



**CITY OF
PARRAMATTA**

PLANNING PROPOSAL

128 MARSDEN STREET, PARRAMATTA

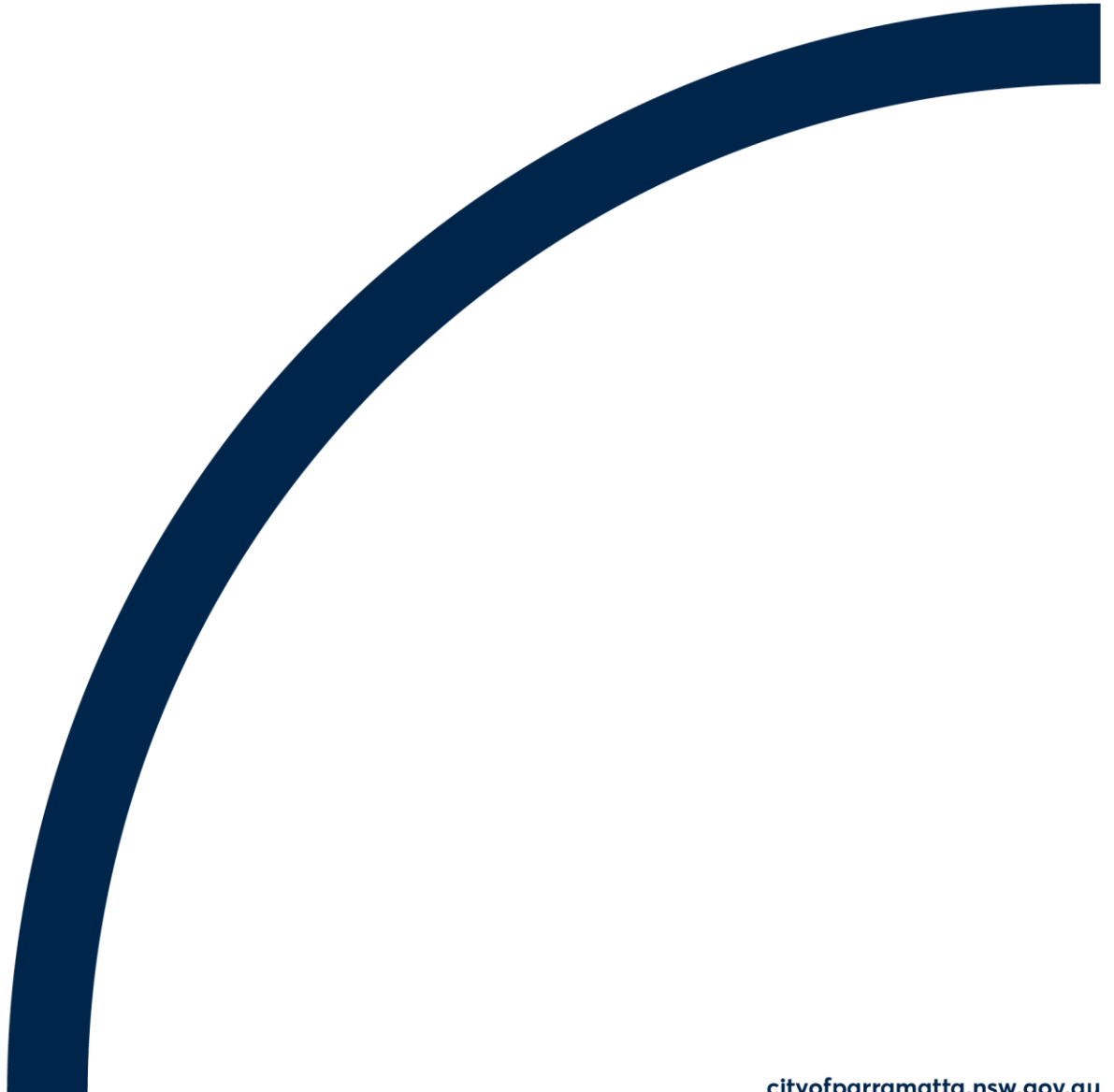


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Planning Proposal Drafts

Proponent versions:

No.	Author	Version
1.	Robinson Urban Planning	28 November 2018

Council versions:

No.	Author	Version
1.	City of Parramatta Council	Report to Local Planning Panel and Council on the assessment of planning proposal – 19 February 2019
2.	City of Parramatta Council	Submission to Gateway – 20 March 2019

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 3.33 of the Environmental Planning and Assessment Act 1979 and the Department of Planning and Environment (DP&E) guides, 'A Guide to Preparing Local Environment Plans' (August 2016) and 'A Guide to Preparing Planning Proposals' (August 2016) and 'Guidance for merged councils on planning functions' (May 2016).

Background and context

The Planning Proposal application was lodged on 28 November 2018 by Robinson Urban Planning for Marathon Holdings Group Pty Ltd. The proposal effects 128 Marsden Street Parramatta, legally known as Lot 10 DP 789520. The site is a corner lot fronting Marsden and Argyle Streets on its eastern and northern frontages respectively. A 10 storey commercial building adjoins the site on its western frontage and a 2 storey commercial building is located immediately to the south. The site is 350m to the west of the Parramatta Transport Interchange. Currently on the site is a 9 storey commercial building with ground floor retail, 3 levels of above-ground car parking and 5 levels of commercial office space.

The site is shown in Figure 1, below.

