



PLANNING PROPOSAL

18-40 Anderson Street, Parramatta

Planning Proposal drafts

Proponent versions:

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1.	City of Parramatta Council	February 2019 – Report to Local Planning Panel and Council on the assessment of planning proposal
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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* to amend the planning controls that apply to the land at 18-40 Anderson Street, Parramatta.

This planning proposal has been prepared in accordance with Section 3.3 of the *Environmental Planning and Assessment Act 1979* and the Department of Planning and Environment's (DP&E's) 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

In February 2018, Council received a planning proposal and supporting documents from Landream (the applicant) affecting the land at 18-40 Anderson Street, Parramatta (the site).

The site comprises one allotment of land legally defined as Lot 20 DP792518. The site is generally rectangular in shape and has a single road frontage of approximately 130 metres to Anderson Street. The site is currently occupied by the seven-storey Holiday Inn Hotel, which contains 181 rooms and associated restaurant and function facilities. A decked carpark is located adjacent to the hotel building at the southern end of the site. Vehicular access to the hotel is via a porte cochere-style driveway off Anderson Street, and there is a separate driveway to the site's car park further to the south. The site is shown in Figure 1 below.

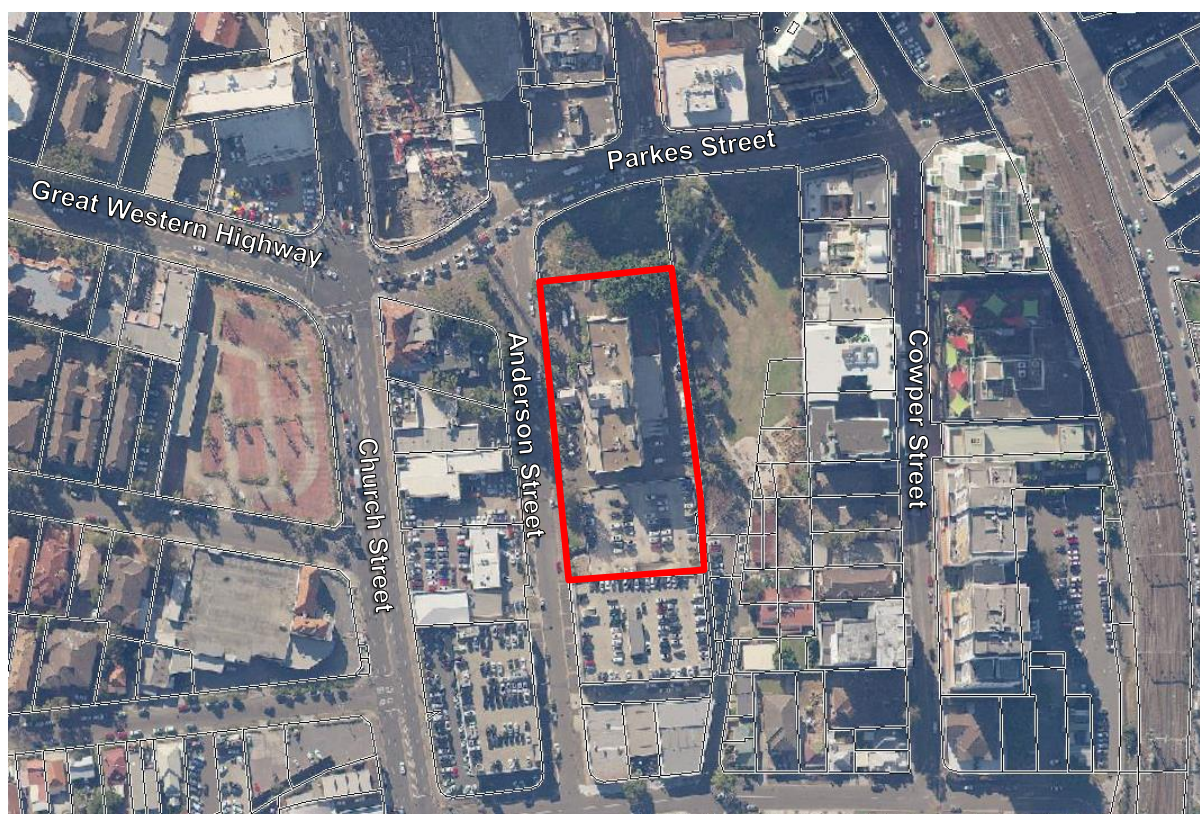


Figure 1 – Site at 18-40 Anderson Street subject to the planning proposal



Figure 2 – Site seen from Anderson Street (looking west)



Figure 3 – Site seen from intersection of Anderson St and Parkes St (looking south)

The site is located at the northern end the Auto Alley Precinct, which consists of a strip of car dealerships and related uses immediately to the south of Parramatta's commercial core. The Auto Alley Precinct stretches along Church Street for approximately 750m between the Great Western Highway/Parkes Street intersection and the M4 Motorway. Current development to the east and west sides of Auto Alley is generally low- to medium-density residential development.

As expressed in the Parramatta CBD Planning Proposal, Council intends for the Auto Alley Precinct to become a high-density extension of the commercial core with A-grade office development along Church Street flanked by mixed uses.

Under *Parramatta Local Environmental Plan 2011* the site:

- is zoned B5 Business Development;
- has a maximum building height of 18 metres; and
- has a maximum floor space ratio (FSR) of 4:1.

