

INNOVATIVE

ITEM NUMBER	18.4
SUBJECT	FOR APPROVAL: Gateway Request - Planning Proposal for 355 and 375 Church St, Parramatta
REFERENCE	RZ/10/2018 - D07454213
REPORT OF	Project Officer
APPLICANT	Stockland Development Pty Ltd
LANDOWNER	McDonald's Australia Ltd

DEVELOPMENT APPLICATIONS CONSIDERED BY SYDNEY CENTRAL CITY PLANNING PANEL

DA/96/2015 – Staged development involving a redeveloped McDonald's restaurant and concept approval for a future-mixed-use development; the Sydney West Joint Regional Planning Panel deferred its formal determination on this matter, and the application was withdrawn May 2016.

PURPOSE

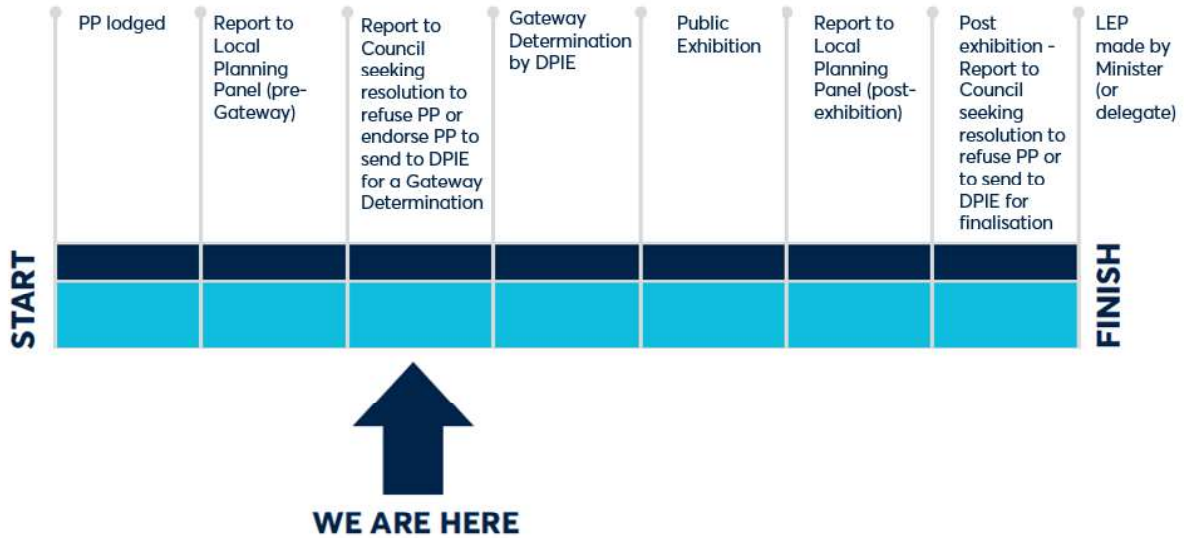
The purpose of this report is for Council to consider a Planning Proposal for land at 355 and 375 Church St, Parramatta. This report recommends forwarding the Planning Proposal to the Department of Planning, Industry and Environment with a request for a Gateway Determination.