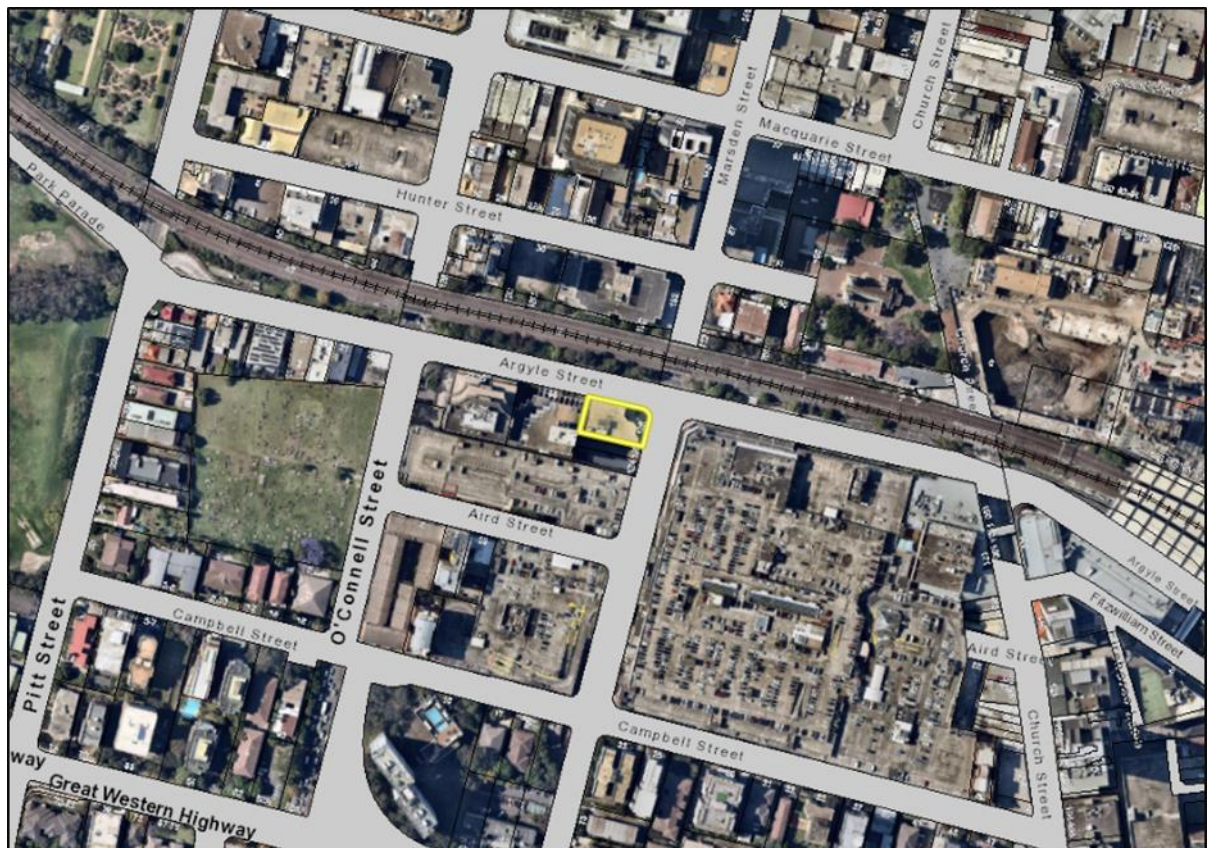


Figure 1 – Site at 128 Marsden Street Parramatta subject to the planning proposal

Under **Parramatta Local Environmental Plan 2011** the site:

- is zoned B4 Mixed Use;
- has a maximum building height of 36 metres;
- has a maximum floor space ratio (FSR) of 4.2:1;
- is affected by Part 7 – Parramatta City Centre provisions

An extract of each the above maps is provided in Part 4 – Mapping; specifically, Section 4.1 Existing controls.

PART 1 – OBJECTIVES OR INTENDED OUTCOMES

The objective of this Planning Proposal is to:

- Enable alternations and additions to the existing building at 128 Marsden Street, Parramatta for a greater intensity of office development (in terms of floor space)
- Enable the conversion of two above-ground car parking levels into office space and the infilling of a ground floor colonnade
- Increase the FSR standard for 128 Marsden Street, Parramatta consistent with the intent of the CBD PP

PART 2 – EXPLANATION OF PROVISIONS

This Planning Proposal seeks to amend Parramatta LEP 2011 (PLEP 2011) in relation to the zoning and floor-space ratio controls.

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

1. Amend the maximum FSR in the Floor Space Ratio Map (Sheet FSR_010) from 4.2:1 to 6.4:1. Refer Figure x in Part 4 of this Planning Proposal.
2. Amend the Zoning in the Land Zoning Map (Sheet LZN_101) from B4 Mixed Use to B3 Commercial Core. Refer to Figure x in Part 4 of this Planning Proposal.
3. Add a site-specific clause to replace Clause 7.3 with an alternate clause that applies the maximum car parking rates previously endorsed by Council as part of the CBD Planning Proposal.

Notes

Given that a design competition is not warranted for the proposed development, the 15% bonus FSR provided by the Design Excellence Clause in PLEP 2011 is not relevant.

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 of the proposal.

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

Yes

The primary outcome of the Planning Proposal would be to amend the land use zoning and increase the permitted FSR on the site consistent with the following Local and State government strategies and plans (which are considered in more detail later):

Greater Sydney Region Plan: A Metropolis of Three Cities prepared by the Greater Sydney Commission (March 2018) which identifies Parramatta CBD, as the metropolitan centre of the Central River City.

Our Greater Sydney 2056 Central City District Plan prepared by the Greater Sydney Commission (March 2018) which notes that to strengthen Parramatta's position as the metropolitan centre of the Central River City, planning needs to increase capacity for new knowledge-intensive jobs, including A-grade office floor space, which is currently at capacity.

Parramatta CBD Planning Strategy adopted by Council on April 2015 which recommends that Council remove maximum building height controls for the CBD and remove FSR standards for commercial office buildings.

CBD Planning Proposal which was endorsed by Council and forwarded to the DPE in April 2016.

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

A design concept for the site has also been prepared by Graypuksand to determine an appropriate built form outcome (**Appendix A**).

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

Yes

As noted above, PLEP 2011 cl. 4.6(8) provides that for Parramatta City Centre, a development standard that relates to the height of a building or a FSR cannot be varied by more than 5%. The existing FSR standard of 4.2:1 therefore cannot be varied pursuant to cl. 4.6 of the LEP.

A Planning Proposal, and amendment of PLEP 2011, is therefore the most effective way of providing certainty for Council, the local community and the landowner and allows for orderly and economic development of the land. The existing FSR standard would not permit the form of development envisaged in the Planning Proposal and would not allow the site to capitalise on its suitability for increased non-residential (predominantly office) development.

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 Metropolis of Three Cities

In March 2018, the NSW Government released the *Greater Sydney Region Plan: A Metropolis of Three Cities* ("the GSRP") a 20 year plan which outlines a three-city vision for metropolitan Sydney for to the year 2036.

The GSRP is structured under four themes: Infrastructure and Collaboration, Liveability, Productivity and Sustainability. Within these themes are 10 directions which each contain a Potential Indicator and, generally, a suite of objective/s with each objective supported by a Strategy or Strategies. Those objectives and or strategies relevant to this planning proposal are discussed below.

Infrastructure and Collaboration

An assessment of the Planning Proposal's consistency with the GSRP's relevant Infrastructure and Collaboration objectives is provided in Table 3a, below.