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 facilitate redevelopment of the site for mixed use purposes. More specifically, the objectives are:

- To facilitate redevelopment of an aging hotel into a high-quality mixed-use development;
- To facilitate delivery of a 5-star hotel with international branding in Parramatta CBD;
- To facilitate urban renewal that aligns with local and State strategic objectives for Parramatta CBD;
- To enable delivery of an open through-site link in the south end of the site in accordance with Council's vision expressed in the CBD Planning Proposal;
- To provide for high-quality residential accommodation that would improve housing choice and affordability and cater to the needs of the community;
- To enable redevelopment with high-quality architectural design that responds to site constraints and is compatible with surrounding development;
- To provide additional housing and jobs in a metropolitan-significant centre with good access to public transport, services and facilities; and
- To contribute to the economy and provide additional employment opportunities for the community.

PART 2 – EXPLANATION OF PROVISIONS

This planning proposal seeks to amend *Parramatta LEP 2011 (PLEP 2011)* in relation to the zoning, height, floor space ratio and additional permitted uses controls.

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

1. Amend the zone in the **Land Zoning Map** (Sheet LZN_10) from B5 Business Development to B4 Mixed Use;
2. Amend the maximum building height in the **Height of Buildings Map** (Sheet HOB_10) from 14 metres to part 0 metres and part 120 metres (which equates to approximately 35 storeys);
3. Amend the maximum FSR in the **Floor Space Ratio Map** (Sheet FSR_10) from 4:1 to 6:1;
4. Add site-specific controls that provide for the following:
 - Requirement for a minimum 3:1 FSR for non-residential uses;
 - Requirement to demonstrate Jubilee Park is not overshadowed by development of the site;
 - Reduced car parking rates in line with the Parramatta CBD Strategic Transport Study; and
 - High performing building bonus and Dual Piping.

2.1 Other relevant matters

There are no other relevant matters.

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?

The planning proposal responds to Council's strategic vision for Parramatta CBD as expressed in its Parramatta CBD Planning Proposal, which seeks to intensify development across the CBD to meet future population and jobs growth and to support Parramatta's role as Sydney's second CBD. The planning proposal also responds to key strategic objectives in the *Greater Sydney Region Plan* and *Central City District Plan*. The planning proposal's consistency with the Parramatta CBD Planning Proposal and other strategic documents is discussed in Part 3 below.

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

This planning proposal is the most appropriate method of achieving the intended outcomes. In particular, it is the most effective way of providing certainty for the landowner and community about the site's future. The following alternative options were considered:

Formal submission to Parramatta CBD Planning Proposal

An alternative option would be to make a submission to the Parramatta CBD Planning Proposal once it goes on formal exhibition following Gateway determination. This option is considered inferior given the timing uncertainties associated with the CBD Planning Proposal. The landowner intends to redevelop the site in the near future, and potential delays associated with the large, complex CBD Planning Proposal could impede this objective. A site-specific proposal would likely progress more quickly than the CBD Planning Proposal and enable redevelopment of the site to stimulate renewal of Auto Alley.

Rezone to B3 Commercial Core with additional permitted uses

This option would involve rezoning the site to B3 Commercial Core in accordance with the CBD Planning Proposal and amending Schedule 1 of Parramatta LEP 2011 to allow for residential development. This option is inferior in that it would not align closely with the B3 Zone objectives and may set an undesirable precedent for other sites in the B3 Zone and compromise the integrity of this Zone.

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 are each contains 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	O4: Infrastructure use is optimised	The planning proposal allows for more intense development within walking distance (<400m) of Parramatta Transport Interchange.

Liveability

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

Table 3b – Consistency of planning proposal with relevant GSRP Actions – Liveability

Liveability Direction	Relevant Objective	Comment
Housing the city	O10: Greater housing supply	The planning proposal allows for approximately 289 additional dwellings and contribute to Parramatta's housing supply. The mix of the number of bedrooms per dwelling is yet to be confirmed and will be subject to discussions with Council during the Development Application phase.
	O11: Housing is more diverse and affordable	The planning proposal allows for a range of apartment types to cater to community needs.
A city of great places	O12: Great places that bring people together	The planning proposal allows for creation of a new great place consisting of a high-quality mixed-use development with expansive publicly-accessible open space areas.
	O13: Environmental heritage is identified, conserved and enhanced	The planning proposal maintains solar access to the neighbouring Jubilee Park. The proposal has no adverse impact on Parramatta's built form heritage.

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 subject site of the planning proposal is located within 800 metres from Parramatta Transport Interchange and is situated in the Greater Parramatta metropolitan centre. The proposal will result in an increase in the number of residents, workers and tourist within 30 minutes access to services, transport and jobs.
Jobs and skills for the city	O19: Greater Parramatta is stronger and better connected	The planning proposal contributes to the strength of Greater Parramatta as a metropolitan centre by facilitating redevelopment of the site for the purposes of a 5-star hotel, residential apartments and retail. This is an appropriate mix of uses in an ideal location within close proximity of public transport.
	O22: Investment and business activity in centres	The planning proposal facilitates redevelopment of the existing hotel into a 5-star offering that would complement increased business activity in Parramatta.

Sustainability

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

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

Productivity Direction	Relevant Objective	Comment
A city in its landscape	O30: Urban tree canopy cover is increased	The planning proposal facilitates redevelopment of the existing site, which is largely hardstand area, into a mixed-use precinct with increased landscaping and deep soil areas for large canopy trees.
	O31: Public open space is accessible, protected and enhanced	The planning proposal preserves solar access to Jubilee Park in accordance with the current clause 7.4 of <i>Parramatta LEP 2011</i> and the draft amendments to clause 7.4 under the CBD Planning Proposal. The planning proposal also facilitates new through-site links between Anderson Street and Jubilee Park.

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 O4: Infrastructure use is optimised	PP C1: Planning for a city supported by infrastructure <ul style="list-style-type: none"> 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 flexible regulations to allow decentralised utilities 	The planning proposal would allow for more intense development within walking distance of key public transport (Parramatta Transport Interchange), thereby ensuring land use is optimised.

