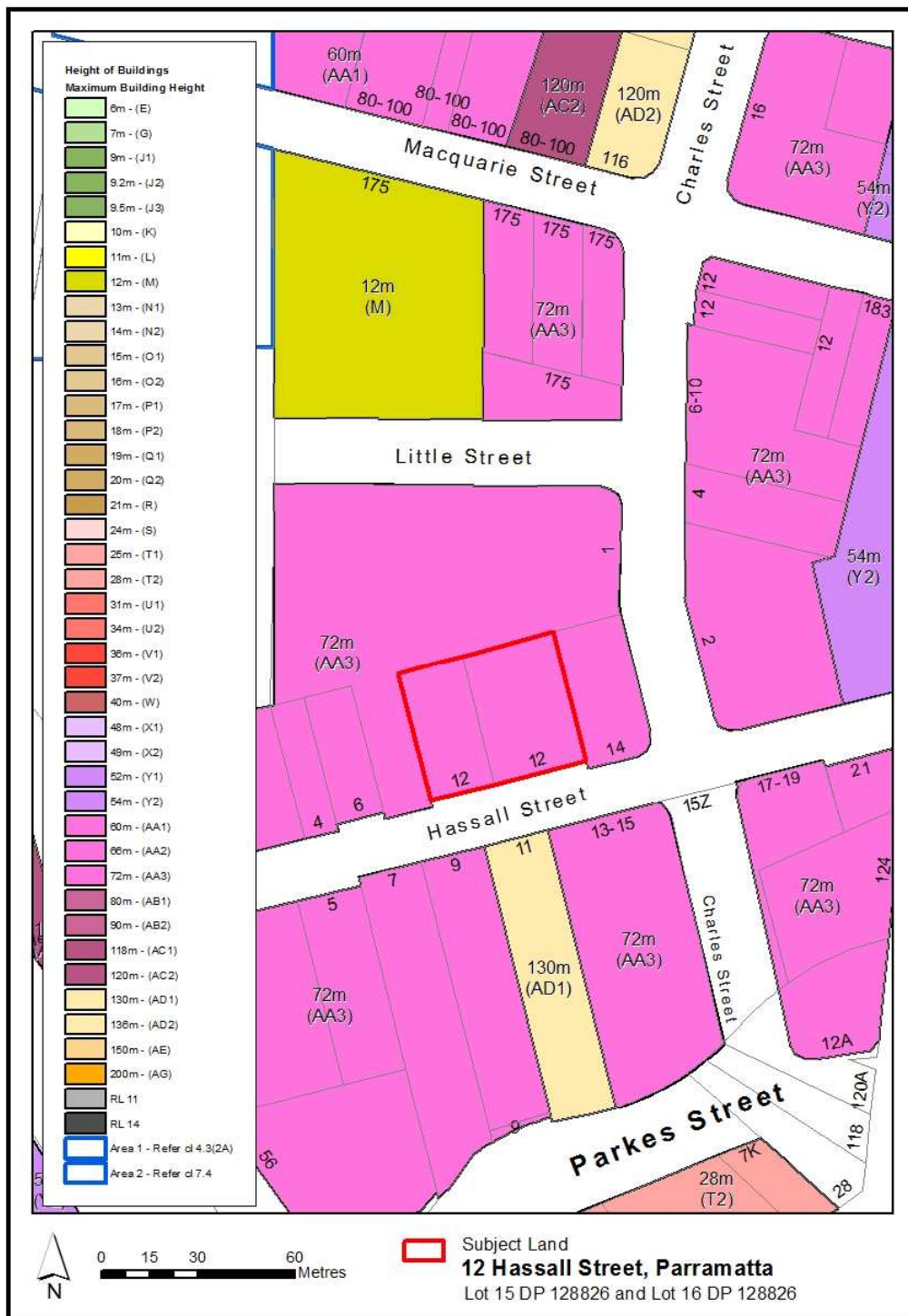


Figure 4 – Existing building heights extracted from the PLEP 2011 Height of Buildings Maps

Figure 4 above illustrates the existing 72 metre height applying to the site.