RECOMMENDATION

- (a) **That** Council endorse for the purpose of forwarding to the Department of Planning, Industry and Environment (DPIE) with a request for a Gateway Determination the Planning Proposal included at **Attachment 1** to amend *Parramatta LEP 2011* for land at 355 and 375 Church St, Parramatta as follows:
- 1) Apply the Prince Alfred Square Solar Access Plane as the height controls for this site
 - 2) Increase FSR from part 3:1/part 4:1 to 6:1 (exclusive of Design Excellence)
 - 3) Apply maximum car parking rates as follows:
 - i. For floorspace used for the purposes of Take Away Food and Drink Premises: 1 space / 30 square metres of Gross Floor Area or 30 spaces (whichever is less). Noting that the Planning Proposal also includes a 5-year sunset clause for this parking rate, after which time this rate would revert to the rate contained in the Parramatta CBD Planning Proposal.
 - ii. For residential and other commercial floorspace not part of the use described in 3)(i): the rates which are currently contained in the Parramatta CBD Planning Proposal.
- (b) **That** Council advises DPIE that the Chief Executive Officer will not be exercising the plan-making delegations for this Planning Proposal as authorised by Council on 26 November 2012.
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- (c) **That** a draft site-specific Development Control Plan (DCP) for the subject site be prepared that addresses matters including but not limited to:
- 1) Further defining the preferred two-tower scheme, including podium heights and tower setbacks, with a view to minimising any non-compliances with relevant ADG requirements;
 - 2) Relationship to and mitigating impacts on Heritage Items;
 - 3) Traffic issues such as sightlines, vehicle queuing, pedestrian safety and bicycle parking;
 - 4) Demonstrating adaptive re-use potential of drive-through facility and at least some of the parking spaces proposed;
 - 5) Active frontage requirements; and
 - 6) Relationship to 383 Church Street isolated site.
- (d) **That** the CEO be authorised to negotiate a draft Planning Agreement with the landowner in accordance with the Parramatta CBD Community Infrastructure framework and the following principles:
- 1) Dedication of footpath widening at the corner of Victoria Rd and Church St and of the small irregularly-shaped “notch” of land located in the centre of the city block (which would contribute to a future laneway running from Ross St to Victoria Rd), noting that Council’s policy on such dedications is to assign a nominal (\$1) value to such dedications, as the Applicant is receiving the benefit of the FSR from the dedicated land;
 - 2) A monetary contribution in line with the Parramatta CBD Community Infrastructure framework, noting that a potential use of some or all of this contribution for improvement of Prince Alfred Square should be explored as part of the negotiations (given the proximity of the site to the Square and that Council has recently completed a masterplan for it);
 - 3) Addressing the potential circumstance in which the rate in the Parramatta CBD Community Infrastructure Framework changes;
 - 4) Addressing the potential circumstance where this site proceeds in whole or in part as a non-residential use (in which case the framework would not apply to non-residential floorspace); and
 - 5) Addressing the potential circumstance in which Council decides not to proceed with the Community Infrastructure framework, and instead pursues amendments to its other contributions plans.
- (e) **That** the draft DCP and draft Planning Agreement are reported back to Council prior to their concurrent exhibition with the Planning Proposal.
- (f) **That** Council authorise the CEO to amend the Planning Proposal to correct any minor anomalies of a non-policy and administrative nature that may arise during the plan-making process.
- (g) **Further, that** Council note that the Parramatta Local Planning Panel’s advice to Council (included in **Attachment 1**) is consistent with the recommendations of this report.