Liveability

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

Table 4b – Consistency of planning proposal with relevant CCDP Actions – Liveability

Liveability Direction	Planning Priority/Action	Comment
Housing the city O10: Greater housing supply O11: Housing is more diverse and affordable	PP C5: Providing housing supply, choice and affordability, with access to jobs, services and public transport <ul style="list-style-type: none"> A16: Prepare local or district housing strategies that address housing targets. 	The planning proposal would allow for approximately 289 additional apartments in close proximity to a large range of employment and services in Parramatta CBD. This will assist in the delivery of the five-year housing target for the Parramatta local government area. The mix of the number of bedrooms per dwelling is yet to be confirmed and will be subject to discussions with Council during the Development Application phase.
A city of great places O12: Great places that bring people together O13: Environmental heritage is identified,	PP C6: Creating and renewing great places and local centres, and respecting the District's heritage <ul style="list-style-type: none"> A18: Using a place-based and collaborative approach throughout planning, design, development and management deliver great 	The planning proposal would provide for the redevelopment of an aging hotel into a well-designed mixed-use development including a 5-star hotel. This would help renew the area and contribute to a well-designed built environment in Parramatta. The provision of housing within 10-minute's walk to services, jobs and transport also will deliver positive outcomes. Further the through site links

conserved and enhanced	places by providing fine grain urban form, diverse land use mix, high amenity and walkability within a 10-minute walk of centres	will add finer grain elements enabling permeability of the block through to open space.
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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 • A23: Strengthen the economic competitiveness of Greater Parramatta and grow its vibrancy	The planning proposal would facilitate delivery of a 5-star hotel, which would grow Parramatta's appeal and complement new business investment.
O14: The plan integrates land use and transport creates walkable and 30 minute cities	PP C9: Delivering integrated land use and transport planning and a 30-minute city • A32: Integrate land use and transport plans to deliver a 30-minute city	The planning proposal would support delivery of a 30-minute city by placing workers and residents within walking distance of key public transport (Parramatta Transport Interchange).
O22: Investment and business activity in centres	PP C10: Growing investment, business opportunities and jobs in strategic centres • A37: Provide access to jobs, goods and services in centres	The planning proposal would contribute to the growth of the metropolitan-level centre of Parramatta by facilitating delivery of a 5-star hotel, new retail premises and new housing within walking distance of public transport.

Sustainability

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

Table 4d – Consistency of planning proposal with relevant CCDP Actions – Sustainability

Sustainability Direction	Planning Priority/Action	Comment
O30: Urban tree canopy cover is increased	PP C16: Increasing urban tree canopy cover and delivering Green grid connections • A68: Expand urban tree canopy in the public realm	The planning proposal would facilitate redevelopment of the existing site, which is largely hardstand area, into a mixed-use precinct with increased landscaping and deep soil areas for large canopy trees.
O31: Public open space is accessible, protected and enhanced	PP C17: Delivering high quality open space • A71: Maximise the use of existing open space and protect, enhance and expand public open space by providing walking and cycling	The planning proposal would preserve solar access to Jubilee Park in accordance with the draft provisions under the CBD Planning Proposal. The planning proposal would also facilitate new through-site links between Anderson Street and Jubilee Park.

	links for transport as well as leisure and recreational trips.	
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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 pursues key strategic objectives identified in Parramatta 2038 by contributing to economic growth through the addition of employment opportunities associated with a 5-star hotel and by adding to the city's connectedness by allowing additional residential population in close proximity to a key public transport node. More generally, the planning proposal is considered to meet the strategies by allowing for an appropriate mix of residential and commercial uses, which would support the revitalisation of the CBD.

Overall, the increase in development potential and incorporation of the provisions included in this planning proposal are consistent with the identified strategic objectives contained in Parramatta 2038.

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.

The Parramatta CBD Planning Strategy is being formally implemented through the Parramatta CBD Planning Proposal. The CBD Planning Proposal has been adopted by Council and is currently with DP&E awaiting Gateway determination. The intended outcomes of the CBD Planning Proposal are:

1. To strengthen Parramatta's position as the dual CBD for metropolitan Sydney.
2. To increase the capacity for new jobs and dwellings so as to create a dynamic and diverse city.
3. To encourage a high quality and activated public domain with good solar access.
4. To facilitate the provision of community infrastructure to service the growing city.
5. To strengthen opportunities for the provision of high quality commercial floor space.
6. To future proof the city through efficient and sustainable use of energy and resources.
7. To manage risks to life and property from flooding.

The CBD Planning Proposal proposes to achieve these outcomes through amendments to land use zones and built form controls and the introduction of community infrastructure incentive provisions and other various bonus provisions.

This Planning Proposal is consistent with the above outcomes in that it facilitates a high-quality mixed-use development including 5-star hotel with international branding, which would contribute to Parramatta's role as the dual CBD for metropolitan Sydney. Also importantly, in accordance with Outcome 7, the proposed uplift and land use are also considered acceptable from a flood risk perspective, as discussion in Section C below.

Land use

The CBD Planning Proposal proposes to extend the B3 Commercial Core zone to the south along Church Street within the Auto Alley Precinct. The subject site forms part of this proposed extension (Figure 4).