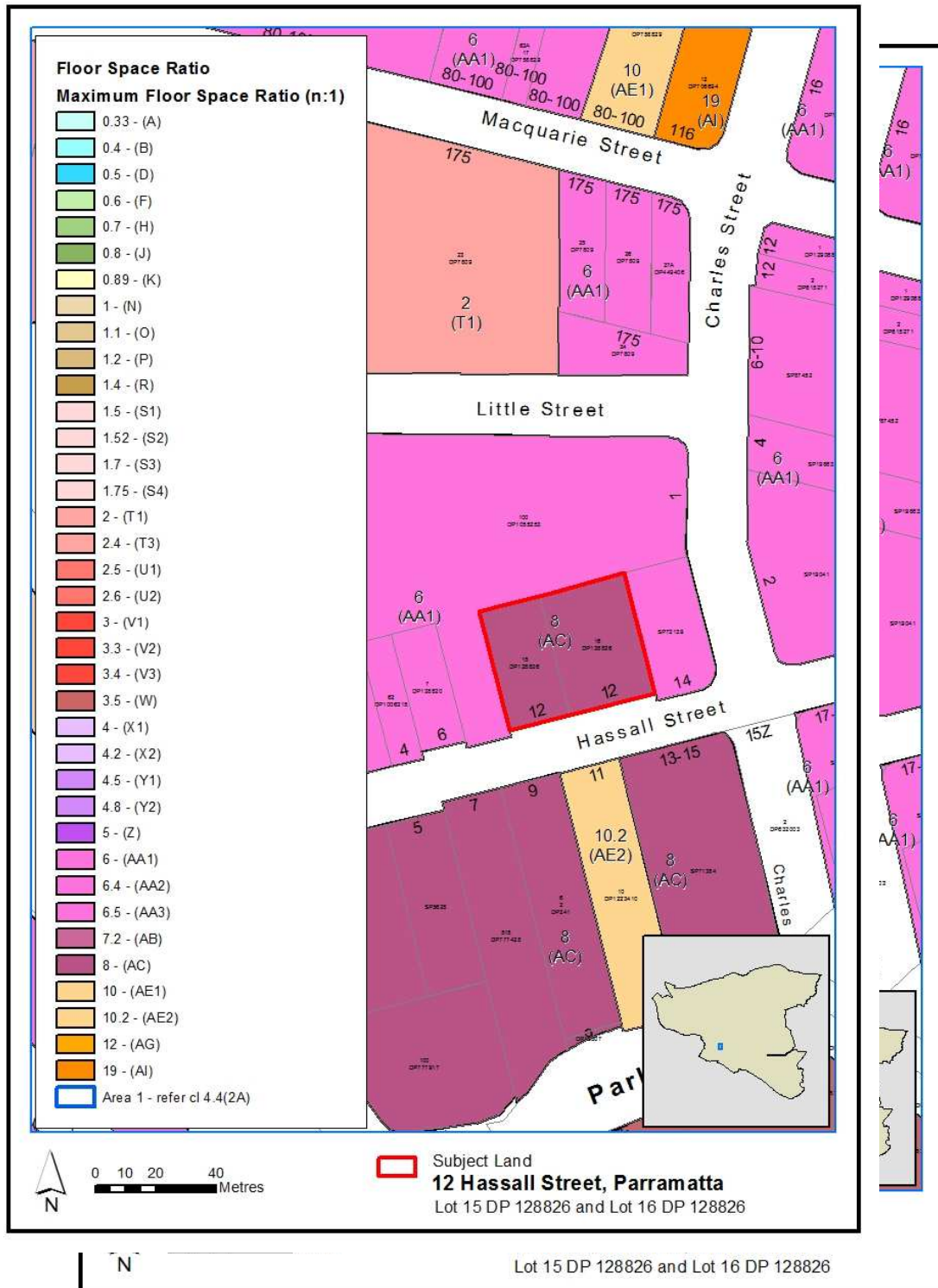


Figure 5 – Existing floor space ratio extracted from the PLEP 2011 Floor Space Ratio Map

Figure 5 above illustrates the existing 8:1 FSR which applies to the entire site.