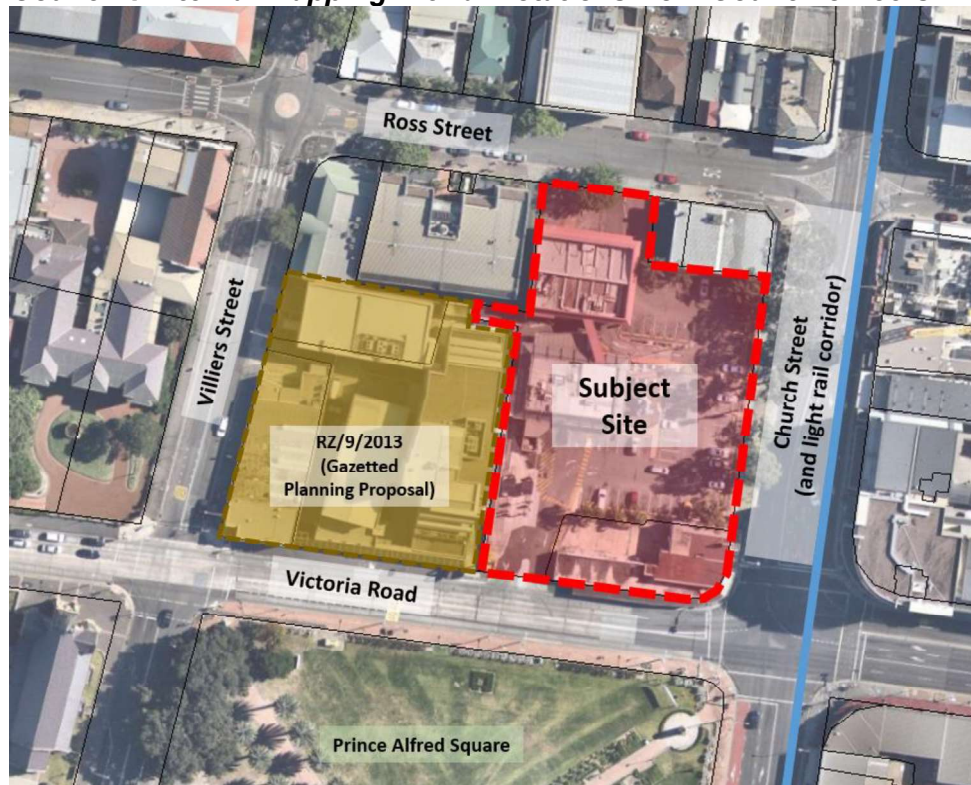
PLANNING PROPOSAL TIMELINE



THE SUBJECT SITE AND SURROUNDING CONTEXT

- The site is illustrated in **Figure 1** below. It is located in the block bounded by Victoria Road, Villiers Street, Ross Street and Church Street, Parramatta, and has an approximate site area of 4,796 square metres. The site has frontages to Victoria Road, Church Street and Ross Street. Prince Alfred Square is located South of the site (across Victoria Street), and the Parramatta Light Rail (PLR) Stage 1 corridor runs adjacent to the site along Church Street.

Figure 1: Subject site at 355 and 375 Church Street and surrounding context
 Source: Council’s internal mapping with annotations from Council officers



2. Existing development on the site includes a retail/commercial building (corner of Victoria Road/Church Street), a McDonald's restaurant (including surface parking and drive-through with vehicle access to both Victoria Road and Ross Street) and a two-storey office building (facing Ross Street).
3. The site does not include 383 Church Street, located at the corner of Ross and Church Streets. The existing development at 383 Church Street is a three-storey retail/commercial building. This report addresses the relationship between the subject Planning Proposal and 383 Church Street.
4. The western half of this city block is characterised by low to mid-rise commercial buildings. A previous Planning Proposal (RZ/9/2013) which was finalised in 2016 increased the planning controls over a portion of the western half of the block (illustrated in **Figure 1**) and involved increasing the FSR control from 2:1 to 4.8:1, and the maximum height control from 24m to 49m. RZ/9/2013 was initiated prior to Council's strategic work to increase planning controls across the Parramatta CBD through the Parramatta CBD Planning Proposal process, and therefore did not respond to the Parramatta CBD Planning Proposal.

BACKGROUND

5. On 21 August 2018, Stockland Development Pty Ltd ("the applicant") lodged a Planning Proposal with Council on behalf of McDonald's Australia Ltd ("the landowner") for land at 355 and 375 Church Street, Parramatta ("the site").
6. The site was the subject of a previous Development Application (DA/96/2015) which proposed a staged development involving a redeveloped McDonald's restaurant and concept approval for a future mixed-use development. On 11 November 2015, the Sydney West Joint Regional Planning Panel (JRPP) deferred its formal determination of this matter. In summary, the JRPP considered that the proposal was a "lost opportunity" given the significance of the site, and that a "more appropriate scale and city character" was needed.
7. This DA was subsequently withdrawn in May 2016. Following withdrawal of the DA, the landowner and applicant prepared a Planning Proposal in response to the evolving strategic planning context for the Parramatta CBD.

COMPARISON OF PLANNING CONTROLS

8. **Table 1** outlines the planning controls for the site under three scenarios: (1) existing, (2) Parramatta CBD Planning Proposal and (3) recommended by Council officers for this site-specific Planning Proposal.