Figure 4 – Draft Land Use Zone Map – subject site outlined
Source: Parramatta CBD Planning Proposal

The subject planning proposal seeks to rezone the site from B5 Business Development to B4 Mixed Use, which varies from the CBD Planning Proposal. This is considered acceptable for the following reasons:

- The primary reason for the CBD Planning Proposal's B3 zoning for the site related to flood risk. The site was originally considered for a mixed use zoning, but ultimately a business zoning was considered more appropriate as it would place fewer people at risk (see 8 September 2014 Council meeting). However, the detailed site-specific flooding analysis conducted as part of the subject planning proposal demonstrates that the site is in principle suitable for residential development from a flood risk perspective. Therefore, the primary reason for the CBD Planning Proposal's B3 zoning is considered to be no longer valid.
- A B4 zoning will result in a more logical land use pattern. The site will have B4 Mixed Use zoned land to the immediate north and south under the draft Parramatta CBD Planning Proposal (as currently endorsed by Council). Additionally, land of residential character to the east of the site across Jubilee Park is zoned B4 Mixed Use under current controls and the Parramatta CBD Planning Proposal. As illustrated in Figure 4, a B3 zoning would result in an irregular extension of the commercial core and would compromise the overarching spatial planning for Auto Alley, which consists of a commercial spine along Church Street flanked by mixed uses.

Height

The CBD Planning Proposal proposes a maximum height for the site of part 80m and part 0m (Figure 5). The 0m portion reflects Council's desire for the land to be dedicated to Council for the delivery of new open space (p. 29 of CBD Planning Proposal).

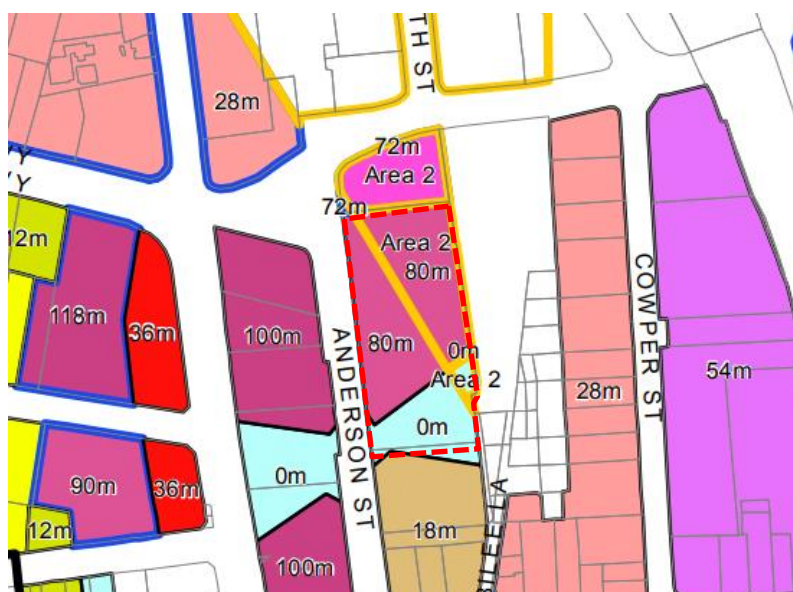


Figure 5 – Draft Height of Building Map – subject site outlined
Source: Parramatta CBD Planning Proposal

The subject planning proposal seeks a maximum height of part 120m and part 0m. The proposed 0m portion is consistent with the CBD Planning Proposal and would accommodate the open space and through-site link planned for this portion of the site. The proposed 120m portion is 40m above the CBD Planning Proposal's height; nonetheless, this height is considered appropriate, as it would have no unacceptable overshadowing or view impacts. There is no important view corridor affecting the site or any nearby heritage items. Overshadowing is discussed in further detail in Part C of this report.

Solar access protection

The CBD Planning Proposal proposes a new sun protection map and associated provisions under clause 7.4 of Parramatta LEP 2011. The current provisions state that the consent authority must take into consideration the relevant sun access plane controls specified in section 4.3.3 of the Parramatta DCP 2011. The draft provisions formalise the DCP's controls and state that consent cannot be granted for development that causes additional overshadowing to Jubilee Park on 21 June between 12pm and 2pm.

No amendment to the sun access plane controls is proposed under this planning proposal. Any future development application allowed by this planning proposal would be subject to all relevant sun access plane controls in the Parramatta LEP 2011 and DCP 2011. It is assumed that the draft sun access plane provisions in the CBD Planning Proposal would be in force (or would form a relevant consideration under section 4.15 of the EP&A Act) before any development application allowed by this planning proposal is determined. The concept scheme in the Urban Design Report has been prepared accordingly.

Floor space ratio

The CBD Planning Proposal proposes a maximum FSR of 6:1 for the site (Figure 6). Given its commercial zoning, the site is not subject to incentive floor space provisions under the Parramatta CBD Planning Proposal.

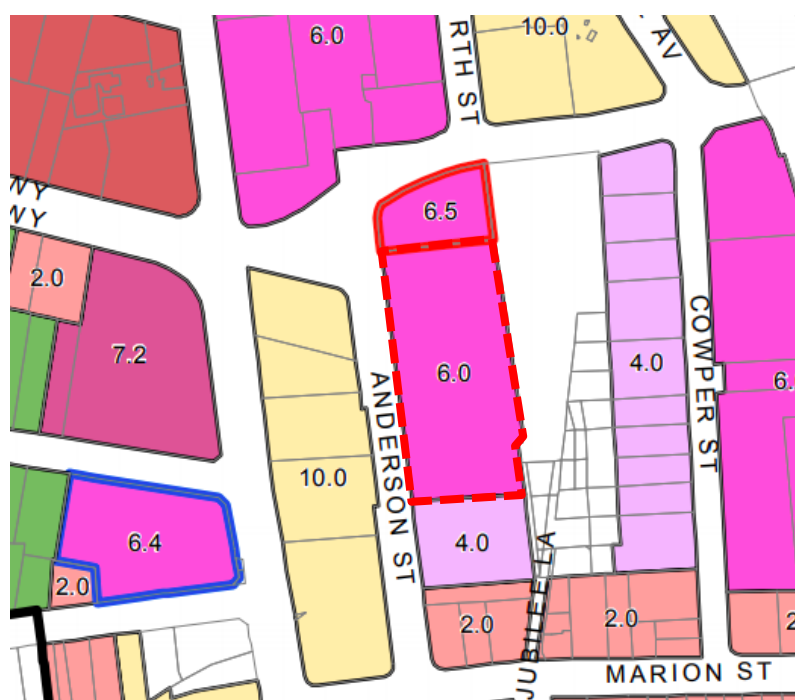


Figure 6 – Draft Floor Space Ratio Map - subject site outlined
Source: Parramatta CBD Planning Proposal

Consistent with the CBD Planning Proposal, the subject planning proposal seeks a maximum FSR of 6:1. This FSR would provide for an appropriate scale of the development that is compatible with Council's desired future character for the area as expressed by the CBD Planning Proposal.