4.2 Proposed controls

The figures in this section illustrate the proposed controls sought by this planning proposal.

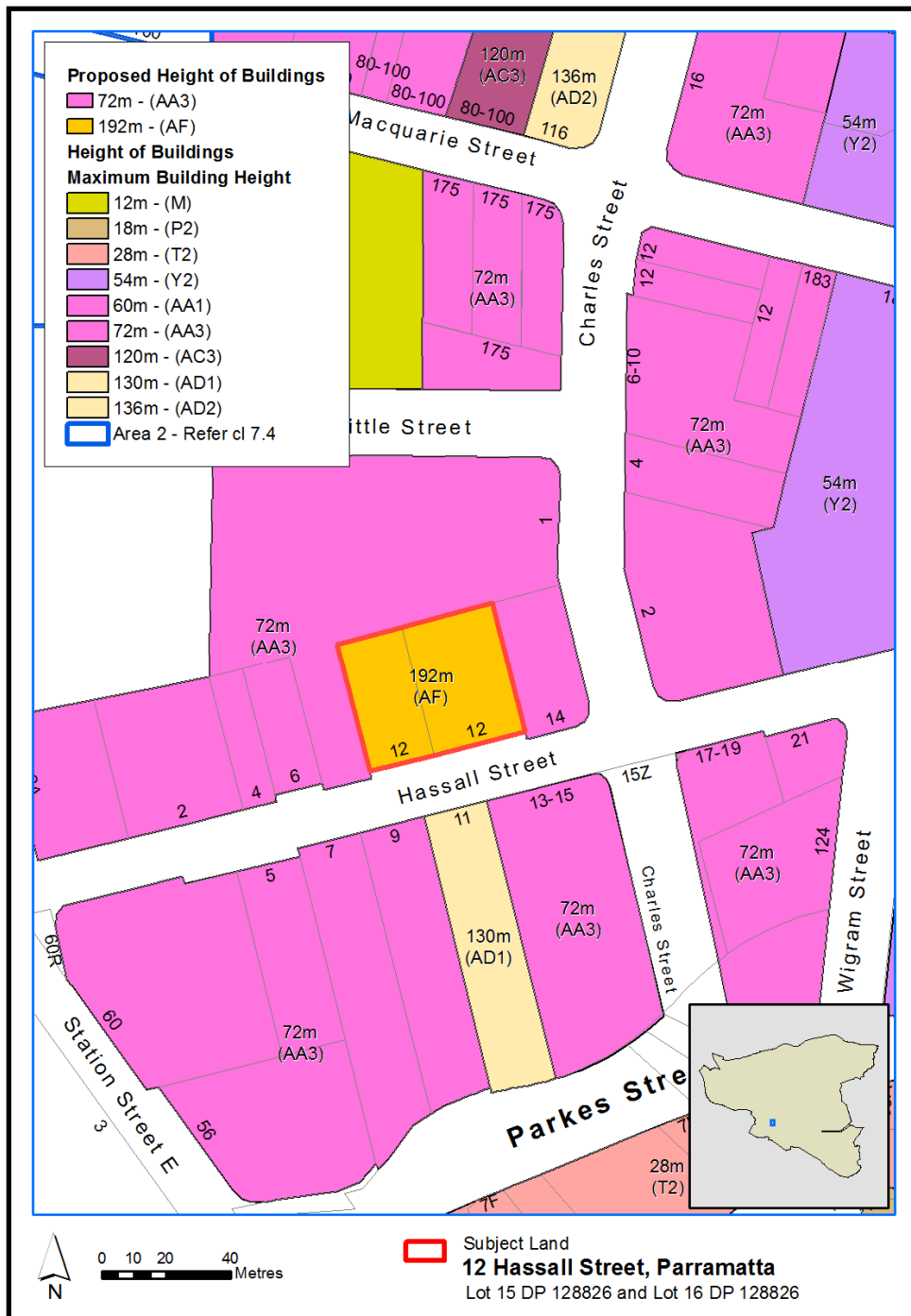


Figure 7 – Proposed amendment to the PLEP 2011 Height of Buildings Map

Figure 7 above illustrates the proposed amendment of the HOB map to reflect 192m.