Table 1: Comparison of planning controls

	Parramatta LEP 2011	Parramatta CBD Planning Proposal endorsed by Council 25 November 2019	Planning Proposal recommended in this report
Zoning	B4 Mixed Use	B4 Mixed Use	B4 Mixed Use
Max. height of buildings	Part 34m, part 24m	Prince Alfred Square Sun Access Plane (which protects the southern part of the Square from any additional overshadowing between 12pm-2pm midwinter) (approx. 93m (29 stories) maximum within the portion of the site affected by the Sun Access Plane and no height limit on portion of site outside the Sun Access Plane)	Prince Alfred Square Sun Access Plane (which protects the southern part of the Square from any additional overshadowing between 12pm-2pm midwinter) (in the preferred reference design, this results in approx. 29 storeys within the portion of the site affected by the Sun Access Plane and approx. 32 storeys on the portion of the site outside the Sun Access Plane)
Maximum FSR	Part 3:1, part 4:1	6:1 (plus Design Excellence i.e. 6.9:1)	6:1 (plus Design Excellence i.e. 6.9:1)
Site-specific provisions	Nil	<p>Maximum car parking rates:</p> <p><i>Residential:</i> Studio: 0.1 spaces 1 bed: 0.3 spaces 2 bed: 0.7 spaces 3 bed: 1 space</p> <p><i>Commercial premises:</i> M = (G X A) / (50 X T) Where: M is the maximum number of parking spaces, G is the gross floor area of all commercial uses in the building in square metres, 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</p> <p><i>Commercial - Take away food and drink premises:</i> no rate provided.</p>	<p>Maximum car parking rates:</p> <p><i>Residential:</i> Studio: 0.1 spaces 1 bed: 0.3 spaces 2 bed: 0.7 spaces 3 bed: 1 space</p> <p><i>Commercial premises (excluding Take Away Food and Drink Premises):</i> M = (G X A) / (50 X T) Where: M is the maximum number of parking spaces, G is the gross floor area of all commercial uses (excluding Take Away Food and Drink Premises) in the building in square metres, 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</p> <p><i>Commercial - Take Away Food and Drink Premises:</i> 1 space / 30 sqm GFA or 30 spaces, whichever is less; include a 5-year sunset clause for this provision</p>
Maximum gross floor area (GFA)	15,047m ²	33,092m ²	33,092m ²

	Parramatta LEP 2011	Parramatta CBD Planning Proposal endorsed by Council 25 November 2019	Planning Proposal recommended in this report
Maximum dwelling yield	Approximately 177 units <i>(maximum GFA / 85 m² for high density dwellings)</i>	Approximately 389 residential units <i>(assuming average GFA / 85 m² for high density dwellings and all FSR built as residential)</i>	Approximately 346 residential units and approximately 1,355m ² for Commercial Uses and Take Away Food and Drink Premises (as per current reference design)

9. Under the current provisions of the Parramatta CBD Planning Proposal, the development proposed in the reference design would be eligible for the High-Performing Building Bonus. However, it is noted that the Applicant has not requested application of this bonus through this site-specific Planning Proposal process, therefore, the ability of this site to achieve the bonus within the Sun Access Plane has not been tested. The Applicant could potentially seek this bonus at DA stage, depending on the timing of that DA assessment process and the Parramatta CBD Planning Proposal process.
10. Procedurally, it is recommended that the height and FSR controls outlined above are contained in a site-specific clause, rather than as mapped amendments. This is because current Parramatta LEP 2011 maps do not contain the Prince Alfred Square Sun Access Plane (this is to be introduced under the Parramatta CBD Planning Proposal). It is noted that further guidance regarding structural clause drafting will be provided by DPIE and Parliamentary Counsel later in the process if required.
11. In summary, this Planning Proposal is consistent with the Parramatta CBD Planning Proposal, with the exception of specifying a parking rate for the *Take Away Food and Drink Premises* use proposed as part of the reference design. This issue is discussed in further detail later in this report.