Additionally, the subject planning proposal seeks a minimum 3:1 FSR for the site. This will ensure that the site retains significant commercial floor space, bringing the proposal into closer alignment with the objectives of the B3 zoning proposed under the CBD Planning Proposal.

Parramatta Smart City Masterplan (2015)

The Parramatta Smart City Master Plan (2015) (Smart City Master Plan) aligns with the objectives in Parramatta 2038. Parramatta's mission as a Smart City is that:

1. Parramatta will be a highly liveable, technologically enabled, active and desirable place to live, work and visit as Australia's next great city.
2. Parramatta will develop an environment that encourages and leverages the synergies between centres of excellence in research, technology, education, health, enterprise and creativity.
3. Parramatta will plan for outcomes that drive economic competitiveness, improves safety, enhances mobility, improves environmental sustainability, enriches social and community connections, embraces cultural diversity and celebrates our heritage.

The Smart City Master Plan sets out a number of guiding principles that will be used by the City for any initiative that is put forward to test its alignment to Parramatta's mission as a Smart City. These include, relevant to this proposal, 'improve livability', 'enhance the environment' and 'improve connectivity'.

The planning proposal is generally consistent with these guiding principles in that it would allow for a high-quality, livable mixed-use precinct located close public transport and sensitive to the surrounding built form and natural environment.

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 5 below).

Table 5 – Consistency of planning proposal with relevant SEPPs

State Environmental Planning Policies (SEPPs)	Consistency: Yes = ✓ No = ✗ N/A = Not applicable	Comment
SEPP No 1 Development Standards	N/A	
SEPP 4 – Development Without Consent and Miscellaneous Exempt and Complying Development	N/A	
SEPP 6 – Number of Storeys in a Building	N/A	
SEPP 33 – Hazardous and Offensive Development	N/A	
SEPP No 55 Remediation of Land	✓	A Preliminary Site Investigation has been prepared for the site (submitted under separate cover). The investigation has identified three potential sources of contamination:

		<ul style="list-style-type: none"> • Historic fill materials utilised in earthworks; • Potential asbestos and/or lead-containing material due to demolition of historical buildings; and • Spills and leaks from vehicles stored at the site's previous car yard. <p>Nonetheless, the investigation considers that the associated risks to human health are low and could be effectively managed through standard occupational health and safety procedures.</p>
SEPP 60 – Exempt and Complying Development	N/A	
SEPP 64 – Advertising and Signage	N/A	
SEPP No 65 Design Quality of Residential Flat Development	✓	<p>The concept scheme (refer to Urban Design Report in Appendix 1) has been prepared with consideration of SEPP 65.</p> <p>Any future development application for the site would be subject to a detailed assessment under SEPP 65 and associated ADG.</p> <p>See Part C of this report for further discussion.</p>
SEPP No.70 Affordable Housing (Revised Schemes)	✓	<p>The proposal does not affect the schemes within this SEPP, nor does it propose any new scheme for affordable housing that would need to be included in this SEPP.</p> <p>The planning proposal is consistent with the objectives of this SEPP.</p>
SEPP (Affordable Rental Housing) 2009	✓	The proposal does not inhibit any operations of this SEPP.
SEPP (BASIX) 2004	✓	<p>The proposal does not inhibit any operations of this SEPP.</p> <p>Any future development application for residential uses at the site would be accompanied by a BASIX certificate.</p>
SEPP (Exempt and Complying Development Codes) 2008	✓	The proposal does not inhibit any operations of this SEPP.
SEPP (Infrastructure) 2007	N/A	
Sydney Regional Environmental Plan No 18–Public Transport Corridors	N/A	
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	N/A	

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 proposal retains the site as a business zone (B4 Mixed Use). While the B4 zone may allow for residential uses, it will not reduce the <i>total potential</i> floor space area for employment uses.</p> <p>Furthermore, the minimum 3:1 FSR commercial provision will help ensure a significant commercial component within future development at the site.</p> <p>It is estimated that the proposal would result in additional employment (+90 full time equivalent jobs) compared to existing operations (refer to the Economic Impact Assessment).</p>	Yes
3. Housing, Infrastructure and Urban Development		
Direction 3.1 - Residential Zones	The Planning Proposal is consistent with this direction, in that it allows for a range of residential unit types, consistent with the existing trends and market demands.	Yes
Direction 3.4 - Integrating Land Use and Transport	The Planning Proposal is consistent with this direction, in that it increases density for potential residential and commercial uses in a location close to public transport (Parramatta Transport Interchange).	Yes
4. Hazard and Risk		
Direction 4.1 - Acid Sulfate Soils	<p>Based on the Acid Sulfate Soils Map in Parramatta LEP 2011, the site contains mostly Class 4 Acid Sulfate Soils. In this class, works more than two metres below natural ground surface or that are likely to lower the water table more than two metres below the natural ground surface present an environmental risk.</p> <p>The preliminary site investigation (see Appendix 2) considers acid sulfate soils. Overall, the investigation has found that the potential risks to human health and environment resulting from the proposal are considered to be low.</p>	Yes
Direction 4.3 - Flood Prone Land	See further discussion below table.	Yes
6. Local Plan Making		
Direction 6.1 - Approval and Referral Requirements	The Planning Proposal does not introduce any provisions that require any additional concurrence, consultation or referral.	Yes