Table 3a – Consistency of planning proposal with relevant GSRP Actions – Infrastructure and Collaboration

Infrastructure and Collaboration Direction	Relevant Objective	Comment
A city supported by infrastructure	O1: Infrastructure supports the three cities	The Planning Proposal will facilitate an increase in office space and therefore jobs within the planned commercial core of Parramatta CBD, on a site that is 350m from the Parramatta Transport Interchange giving

		workers on the site optimum access to train and bus services, consistent with the direction and objective.
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Productivity

An assessment of the planning proposal's consistency with the GSRP's relevant Productivity objectives is provided in Table 3c, below.

Table 3c – Consistency of planning proposal with relevant GSRP Actions – Productivity

Productivity Direction	Relevant Objective	Comment
A well connected city	O14: The plan integrates land use and transport creates walkable and 30 minute cities	The Planning Proposal will facilitate an increase in office space and jobs on a commercial site at the edge of the Parramatta Transport Interchange, integrating land use and transport, consistent with this direction and objective. For the Central River City, the plan projects that 65% of residents would access the City in 30 minutes. Increasing jobs in the Parramatta CBD, as facilitated by this Planning Proposal, will contribute to achieving this 30 minutes city goal.
	O15: The Eastern, GOP and Western Economic Corridors are better connected and more competitive	The Planning Proposal would contribute to the strength of the Parramatta CBD by providing additional office space and additional employment opportunities in a manner that implements the Parramatta CBD Planning Proposal.
Jobs and skills for the city	O19: Greater Parramatta is stronger and better connected	The Planning Proposal would contribute to the strength of the Parramatta CBD by providing additional office space and additional employment opportunities in a manner that implements the Parramatta CBD Planning Proposal.
	O22: Investment and business activity in centres	The Planning Proposal will facilitate an increase in office space and jobs on a commercial site at the edge of the Parramatta Transport Interchange, integrating land use and transport, consistent with this direction and objective. For the Central River City, the plan projects that 65% of residents would access the City in 30 minutes. Increasing jobs in the Parramatta CBD, as facilitated by this Planning Proposal, will contribute to achieving this 30 minutes city goal.
	O24: Economic sectors are targeted for success	The Planning Proposal would contribute to the strength of the Parramatta CBD by providing additional office space and additional employment opportunities in a manner that implements the Parramatta CBD Planning Proposal.

Implementation

An assessment of the Planning Proposal's consistency with the GSRP's relevant Implementation objectives is provided in Table 3d, below.

Table 3d – Consistency of planning proposal with relevant GSRP Actions – Implementation

Implementation Direction	Relevant Objective	Comment
Implementation	O39: A collaborative approach to city planning	The Planning Proposal is a proponent lead initiative that would implement the Parramatta CBD strategic planning work completed by Council.

Central City District Plan

In March 2018, the NSW Government released *Central City District Plan* which outlines a 20 year plan for the Central City District which comprises The Hills, Blacktown, Cumberland and Parramatta local government areas.

Taking its lead from the GSRP, the *Central City District Plan* ("CCDP") is also structured under four themes relating to Infrastructure and Collaboration, Liveability, Productivity and Sustainability. Within these themes are Planning Priorities which are each supported Action. Those Planning Priorities and Actions relevant to this planning proposal are discussed below.

Infrastructure and Collaboration

An assessment of the Planning Proposal's consistency with the CCDP's relevant Infrastructure and Collaboration Priorities and Actions is provided in Table 4a, below.

Table 4a – Consistency of planning proposal with relevant CCDP Actions – Infrastructure and Collaboration

Infrastructure and Collaboration Direction	Planning Priority/Action	Comment
A city supported by infrastructure O1: Infrastructure supports the three cities O2: Infrastructure aligns with forecast growth – growth infrastructure compact O3: Infrastructure adapts to meet future need O4: Infrastructure use is optimised	PP C1: Planning for a city supported by infrastructure <ul style="list-style-type: none"> A1: Prioritise infrastructure investments to support the vision of <i>A metropolis</i> A2: Sequence growth across the three cities to promote north-south and east-west connections A3: Align forecast growth with infrastructure A4: Sequence infrastructure provision using a place based approach A5: Consider the adaptability of infrastructure and its potential shared use when preparing infrastructure strategies and plans A6: Maximise the utility of existing infrastructure assets and consider strategies to influence behaviour changes to reduce the demand for new infrastructure, supporting the development of adaptive and 	The Planning Proposal would co-locate additional office space next to the Parramatta Transport Interchange; a key piece of transport infrastructure in the Central River City. Consistent with the Central District Plan Action 3, the Planning Proposal would "Align forecast growth with infrastructure".

	flexible regulations to allow decentralised utilities	
O5: Benefits of growth realized by collaboration of governments, community and business	PP C2: Working through collaboration <ul style="list-style-type: none"> • A7: Identify prioritise and delivery collaboration areas 	The Planning Proposal would increase the attractiveness and productivity of Parramatta CBD by providing for additional office space and increased pedestrian activation. It therefore represents a collaboration of the City of Parramatta Council and the landowner as it is a site-specific implementation of the CBD PP.

Productivity

An assessment of the planning proposal's consistency with the CCDP's relevant Productivity Priorities and Actions is provided in Table 4c, below.

Table 4c – Consistency of planning proposal with relevant CCDP Actions – Productivity

Productivity Direction	Planning Priority/Action	Comment
A well-connected city O19: Greater Parramatta is stronger and better connected	PP C7: Growing a stronger and more competitive Greater Parramatta <ul style="list-style-type: none"> • A23: Strengthen the economic competitiveness of Greater Parramatta and grow its vibrancy [abridged] • A24: Revitalise Hawkesbury Road so that it becomes the civic, transport, commercial and community heart of Westmead • A25: Support the emergency services transport, including helicopter access • A26: Prioritise infrastructure investment [abridged] • A27: Manage car parking and identify smart traffic management strategies • A28: Investigate opportunities for renewal of Westmead East as a mixed use precinct 	<p>Consistent with this Planning Priority, the Planning Proposal would strengthen Parramatta's position as the metropolitan centre of the Central River City by increasing jobs and office space. The provision of additional office space accommodating 90 to 206 jobs would contribute to the Greater Parramatta job projections.</p> <p>The Planning Proposal includes a site-specific clause that prescribes a maximum car parking rate as identified by the Parramatta CBD Strategic Transport Study.</p>
Jobs and skills for the city O15: The Eastern, GOPP and Western Economic Corridors are better connected and more competitive	PP C8: Delivering a more connected and competitive GOPP Economic Corridor <ul style="list-style-type: none"> • A28: Investigate opportunities for renewal of Westmead East as a mixed use precinct PPC8 • A29: Prioritise public transport investment to deliver the 30-minute city objective for strategic centres along the GOPP Economic Corridor • A30: Prioritise transport investments that enhance access to the GOPP between centres within GOPP 	<p>The GOPP Economic Corridor includes the precincts of Westmead, North Parramatta, Parramatta CBD, Rydalmere, Camellia, Silverwater, Auburn, Granville and Sydney Olympic Park. The design concept would provide for 90 to 206 jobs in the GOPP Economic Corridor.</p>