SUMMARY OF COUNCIL OFFICER ASSESSMENT

12. Council officers' assessment of this matter is summarised below in Table 2. Please refer to the report to the Local Planning Panel (included at **Attachment 1**) for further details of the assessment.

Table 2: Summary of Council Officer Assessment

FSR and Height (Sun Access Plane [SAP] to Prince Alfred Square)
The FSR and height are consistent with the provisions for this site under the Parramatta CBD Planning Proposal, and are therefore supported.
Reference Design and Tower Massing
The Applicant produced both two-tower and one-tower reference design schemes for this Planning Proposal, and Council officers support the two-tower reference design. While it does potentially have some non-compliances with the Apartment Design Guide, the result of the two-tower scheme is two off-set towers which are considered to be more appropriately scaled to the surrounding development. In contrast, due to the Prince Alfred Square SAP, a one-tower scheme concentrates most of the FSR along the Church St frontage into one tower with a large floorplate, as well as producing a higher podium / street wall. An important issue for the Development Control Plan (DCP) and Design Excellence process should be minimising any non-compliances of the two-tower scheme.
Heritage
The site is located in close proximity to many Heritage-listed items (refer Figure 7 and Table

2 of Attachment 1). Council's heritage officer requested that the Planning Proposal be consistent with the Parramatta CBD Planning Proposal and also recommended that preliminary consultation be undertaken with Office of Environment and Heritage (OEH). In summary, OEH raised concern in relation to the following:

- Impacts on Heritage items in the vicinity of the site
- Overshadowing to Prince Alfred Square
- Built form, including podium treatment and tower setbacks
- Impacts on Old Government House and Domain
- Archaeological impacts

Council officers' detailed response to these matters is detailed in Attachment 1, including a summary of additional work completed by the Applicant in response. In general, Council officers consider that many of OEH's concerns are more relevant to Development Application stage or are issues that have already been reviewed and assessed as part of the Parramatta CBD Planning Proposal. It is also noted that OEH will have the opportunity to provide a formal response at exhibition stage for this Planning Proposal.

Flooding

A portion of the site is within the area of the Probable Maximum Flood (PMF), however the site is not affected by the 100-year Average Recurrence Interval (ARI). Council officers consider that flooding is not an impediment to the progress of this Planning Proposal.

Interface with Parramatta Light Rail (PLR)

Officers undertook a preliminary referral to Transport for NSW (TfNSW) given the proximity to the PLR Stage 1 Corridor. In summary, TfNSW's preliminary comments relevant to the Planning Proposal stage related mainly to describing the desired contents of a Traffic Impact Assessment (TIA) for the site, and requesting that the TIA should assess impacts of the development on PLR. The Applicant reviewed the PLR Environmental Impact Statement in response, and has made some amendments to their traffic assessment. It is noted that TfNSW will have the opportunity to provide a formal response at exhibition stage for this Planning Proposal. Further details of the preliminary consultation with TfNSW is described in the section of the report at Attachment 1 titled "Interface with Parramatta Light Rail (PLR)". In conclusion, Council officers do not consider PLR an impediment to the progress of this Planning Proposal.

Traffic and Access Issues

The reference design envisages dual vehicle access from both Victoria Road (entry) and Ross Street (entry and exit), with retention of the drive-through facility located in the podium. The drive-through is integrated into the basement design and sleeved by lobbies and commercial/retail uses.

The final traffic report for this Planning Proposal states that the reference design will result in a reduction of traffic during peak periods. This is due to the reduction in traffic generation from the redeveloped McDonald's restaurant offsetting the future traffic generation of the new uses at the site.

Given concerns about vehicle congestion and the need to rebalance transport habits towards active transport in a growing CBD identified in Council's strategic transport work, Council officers raised the concern that the drive-through facility may not be the optimal long-term outcome for this site. The applicant responded to this view by demonstrating in their reference design a consideration of future adaptive re-uses for the drive-through facility, should it no longer be commercially desirable in the future. Council officers recommend that this matter is considered further during the DCP and Design Excellence stages.