Direction 6.3 - Site Specific Provisions	The Planning Proposal introduce site specific provisions including an increase in maximum height of building and floor space ratio and Schedule 1 additional permitted use in accordance with existing clauses in the Standard Instrument Parramatta LEP 2011. It does not impose any unnecessarily restrictive site-specific controls.	Yes
7. Metropolitan Planning		
Direction 7.1 - Implementation of A Plan for Growing Sydney	As demonstrated in Part A above, the Planning Proposal is consistent with the planning principles, directions and priorities for subregions, strategic centres and transport gateways in the <i>Greater Sydney Region Plan</i> , which has replaced <i>A Plan for Growing Sydney</i> as Sydney's overarching metropolitan strategy.	Yes

4.3 Flood prone land

The site is potentially subject to flooding by floodwaters spilling from Clay Cliff Creek and overland flows. According to Council's 2005 Lower Parramatta River Floodplain Study, the site is identified as being within the High Hydraulic Hazard area.

Section 4.3 of the Section 9.1 Ministerial Directions (previous Section 117) sets out provisions that must be followed when a planning proposal alters a zone or a provision that affects flood prone land. The planning proposal's consistency with these provisions is outlined below:

(4) A planning proposal must include provisions that give effect to and are consistent with the NSW Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005 (including the Guideline on Development Controls on Low Flood Risk Areas).

The planning proposal is consistent with the NSW Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005 as discussed in Section 7.3 of the Flood Impact Assessment prepared by Cardno (see Appendix 3).

(6) A planning proposal must not contain provisions that apply to the flood planning areas which:

(a) permit development in floodway areas,

Council's 2005 assessment of flooding under existing conditions identified a single 7m-wide floodway area through the property, being the driveway between the hotel building and the current hotel carpark building. The planning proposal seeks to relocate and widen the corridor to a 27m-wide east-west corridor in the centre of the property, allowing for sufficient floodway area in the case of redevelopment.

(b) permit development that will result in significant flood impacts to other properties,

The flood impact assessments described in Section 3 of Cardno's report demonstrate that the planning proposal would not have a significant flood impact on any other property. The proponent has developed several scenarios regarding modification of the existing stormwater channel through and adjacent to the subject site. Assessment of these scenarios by Cardno has deemed these to have a negligible adverse impact on 1% AEP flood levels.

(c) permit a significant increase in the development of that land

The planning proposal proposes an increase in density consistent with Council's planned increase under the CBD Planning Proposal (i.e., 6:1 FSR). The only persons directly at risk in floods greater than a 100-year Average Recurrence Interval (ARI) flood would be hotel staff

and guests, retail staff and customers, and visitors/residents on the ground floor. All other persons, including occupants of the residential apartments, would be indirectly at risk. A detailed Flood Emergency Response Plan would accompany any DA lodged with Council.

(d) are likely to result in a substantially increased requirement for government spending on flood mitigation measures, infrastructure or services

The flood impact assessments described in Section 3 of Cardno's report demonstrate that the planning proposal would not have a significant flood impact on other properties. The proposal includes scenarios to modify the existing stormwater channel through and adjacent to the subject site. Assessment of these scenarios by Cardno has deemed these to have a negligible adverse impact on 1% AEP flood levels. As such, there would be no substantially increased requirement for government spending on flood mitigation measures or infrastructure. All persons on the site would be provided with flood-free access to Jubilee Lane in a 100-year ARI flood.

Overall, the planning proposal is considered consistent with Section 4.3 Flood Prone Land of the Ministerial Directions.

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?

There are no critical habitat or threatened species, populations or ecological communities, or their habitats on or around the site that would be affected by this planning proposal.

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

Urban Design and Built Form

Grimshaw has prepared a concept scheme to demonstrate a possible building under the proposed controls (refer to Appendix 1). The scheme has been designed to respond to the site's context and key constraints and to minimise environmental impacts.

The scheme features four building forms comprising two high-rise forms on the western side of the site and two lower-rise forms on the eastern side (with the highest form at the southwest corner). This layout is optimal for the following reasons:

- It avoids additional overshadowing to Jubilee Park during the critical hours of 12pm to 2pm at mid-winter and minimises overshadowing to dwellings to the southeast while maintaining rational, efficient floor plates;
- It maximises internal residential amenity, such as solar access and natural cross ventilation;

- It facilitates views towards Sydney CBD to the east and the Blue Mountains to the west; and
- It allows for a high level of ground level open space and pedestrian permeability.

Three east-west through-site links run through the site, providing pedestrian connectivity between Anderson Street and Jubilee Park. A north-south link connects these links internally.

A hard building edge is provided along Anderson Street, reinforcing this street as the primary development frontage.

Based on the concept scheme, it is clear that the planning proposal is capable of facilitating a high-quality, well-designed development that is compatible with the existing and future built form context and responsive to site constraints.

The design would be developed during the design competition (potential) and development application phases. The design would be subject to a detailed assessment against SEPP 65 and other built form controls in Parramatta DCP 2011 during the latter phase.