<p>O14: The plan integrates land use and transport creates walkable and 30 minute cities</p>	<p>PP C9: Delivering integrated land use and transport planning and a 30-minute city</p> <ul style="list-style-type: none"> • A32: Integrate land use and transport plans to deliver a 30-minute city • A33: Investigate, plan and protect future transport and infrastructure corridors • A34: Support innovative approaches to the operation of business, educational and institutional establishments to improve the performance of the transport network • A35: Optimise the efficiency and effectiveness of the freight handling and logistics network by (a-d) • A36: Protect transport corridors as appropriate, including the Western Sydney Freight Line, North South train link from Schofields to WS Airport as well as Outer Sydney Orbital and Bells Line of Road-Castlereagh connections 	<p>The Planning Proposal will integrate additional employment space and transport (Parramatta Transport Interchange), providing well-located jobs for the growing population.</p>
<p>O23: Industrial and urban services land is planned, retained and managed</p>	<p>PP C10: Growing investment, business opportunities and jobs in strategic centres</p> <ul style="list-style-type: none"> • A37: Provide access to jobs, goods and services in centres [abridged] • A38: Create new centres in accordance with the principles for Greater Sydney's centres • A39: Prioritise strategic land use and infrastructure plans for growing centres, particularly those with capacity for additional floorspace 	<p>The Planning Proposal promotes employment growth and will locate a trip-generating activity (office space) within the planned commercial core of the Metropolitan Centre of Greater Parramatta and next to Parramatta Transport Interchange.</p>

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

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

Parramatta 2038 Community Strategic Plan

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

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

The Planning Proposal also meets the strategies by allowing additional office space which will support the CBD and revitalisation of an underutilised site. The Planning Proposal will

also allow for the concentration of jobs around transport nodes and contribute towards employment targets for the Parramatta LGA.

Parramatta CBD Planning Strategy

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

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

Key actions in the Strategy relevant to this planning proposal include a proposal to increase the FSR standard to a base of 10:1 with a 15% design excellence bonus (total 11.5:1) and to remove the height standard subject to sunlight access controls and aviation restrictions (this planning proposal contemplate a smaller scale of development).

Table 5 provides more detail on the relevant provisions of the *Parramatta CBD Planning Strategy* and assesses the consistency of this planning proposal. It demonstrates that the planning proposal is consistent with the Strategy and thereby sets out an eminently appropriate PLEP 2011 amendment.

Table 5 – Consistency of planning proposal with the Parramatta CBD Planning Strategy

Parramatta CBD Planning Strategy (as relevant)	Consistency: Yes = ✓ No = x N/A = Not applicable	Planning Proposal Compliance
Objectives		
<ol style="list-style-type: none"> 1. To set the vision for 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 Parramatta CBD 	✓	Development of the site in accordance with the planning proposal would promote employment growth, design excellence, active streets and a high quality public domain.
Vision		
Parramatta will be Australia's next great city, defined by landmark buildings and high quality public spaces with strong connections to regional transport. It will respect heritage, be an exemplar in design excellence, facilitate job growth and ensure its streets are well activated.		
Principles		
P1. Achieve world's best practice in the planning and development of cities	✓	The Planning Proposal implements the Parramatta CBD Planning Strategy and CBD PP

P2. Achieve a strategic balance of land uses	✓	The Planning Proposal provides for an increase in office space in the planned commercial core
P3. Create an attractive and distinctive city skyline, defined by tall, slender towers	N/A	No change in height proposed
P4. Create a livable, active and highly desirable city	✓	Enclosure of the colonnade will improve street activation
P5. Promote economic diversity, prosperity and jobs growth	✓	The Planning Proposal provides for an increase in office space (the design concept is forecast to accommodate 90 to 206 additional jobs on the site)
P6. Improve quality of urban design and public domain	✓	The Planning Proposal facilitates streetscape improvements
P7. Achieve design excellence	✓	The building alterations/additions facilitated by the Planning Proposal are capable of achieving design excellence
P8. Celebrate heritage and natural environment	✓	No heritage issues arise
P9. Facilitate the delivery of infrastructure to support Parramatta's growth	✓	Development of the site would realise infrastructure improvements through the payment of a Section 7.12 contribution
P10. Improve access to the regional transport network	✓	Streetscape improvements will improve pedestrian amenity along the frontage of the site, near the Transport interchange
Actions		
A2. Primary built form controls		
A2.1. Conduct detailed testing for the proposed Floor Space Ratio (FSR) controls: 10:1	✓	Proposed FSR of 6.4:1 for the site
A2.2. All sites, regardless of size, that are able to demonstrate design excellence through a design competition process, will be eligible to potentially receive an additional bonus FSR of 15%	✓	Design excellence bonus of 15% retained (but is not relevant to the development contemplated by this Planning Proposal)
A2.3. Investigate potential sun access controls to key public spaces, based on retaining sun access to a defined portion of nominated open spaces from 12pm – 2pm in midwinter (Jubilee Park is relevant to the site).	✓	The Planning Proposal retains the existing height standard for the site and is consistent with the sun access controls
A2.4. Investigate removal of the maximum building height controls for the CBD other than the following: A2.4.1. Potential sun access controls for key public spaces (as noted in Action A2.3 above – specific controls to be developed)	✓	The Planning Proposal retains the existing height standard for the site
A2.5. Notwithstanding Action A2.4, additional analysis of the implications of completely removing height limits will be undertaken including an assessment on the feasibility of including a clause that informs potential developers that aviation requirements set out in the Airports (Protection of	✓	The Planning Proposal retains the existing height standard for the site