Parking

The applicant has accepted the application of residential and commercial parking rates consistent with the Parramatta CBD Planning Proposal, with the exception of the floor space used for *Take Away Food and Drink Premises*.

Following significant discussion with Council officers, the applicant proposed a rate of 1 space / 30 sqm of floor space for the aforementioned use.

In summary, Council officers' initial response to the applicant was that – while officers did not have any strong reservations in terms of traffic generation of the proposed rate – officers did

have concerns about the proposed rate relating to strategic vision and precedent. The Applicant's benchmarking analysis had identified that the proposed rate would result in parking provision higher than that of a number of strategic centres in Sydney (including Sydney CBD (fringe) (13.5 spaces), Burwood (13.5), Green Square (13.5), North Sydney (16-18), Crows Nest (18), Kogarah (20), and Lane Cove (22.5)), and officers were concerned that accepting a rate greater than this group of centres would not align with the longstanding imperative to grow Parramatta CBD as Sydney's Central City. In terms of precedent, officers were also concerned that accepting parking rates that do not align with Council's established strategic framework would set a precedent that risks putting Council into the position of having to regularly renegotiate the rates in the Parramatta CBD Planning Proposal. However, in light of the shared vision to see this site redeveloped in line with the Parramatta CBD Planning Proposal, officers suggested a compromise position of 1 space / 45 sqm (resulting in approximately 20 parking spaces).

In response, the Applicant has stated that (due to development feasibility issues) development would not proceed under the rate suggested by Council officers.

Council officers' position remains that a parking rate of 1 space / 45 sqm (about 20 spaces) would be more aligned with strategic goals for the Parramatta CBD that envisage significant mode shift away from vehicles and towards active transport. Nevertheless, officers are prepared to support the Applicant's proposed rate on the following basis:

- Council officers acknowledge the broader shared vision for this site, which is to see it redeveloped in line with the Parramatta CBD Planning Proposal (with which the proposal is otherwise consistent);
- Council officers acknowledge the Applicant's position relating to feasibility, which is that the blanket commercial parking rate formula otherwise applied in the Parramatta CBD Planning Proposal would make this development unviable in the short term. Council officers consider that car parking vs. active transport is one of many "transitional" issues facing the City as it assumes the role of Sydney's Central City over the coming years. In other words, the viability of this development as proposed at present remains dependent on vehicle traffic. However, it is considered that the business model for this and many other vehicle-dependent businesses will necessarily rebalance toward active transport in coming years as (a) new public transport infrastructure comes on line and (b) a mix of public and active transport modes become the most viable transport option in to, out of and around the Parramatta CBD (given the significant increases in density).
- The proposed rate results in a decrease of approximately 50% in on-site parking associated with the existing use, and the traffic report states that the net result of the development will be a reduction in vehicle traffic during the peak.
- The Applicant has already completed conceptual work demonstrating how the drive through could be adapted to other uses in the future, and it is considered that this work could be extended to include at least some of the proposed parking.
- Appropriate limits could be applied to the Applicant's proposed rate at clause drafting stage, as follows:
 - Structuring the control to limit the parking to 1 space / 30 sqm or 30 spaces, whichever is less. This ensures that the number of spaces is capped at the 30 spaces, even if the size of the use increases at DA stage. It will also scale down the number of spaces if the size of the restaurant ends up being smaller than currently anticipated.
 - Placing a 5-year "sunset" clause on this parking rate, after which time the control would revert to the blanket commercial rate applied to the rest of the commercial uses through the Parramatta CBD Planning Proposal process. This ensures that, should the Applicant not gain development consent within 5 years of finalising this LEP amendment, the parking question would be reconsidered. During that time, it is anticipated that Council will have established a final parking rate regime through the finalisation of the Parramatta CBD Planning Proposal, and by which time development feasibility calculations may have changed based on transport mode shifts in the CBD.

In summary, the final recommended Planning Proposal contains a rate for the Take Away Food and Drink Premises use of 1 parking space / 30 sqm GFA or 30 spaces (whichever is less), and includes a 5-year “sunset” clause provision.