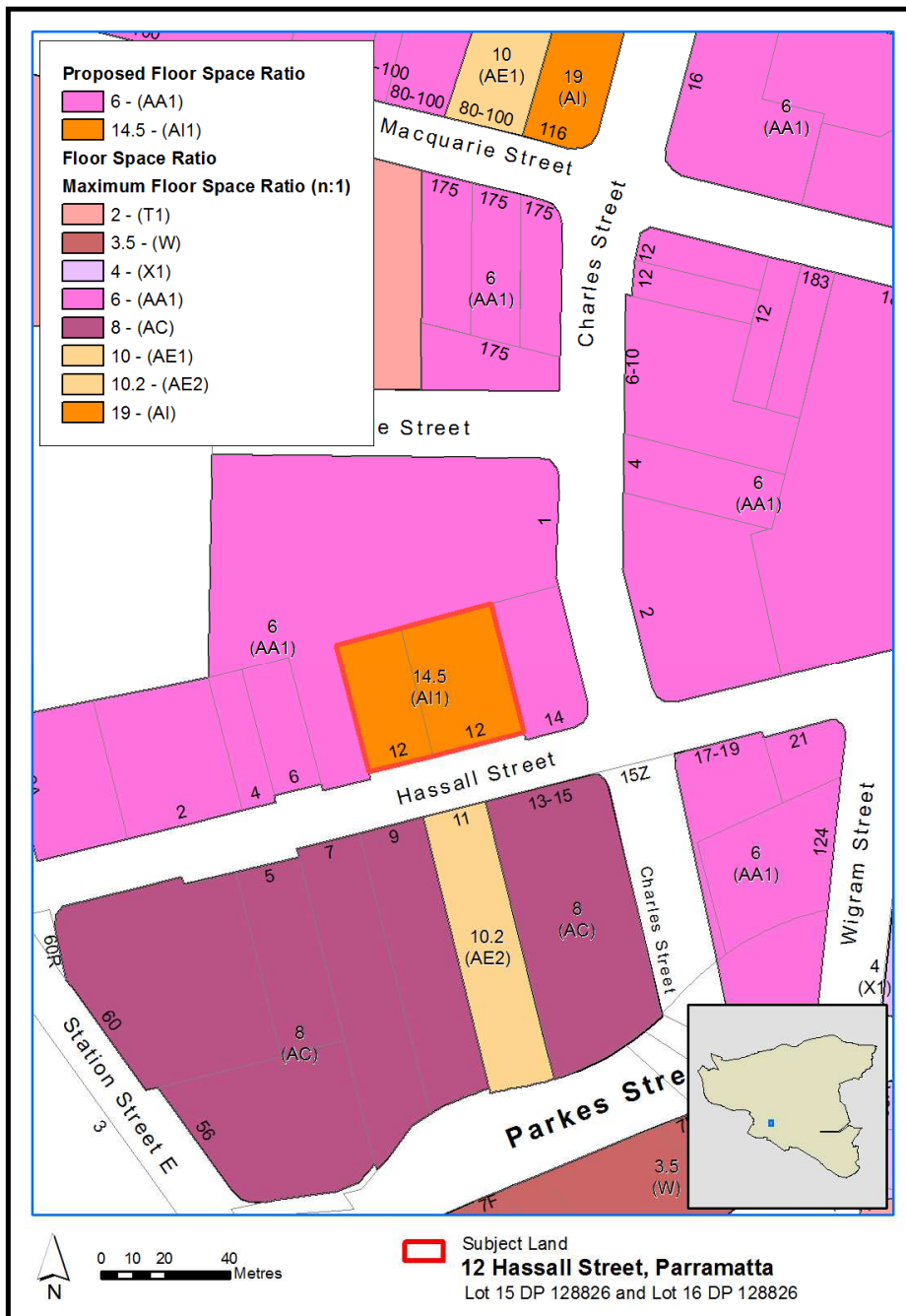


Figure 8 – Proposed amendment to the PLEP 2011 FSR Map

Figure 8 above illustrates the proposed amendment of the FSR map to reflect 14.5:1.