Airspace) Regulations 1996 may require separate approval for some taller buildings.					
A3. Land Use Mix					
A3.3. Controls designed to encourage employment uses should be targeted to high-yielding employment uses and not serviced apartments				✓	The Planning Proposal would facilitate additional office space and employment
A3.5. Plan for the following jobs and dwelling targets in the Parramatta CBD to 2036, so as to ensure both a vibrant commercial and business centre and also an active '24 hour' living city environment:				✓	The design concept would generate 90 to 206 additional jobs which contributes to the strategy target of 49,000 additional jobs by 2036.
A3.5	Current	Additional	2036 Target		
Jobs	49,000	27,000	76,000		
Dwellings	3,800	7,500	11,300		
Table: Jobs and dwelling targets for Parramatta CBD to 2036					
A4. Infrastructure					
A4.1. That Council undertake a detailed investigation of regional and local infrastructure upgrades that will be needed to facilitate growth of the Parramatta CBD				✓	The Planning Proposal would realise infrastructure improvements through the payment of a Section 7.12 contribution
A6. Design Excellence					
A6.1. Confirm the appropriateness of a 15% FSR bonus for developments over 30m which demonstrate design excellence through a design competition process and whether a similar bonus should be provided to developments below 30m that achieve design excellence through a Design Review Panel process.				Noted	
A6.2. Subject to urban design testing, consider allowing a 15% FSR bonus for all sites, regardless of size, that are able to demonstrate design excellence through a design competition process.				Noted	

Parramatta CBD Planning Proposal

Parramatta CBD Planning Strategy is to be implemented by the CBD PP. The CBD PP was endorsed by Council and forwarded to the DPE in April 2016 and a Gateway determination was issued on 13 December 2018.

As detailed in **Table 4**, the Planning Proposal increases the FSR standard for the site consistent with the intent of the CBD PP (effective FSR is 6.4:1 following sliding scale provisions).

It is hoped that a site-specific amendment of PLEP 2011 will enable a more expeditious processing of the LEP amendment to enable faster delivery of the planned increase in non-residential floor space.

The number of car parking spaces in the existing building are well above the number endorsed by Council under the CBD Planning Proposal. A site-specific clause should still be included which applies the maximum car parking rates endorsed by Council as part of

the CBD Planning Proposal. Any departures from the CBD Planning Proposal rates should be assessed at Development Application stage and only be supported if the merits of the case allow.

It is recommended that the site-specific clause to introduce the new parking rates supersede all controls in Clause 7.3 of the Parramatta LEP 2011 relating to car parking. Clause 7.3(3) allows for car parking spaces in addition to the prescribed rate but only if the additional number of spaces are included in the building's gross floor area. Given the proposal will result in a net reduction in car parking spaces, it is considered reasonable not to include parking spaces above the CBD Planning Proposal rates as floor space for the purposes of this site-specific Planning Proposal. A full appraisal of car parking matters can be found in Council's Report to the Local Planning Panel on 19 February 2019.

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

YES

The following State Environmental Planning Policies (SEPPs) are of relevance to the site (refer to Table 5 below).

Table 6 – Consistency of planning proposal with relevant SEPPs

State Environmental Planning Policies (SEPPs)	Consistency: Yes = ✓ No = x N/A = Not applicable	Comment
SEPP No 1 Development Standards	N/A	This SEPP is not applicable to the site 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 site 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	✓	No change of use is proposed and the site is considered to be suitable for continued commercial use.
SEPP 60 – Exempt and Complying Development	N/A	This SEPP is not applicable to the site 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	N/A	Not relevant to proposed amendment.
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	Not relevant to proposed amendment.
SEPP (Exempt and Complying Development Codes) 2008	✓	May apply to future development of the site.
SEPP (Infrastructure) 2007	✓	Applies to future development of the site given the proximity to existing and future railway corridors.
Sydney Regional Environmental Plan No 18– Public Transport Corridors	N/A	This SEPP is not applicable to the site under Clause 1.9 of the Parramatta LEP 2011.
Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005	N/A	The site is not located on the Sydney Harbour Catchment foreshore. Any potential impacts from development on the site, such as stormwater runoff, will be considered and addressed appropriately at the DA stage (the consent for Scheme 1 includes appropriate conditions).
SEPP (Urban Renewal) 2010	N/A	Not relevant to proposed amendment.
SEPP (State and Regional Development) 2011	✓	May apply to certain types of future development of the site.

3.2.4. Is the planning proposal consistent with applicable Ministerial Directions (s.9.1 directions)

In accordance with Clause 9.1 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
- Housing, Infrastructure and Urban Development
- Local plan making

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

Table 6 – Consistency of planning proposal with relevant Section 9.1 Directions

Relevant Direction	Comment	Compliance																				
1. Employment and Resources																						
Direction 1.1 – Business and Industrial Zones	<p>The planning proposal is consistent with Direction 1.1 as:</p> <ul style="list-style-type: none">The planning proposal will maintain the site's mixed use zoning (Zone B4 – Mixed Used)The design concept accommodated by the planning proposal will increase jobs and non-residential floor space on the site (2,058m² of additional commercial/retail floor space and approximately 90 to 206 additional jobs <table><tr><td></td><td>Commercial/retail floor space (excluding parking)</td><td colspan="2">JOBS</td></tr><tr><td></td><td></td><td>Low (1job/22.9m²)</td><td>High (1jobs/10m²)</td></tr><tr><td>Existing</td><td>4,397</td><td>192</td><td>440</td></tr><tr><td>Design Concept</td><td>6,455</td><td>282</td><td>646</td></tr><tr><td>Increase from design concept</td><td>2,058</td><td>90</td><td>206</td></tr></table>		Commercial/retail floor space (excluding parking)	JOBS				Low (1job/22.9m ²)	High (1jobs/10m ²)	Existing	4,397	192	440	Design Concept	6,455	282	646	Increase from design concept	2,058	90	206	Yes
	Commercial/retail floor space (excluding parking)	JOBS																				
		Low (1job/22.9m ²)	High (1jobs/10m ²)																			
Existing	4,397	192	440																			
Design Concept	6,455	282	646																			
Increase from design concept	2,058	90	206																			
2. Environment and Heritage																						
Direction 2.1 – Environmental Conservation	The site does not contain any threatened/endangered species, populations or ecological community or their habitats.	N/A																				
Direction 2.3 - Heritage Conservation	The site does not contain any heritage items, is not in a heritage conservation area and there are not items in the vicinity of the site.	N/A																				
3. Housing, Infrastructure and Urban Development																						
Direction 3.4 - Integrating Land Use and Transport	<p>The planning proposal is consistent with the aims, objectives and principles of Improving Transport Choice – Guidelines for planning and development (DUAP 2001) and The Right Place for Business and Services – Planning Policy (DUAP 2001) as it will facilitate:</p> <ul style="list-style-type: none">Co-located jobs and services that can be connected by walking, cycling and public transportIncreased jobs within a walkable catchment of Parramatta City Centre and the Parramatta Transport Interchange reducing car dependenceA reduction in car parking on the site (from 86 spaces existing to 52 spaces proposed) reducing car dependenceIncreasing jobs on a site next to the Parramatta Transport Interchange promoting efficient and viable operation of public transport.	Yes																				
Direction 3.5 – Development Near Licensed Aerodromes	The planning proposal retains the existing 36m height standard.	N/A																				
4. Hazard and Risk																						
Direction 4.1 - Acid Sulfate Soils	No new excavation is contemplated. In any event, PLEP 2011 cl. 6.1 appropriately addresses acid sulfate soils.	Yes																				