Finally, Council officers note preliminary advice from DPIE and Transport for NSW as to how such a proposed variation to the Parramatta CBD Planning Proposal rates might be viewed by State agencies as part of a Gateway assessment. These agencies have advised that they are generally not supportive of such variations, and the Applicant has been made aware of this position. Nevertheless, given the assessment provided above, Council officers do not object to establishing a specific rate for this use at the pre-Gateway stage. This will be assessed by DPIE and relevant State agencies as part of their Gateway assessment.

Active Street Frontage

This site is affected by Active Frontages controls in the Parramatta CBD Planning Proposal. The reference design meets this requirement, and it is proposed to incorporate these aspects into the DCP / Design Excellence processes for this site.

Isolated Site

The Planning Proposal does not include land at 383 Church St (corner of Ross and Church Streets). The Applicant has demonstrated that they have begun the process to meet the NSW Planning Principle relating to isolated sites (as this will be an issue at DA stage), and have also completed design work showing how this site could develop under sliding-scale provisions of the Parramatta CBD Planning Proposal.

While Council officers consider that amalgamation of these sites would likely facilitate a better planning outcome, Council officers do not consider that this matter should be an impediment to the progress of this Planning Proposal.

It is possible that DPIE will direct inclusion of this site via the Gateway determination for this Planning Proposal. In this instance, officers consider it would be prudent to request that sliding-scale provisions consistent with the Parramatta CBD Planning Proposal are also included in an amended Planning Proposal, as it is not expected that these two sites would amalgamate in the near future. Council could make a decision to include 383 Church St to pre-empt this potential decision, however, this would result in further potential cost and delay for the applicant. Council officers consider that it is not justified to require the applicant to incur this cost unless DPIE deems it necessary.

Other Statutory Considerations

The proposal has been assessed against the statutory considerations including relevant local and regional strategies and planning policies and relevant Ministerial directions. Details of the assessment of these matters is included in the attached Planning Proposal.

13. In conclusion, based on the assessment summarised above, Council officers recommend progression of this Planning Proposal.
14. Council officers also recommend that Council advise DPIE that the CEO will not be exercising the plan-making delegations for this Planning Proposal. This is on the basis that Council is also advancing the Parramatta CBD Planning Proposal (which affects this site), and the Parramatta CBD Planning Proposal has not yet been approved by DPIE for finalisation.

LOCAL PLANNING PANEL ADVICE

15. The LPP considered this matter at its meeting of 16 June 2020. Their advice (refer **Attachment 1**) was consistent with Council officers’ recommendation.

PLANNING AGREEMENT

16. The Applicant has provided an initial letter of offer accepting that the value of the future Planning Agreement will be calculated at a rate of \$150/sqm,

consistent with the Parramatta CBD Community Infrastructure framework. The Applicant proposes to tie the final contribution to approved Gross Floor Area (GFA) rather than the nominal increase in FSR under the Planning Proposal, which is considered acceptable (a precedent has recently been set for this at another site-specific Planning Proposal). A calculation of the potential value of the future Planning Agreement is approximately \$2,059,350 million is shown in table .

Table 3: Estimate of likely value of Planning Agreement

	Land Area	Base FSR	Planning Proposal FSR (excluding Design Excellence bonus)	Value based on \$150/sqm of FSR uplift
Parcel A	659 sqm	4:1	6:1	\$ 197,700
Parcel B	4,137 sqm	3:1	6:1	\$ 1,861,650
Total	4,796 sqm			\$ 2,059,350