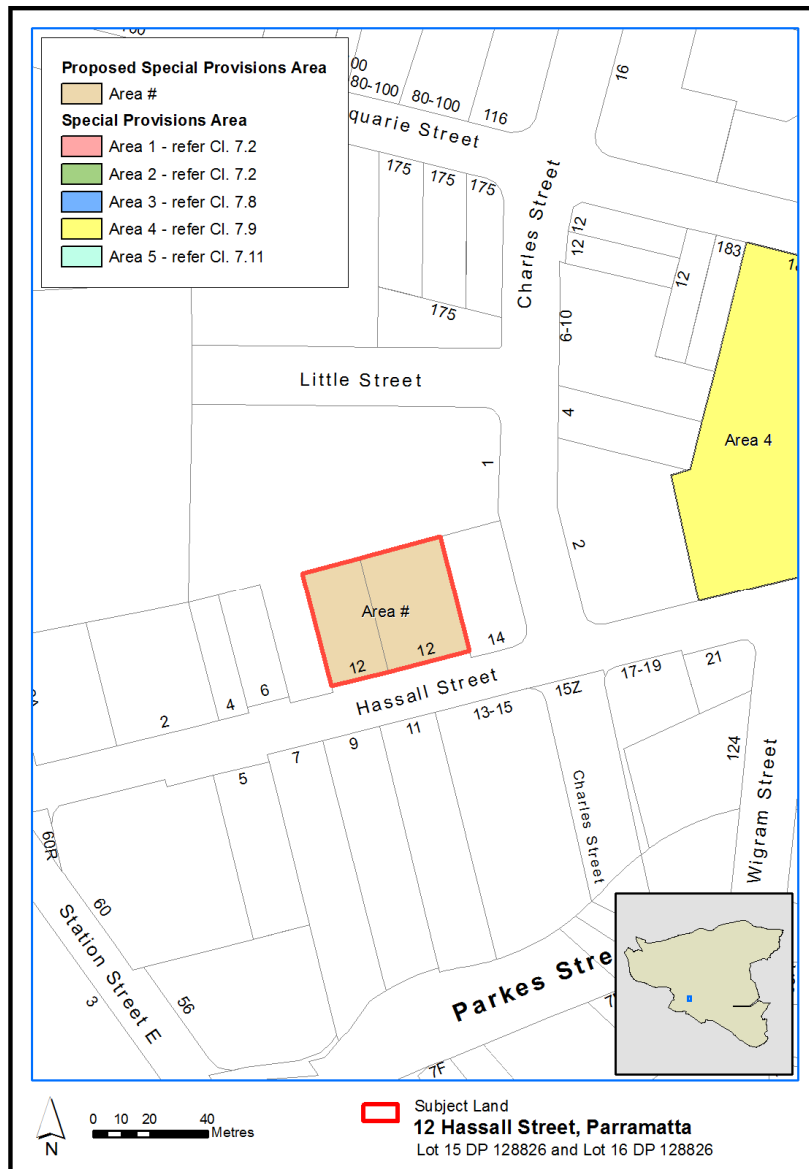


Figure 9 – Proposed amendment to the PLEP 2011 Special Provisions Area Map

Figure 9 above illustrates an amendment to the Special Provisions Area Map, to be accompanied by a detailed site specific clause; a draft of which is provided at **Attachment 2**.

PART 5 – COMMUNITY CONSULTATION

The planning proposal (as revised to comply with the Gateway determination) is to be publicly available for community consultation.