Direction 4.3 - Flood Prone Land	<p>As detailed in the Flood Study by CPM Engineering (Appendix B), Councils' Flood Information identifies the site as 'Low Hazard' and shows that the site is only inundated in a Probable Maximum Flood (PMF) Event.</p> <p>CPM confirms that the flowing levels apply:</p> <ul style="list-style-type: none"> 1:20 Yr Level: 11.13m AHD 1:100 Yr Level: 11.23m AHD PMF Level: 12.86m AHD <p>The existing floor level is approximately 11.8m AHD and meets 500mm minimum freeboard above the 1:100 Yr Flood Level. The design concept described in the planning proposed does not change to the finished floor level and there is no existing or proposed basement parking.</p> <p>CPM conclude as follows in relation to flood effects:</p> <ul style="list-style-type: none"> Proposed ground levels are at or similar to the existing ground levels, no lot filling is proposed in flood risk areas, There is no loss in flood storage, The minimum floor levels are set, above, The access to and egress from the site is above the PMF level, there are therefore no evacuation concerns 	Yes
6. Local Plan Making		
Direction 6.2 – Reserving Land for Public Purposes	A part of the site is identified on the Land Reservation Acquisition map (Local Road Widening). As an entire redevelopment of the site is not currently proposed, land acquisition will not be actioned at this stage. The Land Reservation Acquisition is not proposed to be removed under this Planning Proposal.	N/A
Direction 6.3 - Site Specific Provisions	The Planning Proposal increases the FSR standard for the site consistent with the Parramatta CBD Planning Strategy and CBD PP.	N/A
7. Metropolitan Planning		
Direction 7.1 - Implementation of A Plan for Growing Sydney	<p>This directions states:</p> <p><i>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.</i></p> <p>As detailed above in response to question 3, the planning proposal is consistent with GREATER SYDNEY REGION PLAN A Metropolis of Three Cities, which replaced A Plan for Growing Sydney.</p>	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?

NO

The site is highly urbanised and does not accommodate any threatened flora or fauna species or threatened species habitat.

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?

Heritage, archaeology, contamination, acid sulfate soils, transport and flooding have been considered above. Urban design and built form, overshadowing, wind, and traffic, parking and access are addressed below.

Built Form and Urban Design

Graypuksand has prepared a design concept to accompany the planning proposal. The design concept responds to the constraints of the site and its context and proposes a built form that contributes to the streetscape character of Marsden and Argyle Streets. As shown on the architectural plans and explained in the short design report by Graypuksand (Appendix A), the design concept comprises of the following works:

- **Ground floor:**
 - Extension of the Ground Floor retail and lobby to the existing column line and new shopfronts and awnings.
 - Refurbishment of the Ground Floor Foyer
 - New awnings to the Marsden street and Argyle street façades
- **Level 1:** 52 car parking spaces comprising 25 car stackers (50 spaces) and 2 accessible spaces and bicycle store (16 spaces)
- **Level 2 and 3:** Conversion of existing car parking to commercial office space, new amenities and plant
- Façade changes between the Ground floor and Level 3 including feature cladding (currently previously open mesh) and new signage.

A BCA Capability Statement has been prepared by Blackett Maguire + Smith confirming that the design concept is capable of satisfying the requirement of the NCC-BCA 2016 and the Access to Premises Standards 2010 (Appendix C).

EXISTING PHOTOGRAPH



PROPOSED PHOTOMONTAGE



Figure 2 – The proposed design concept

Overshadowing and Wind

There will be no change to overshadowing or wind condition as there is no change to the building height and envelope (except for the ground floor colonnade infill).

Traffic, Parking and Access

The traffic, parking and access impacts of the planning proposal would be neutral or positive as:

- The Planning Proposal results in a 75% reduction in on-site parking (87 spaces existing compared with 22 spaces under the endorsed CBD PP rates = a reduction of 65 spaces)
- This 75% reduction in parking availability is expected to reduce total trip generation within the vicinity of the site
- Existing intersections near the site (in particular Argyle and Marsden Street) will continue to operate at or below their existing level of service
- 16 bicycle parking spaces are proposed (where none is provided at present)
- The location of the existing vehicle entry to the site is to remain
- Loading is provided at Level 1, adjoining the garbage room
- The layout of on-site parking will be designed to comply with the relevant Australian Standards

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

The Planning Proposal is expected to have the following positive social and economic impacts:

- Capacity to accommodate an additional some 2,000m² of office/retail space with the potential to accommodate approximately 90 to 206 additional jobs (see Section 3.2.4)
- Increased economic activity
- The potential to generate construction jobs

Community consultation and public authority consultation during the assessment of the Planning Proposal will further ensure that social effects are adequately addressed.

3.4. Section D – State and Commonwealth Interests

3.4.1. Is there adequate public infrastructure for the planning proposal?

The site is well serviced by existing and planned public transport infrastructure (being just 350m from the Parramatta Transport Interchange).

The full range of utility services including electricity, telecommunications, water, sewer and stormwater are all currently available across the site. It is expected that these services would be upgraded where required.

The existing substation would remain on the site. Section 7.12 contributions (previously section 94A) would be levied at DA stage.

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

- Consultation with the State and Commonwealth public authorities will be undertaken once the Gateway Determination has been issued.

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 illustrates the current *PLEP 2011* controls which apply to the site.



Figure 3 – Existing zoning extracted from Parramatta *LEP 2011* Land Zoning Map

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



Figure 4 – Existing building heights extracted from the *Parramatta LEP 2011* Height of Buildings Map

Figure 4 illustrates the existing 36 meter height of buildings control over the site.