17. Council officers recommend the negotiation of a draft Planning Agreement in accordance with the following principles:
- a. Dedication of footpath widening at the corner of Victoria Rd and Church St and of the small irregularly-shaped “notch” of land located in the centre of the city block (which would contribute to a future laneway running from Ross St to Victoria Rd), noting that Council’s policy on such dedications is to assign a nominal (\$1) value to such dedications, as the Applicant is receiving the benefit of the FSR from the dedicated land;
 - b. A monetary contribution in line with the Parramatta CBD Community Infrastructure framework, noting that a potential use of some or all of this contribution for improvement of Prince Alfred Square should be explored as part of the negotiations (given the proximity of the site to the Square and that Council has recently completed a masterplan for it);
 - c. Addressing the potential circumstance in which the rate in the Parramatta CBD Community Infrastructure framework changes;
 - d. Addressing the potential circumstance where this site proceeds in whole or in part as a non-residential use (in which case the framework would not apply to non-residential floorspace); and
 - e. Addressing the potential circumstance in which Council decides not to proceed with the Community Infrastructure framework, and instead pursues amendments to its other contributions plans.
18. It is recommended that the draft Planning Agreement is reported back to Council alongside the draft DCP (addressed in next section) prior to concurrent exhibition with the Planning Proposal.

DEVELOPMENT CONTROL PLAN

19. As is standard practice for site-specific Planning Proposals in the Parramatta CBD, Council officers will work with the Applicant to prepare a site-specific Development Control Plan (DCP) for the site. This DCP will address the issues raised in the assessment of the proposal, including, but not limited to:

- a. Further defining the preferred two-tower scheme, including podium heights and tower setbacks, with a view to minimising any non-compliances with relevant ADG requirements;
 - b. Relationship to and mitigating impacts on Heritage items;
 - c. Traffic issues such as sightlines, vehicle queuing, pedestrian safety and bicycle parking;
 - d. Demonstrating adaptive re-use potential of drive-through facility and at least some of the parking spaces proposed;
 - e. Active frontage requirements; and
 - f. Relationship to 383 Church Street isolated site.
20. It is recommended that the draft DCP is reported back to Council alongside the draft Planning Agreement prior to concurrent exhibition with the Planning Proposal.

CONSULTATION & TIMING

21. It is expected that specific requirements for the public exhibition period would be set out in the Gateway determination for this Planning Proposal.
22. The details of preliminary consultation undertaken with relevant State Government agencies are detailed in the LPP report included at **Attachment 1**.
23. Council's Heritage Advisory Committee (HAC) was briefed on this Planning Proposal at its meeting of 31 October 2018 and again at its extraordinary meeting of 3 June 2020. At the latter meeting, the HAC raised concerns about overshadowing and requested access to the overshadowing analysis (which has since become publically available in the LPP meeting Business Papers), and resolved as follows:
- a. *That the Committee note concerns of significant shadowing impact on Prince Alfred Square.*
 - b. *That the Committee note their concern of the scale of this proposal so close to other significant heritage sites.*
 - c. *That the Committee note the bulk and scale of the proposal is unsympathetic to the heritage streetscape and greenspace.*
 - d. *Further, that for the above reasons the Committee cannot support this proposal.*
24. The HAC's comments were circulated to the LPP members prior to the 16 June 2020 meeting at which the LPP considered this matter.
25. After considering the HAC's comments, Council officers' recommendation to Council on this Planning Proposal remains the same as was recommended to the LPP due to the following reasons:
- a. this Planning Proposal is consistent with the Parramatta CBD Planning Proposal (with the exception of the parking rate issue discussed previously);
 - b. heritage matters were considered during Council officers' assessment process (refer discussion in this report and in **Attachment 1**); and
 - c. Council officers have recommended inclusion of heritage controls in the relevant DCP.

FINANCIAL IMPLICATION FOR COUNCIL

26. The financial implication for Council is a contribution in line with Council's Community Infrastructure framework for the Parramatta CBD of approximately \$2.06 million (depending on the final GFA approved through the relevant Development Application process).

Sarah Baker
Project Officer

Robert Cologna
Land Use Planning Manager

David Birds
Group Manager, City Planning

Alistair Cochrane
Acting Chief Financial Officer

Jennifer Concato
Executive Director City Planning and Design

Brett Newman
Chief Executive Officer

ATTACHMENTS:

- | | |
|--|--------------|
| 1 ↓ Local Planning Panel Minute and Report (including Planning Proposal and supporting studies as attachments) | 299
Pages |
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REFERENCE MATERIAL