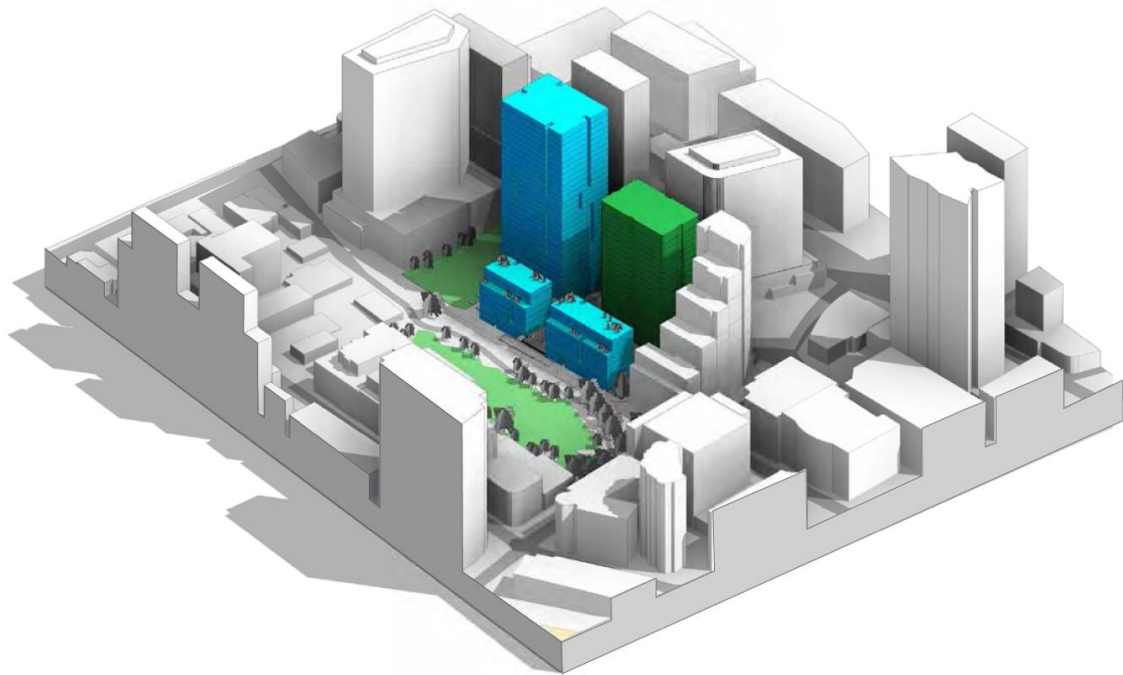


Figure 7 – The proposed design concept illustrating the building form in relation to the neighbouring buildings.
Source: Grimshaw