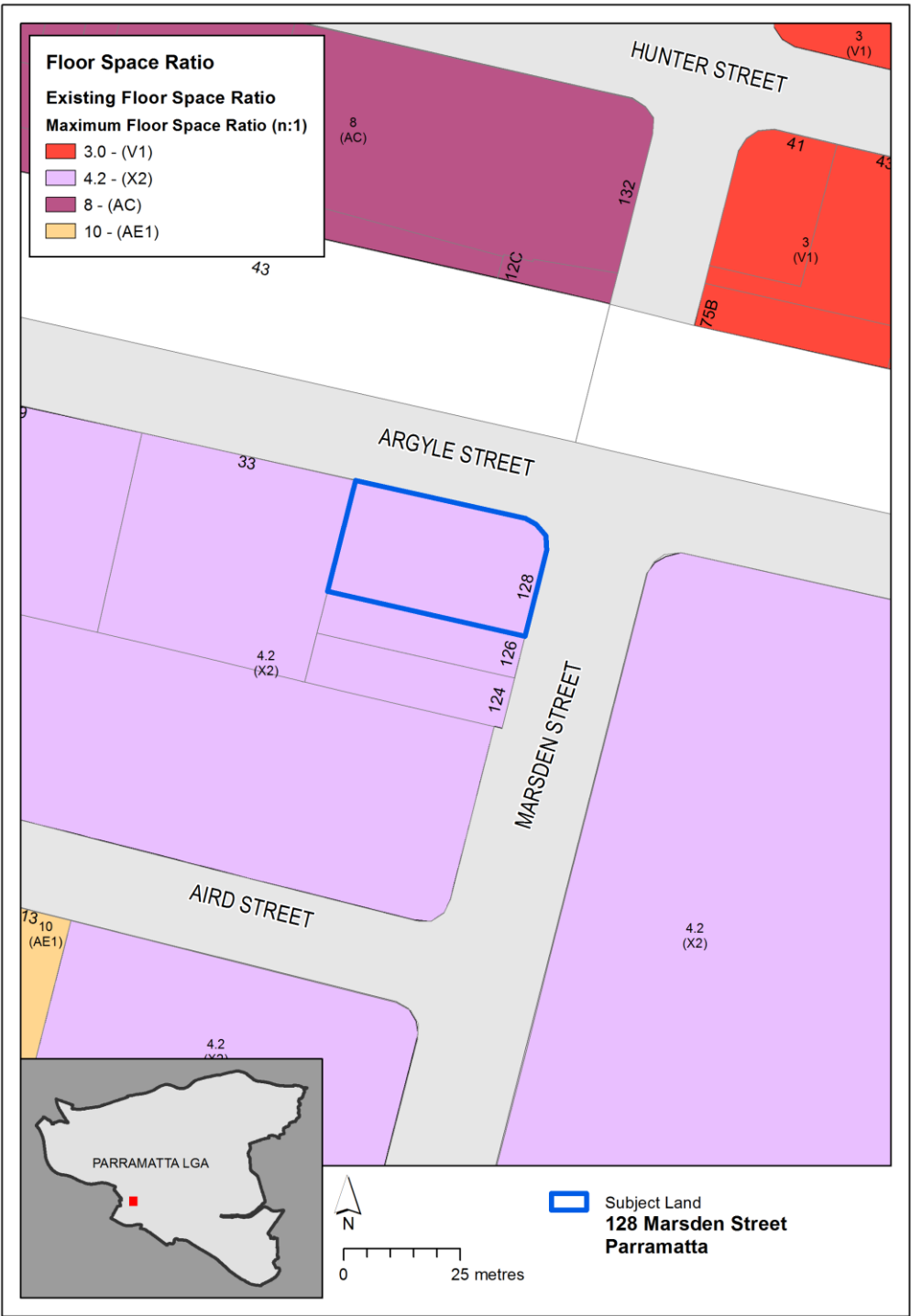


Figure 5 – Existing floor space ratio extracted from the *Parramatta LEP 2011* Floor Space Ratio Map

Figure 5 illustrates the existing 4.2:1 FSR control over the site.

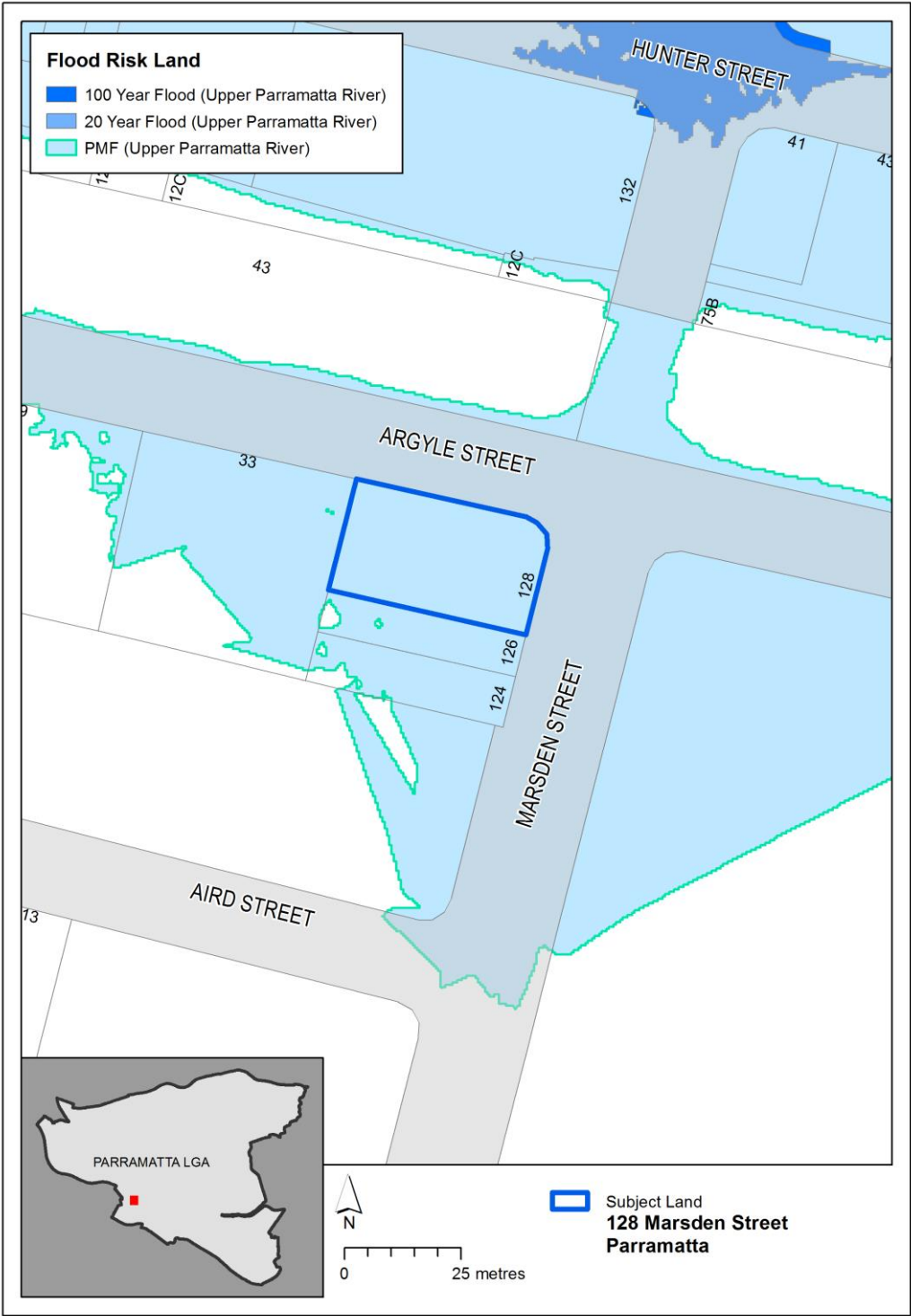


Figure 6 – Existing flooding extant extracted from the *Parramatta LEP 2011* Flooding Map

Figure 6 above illustrates the flooding extent in the vicinity of the site.