Public exhibition is likely to include:

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

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

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

PART 6 – PROJECT TIMELINE

The detail around the project timeline is expected to be prepared following the referral to the Minister for review of the Gateway Determination. The following steps and timeline are anticipated:

- Initial submission to Department of Planning and Environment (July 2017)
- Resubmission to Department of Planning and Environment (March 2018)
- Referral to the Minister for review of the Gateway Determination (April 2018)
- Gateway Determination Issued (May 2018)
- Exhibition and referral (June 2018)
- Consideration of submissions (July 2018)
- Consideration of proposal post exhibition and reporting to Council (August 2018)
- Submission to the Department to finalise the LEP (September 2018)
- Notification of instrument (November 2018)

Appendix 1 – Urban Design Report

Refer separate attachment.

Appendix 2 – Draft Site-Specific Clause

Part 7 Additional Local Provisions – Parramatta City Centre

Clause 7.xx Development on land at 12 Hassall Street, Parramatta

- (1) This clause applies to land at 12 Hassall Street, Parramatta, being Lot 15 and Lot 16 in DP 128826 and identified as area ## on the Special Provisions Area map.
- (2) Any development involving the construction of a new building proposed under this clause must include:
 - a. Commercial floor space of at least 1:1 floor space ratio; and
 - b. The development is able to demonstrate an appropriate transition to any heritage items or conservation areas.
- (3) Despite Clause 7.10(8):
 - a. the maximum FSR outlined on the Floor Space Ratio map is inclusive of any Design Excellence incentive floor space.
 - b. The maximum height outlined on the Height of Buildings maps is inclusive of any Design Excellence incentive height
- (4) The consent authority may grant consent to a development including additional 0.5:1 FSR beyond the maximum FSR outlined on the Floor Space Ratio map provided that the following High Performing Buildings standards are met:
 - a. Any part of the building used for office premises must comply with the following standards:
 - i. The energy target is a maximum 140 kg/m² per year.
 - ii. The water target is a maximum .65 kL/m² per year.
 - b. Any part of a mixed use development which is used for commercial premises must comply with the following standards:
 - i. The energy target is a maximum 140 kg/m² per year.
 - ii. The water target is a maximum .65 kL/m² per year.
 - c. Any part of the building used for retail premises (if the total retail premises gross floor area of the development is 5,000 square metres or greater) must comply with the following standards:
 - i. The energy target is a maximum 100 kg/m² per year
 - ii. The water target is a maximum .95 kL/m² per year
 - d. Any part of the building used for a dwelling must comply with the following standards:
 - i. The energy target is a minimum 10-point increase in the BASIX score compared to current requirements.
 - ii. The water target is a minimum 10-point increase in the BASIX score compared to current requirements.
 - e. A report prepared by a qualified consultant is provided to the satisfaction of the Council which verifies that, if all of the commitments relating to the building design (namely the building form and layout) listed in the report are fulfilled, the development will comply with all of the targets which apply to the development under subclause 7.xx(4), as the case may require.

- (5) The consent authority may grant consent to a development including additional 1.1 non-residential floorspace (beyond the 1:1 minimum commercial floorspace required in 7.xx(2)(a)) which may be excluded from the maximum floorspace otherwise described on the FSR map and in this clause, and
- (6) The additional floor space referred to in sub-clauses 7.xx(4) and 7.xx(5) above are not subject to a Design Excellence incentive floorspace or height as outlined in Clause 7.10(8)
- (7) The maximum parking rates for any development proposed under this clause are as follows:
 - a. The maximum parking rates which apply to any part of the building used as a dwelling are:
 - i. For each studio dwelling – 0.1 spaces, and
 - ii. For each 1 bedroom dwelling – 0.3 spaces, and
 - iii. For each 2 bedroom dwelling – 0.7 spaces, and
 - iv. For each 3 or more bedroom dwelling – 1 space.
 - b. The maximum parking rates for any part of a building used for the purposes of commercial or community uses is established by the following formula:

$$M = (G \times A) / (50 \times T)$$

Where:

M is the maximum number of parking spaces,

G is the gross floor area of all commercial and community uses in the building in square metres, and

A is the site area in square metres, and

T is the total gross floor area of all buildings on the site in square metres.



Prepared by City of Parramatta

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