4.2 Proposed controls

The figures in this section illustrate the proposed Zoning and FSR maps as a result of the assessment and recommendations for the Planning Proposal.



Figure 7 – Proposed amendment to the *Parramatta LEP 2011* Zoning Map

Figure 7 above illustrates proposed B3 Commercial Core zoning over the site.

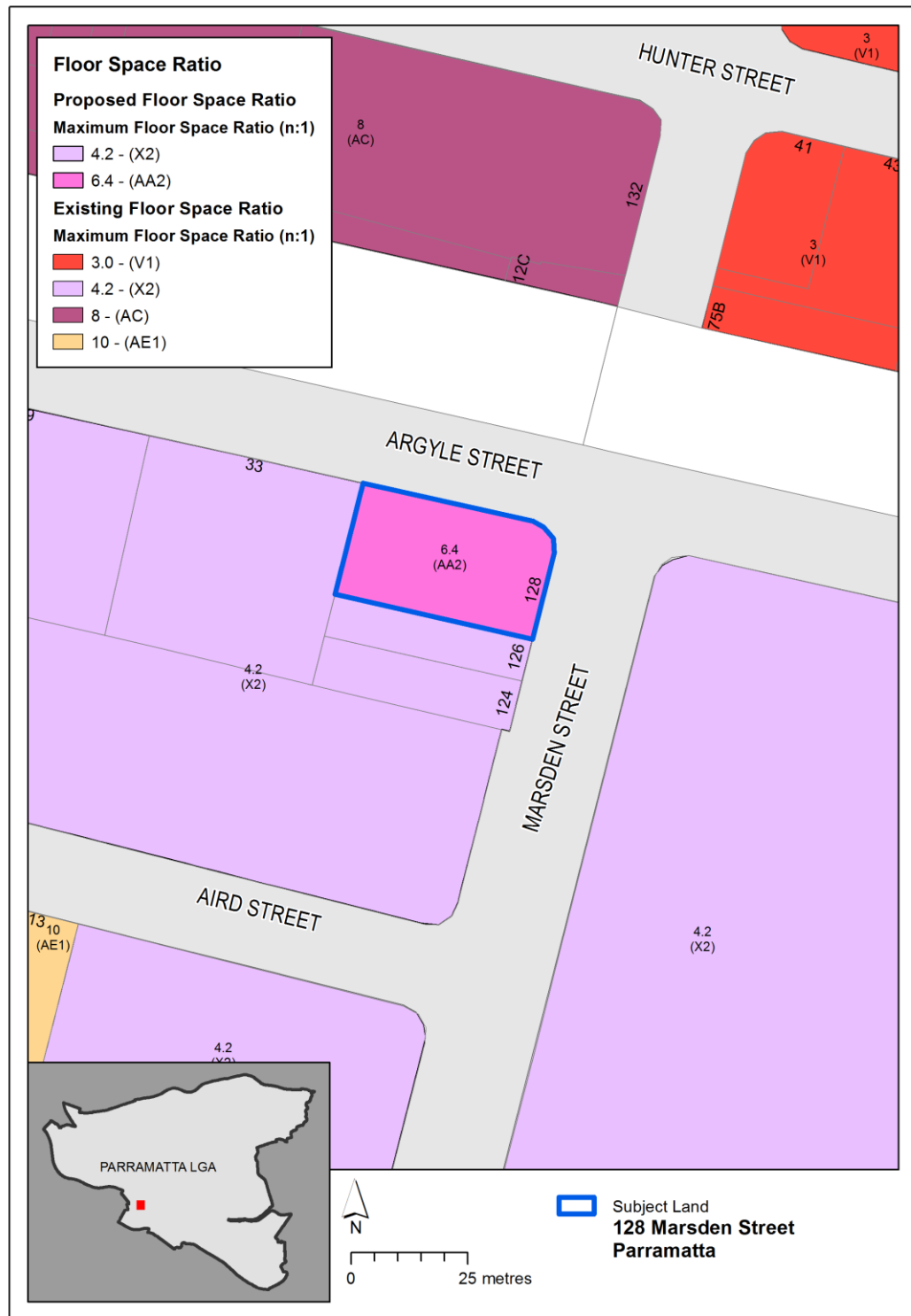


Figure 8 – Proposed amendment to the *Parramatta LEP 2011* Floor Space Ratio Map

Figure 8 above illustrates the proposed 6.4:1 FSR control over the site.

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.

Consistent with sections 3.34(4) and 3.34(8) of the *EP&A Act 1979*, where community consultation is required, an instrument cannot be made unless the community has been given an opportunity to make submissions and the submissions have been considered.

PART 6 – PROJECT TIMELINE

Once the planning proposal has been referred to the Minister for review of the Gateway Determination and received a Gateway determination, the anticipated project timeline will be further refined. It will also be further refined at each major milestone throughout the planning proposal's process.

Table 7 below outlines the anticipated timeframe for the completion of the planning proposal.

Table 7 – Anticipated delivery of the planning proposal

MILESTONE	ANTICIPATED TIMEFRAME
Report to LPP on the assessment of the PP	February 2019
Report to Council on the assessment of the PP	March 2019
Referral to Minister for review of Gateway determination	March 2019
Date of revised Gateway determination	June 2019
Commencement and completion dates for public exhibition period	June 2019 – July 2019
Commencement and completion dates for government agency notification	June 2019 – July 2019
Consideration of submissions	August 2019
Consideration of planning proposal post exhibition and associated report to Council	August 2019
Submission to the Department to finalise the LEP	September 2019
Notification of instrument	November 2019

Appendix A – Development Concept (by Graypuksand)

Appendix B – Flood Study (by CPM Engineering)

Appendix C – BCA Capability Statement (by Blackett Maguire + Smith)