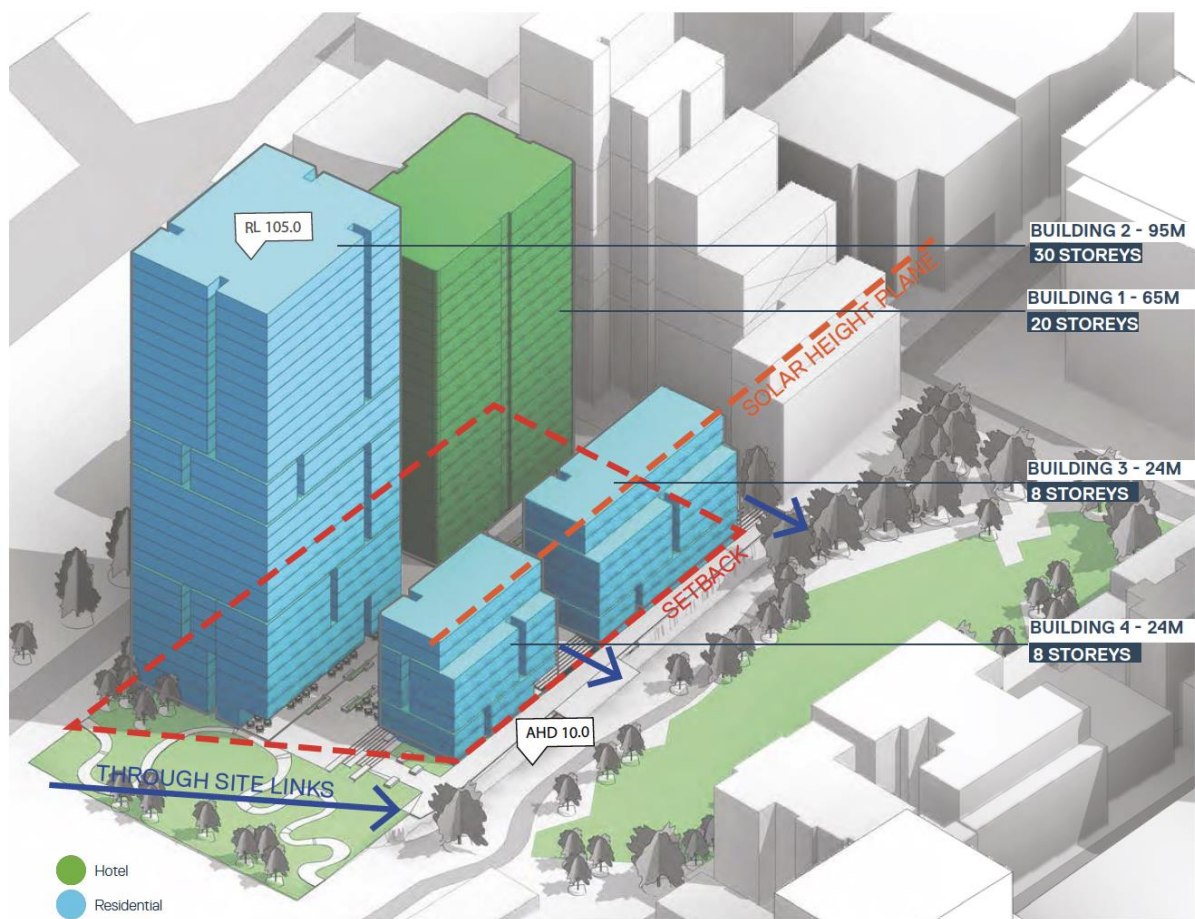


Figure 8 – The proposed design concept
Source: Grimshaw

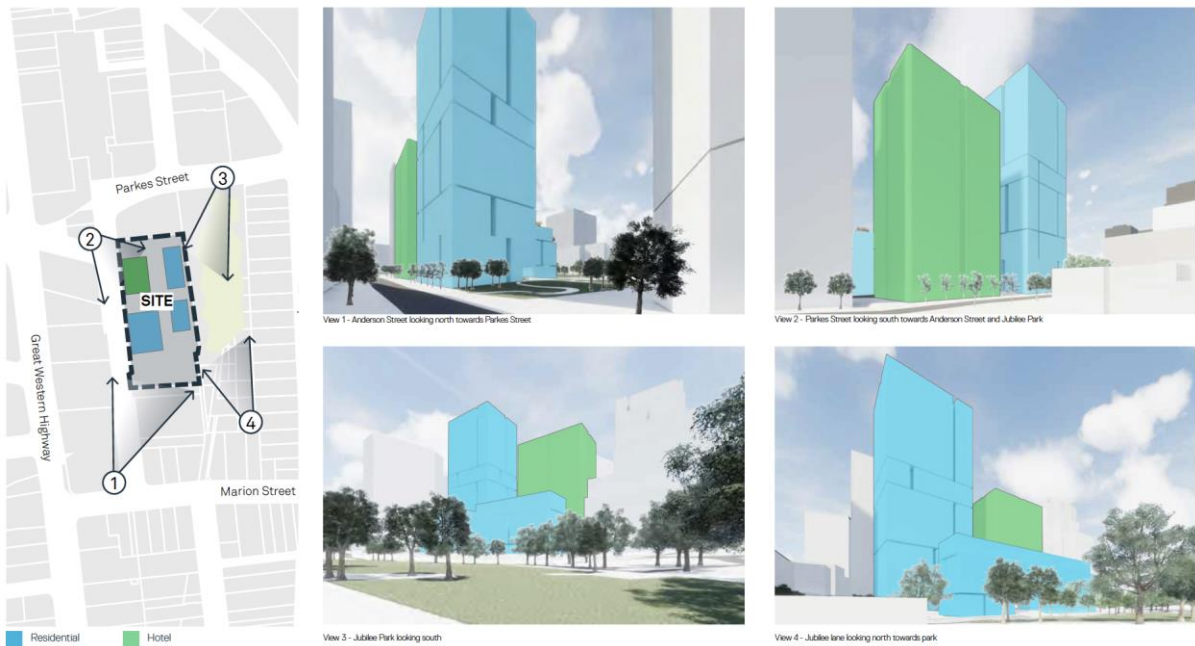


Figure 9 – Views to the site
Source: Grimshaw

SEPP 65 and Apartment Design Guide

The concept scheme (refer to Appendix 1) demonstrates general compliance with key ADG criteria, as outlined below:

- 87% of residential apartments achieve at least two hours of sunlight between the hours of 9am and 3pm at the winter solstice to their living room windows and private open space areas, which is greater than the minimum of 70%;
- Only 13% of residential apartments receive no direct sunlight at the winter solstice, which is less than the maximum of 15%;
- 93% of residential apartments in the first nine storeys of the building are naturally cross-ventilated, which is greater than the minimum of 60% (Note: some of the apartments rely on façade slots for cross ventilation purposes; this design can be modified if necessary during the application stage);
- The required building separation is provided between buildings on site and between the buildings and the site boundary;
- Deep soil areas comprise 22% of the site area, which is well above the required 7%. There are two distinct areas of deep soil—one at the north end of the site adjacent to the significant trees located along the boundary and one at the south end of the site within the 0m height area;
- 50% of the site area is provided as open space, which is sufficient for accommodating communal open space areas equivalent to 25% of the site area as required by the ADG; and
- 25% of the open space area achieves at least two hours of sunlight between 9am and 3pm at the winter solstice; when combined with the high percentage of open space (50% of the site area), this leaves ample opportunity for achieving direct sunlight to 50% of the principal usable area of communal open space as required by the ADG.

Parking and traffic

A Traffic Technical Note (refer to Appendix 4) has been prepared by Ason Group in support of the planning proposal. The technical note provides a traffic generation assessment of the site under two scenarios, being the CBD Planning Proposal and the subject planning proposal. The table below outlines the results of the assessment. (For a discussion of the adopted trip generation rates, refer to the technical note).

Scheme	AM Peak (vehicles per hour)	PM Peak (vehicles per hour)	Daily generation (vehicles per day)
CBD Planning Proposal	332	293	2,915
Subject planning proposal	151	113	1,177
Difference	-181	-180	-1,738

The table shows that redevelopment for mixed-use purposes under the subject planning proposal would result in less traffic than redevelopment for purely commercial purposes under the CBD Planning Proposal.

Council is currently undertaking CBD-wide traffic modelling as part of the CBD Planning Proposal. Given the difference predicted traffic generation in the table above, this CBD-wide modelling would more than account for the traffic generated by the subject planning proposal.

Further detailed traffic assessments are therefore considered unnecessary at this stage. Such assessments could be undertaken during the future development application stage if required.

Overshadowing

The concept scheme has been designed to comply with the overshadowing provisions related to Jubilee Park contained within the PLEP 2011, PDCP 2011 and Parramatta CBD Planning Proposal. Specifically, the scheme has been designed to result in no additional overshadowing to the park between 12pm and 2pm at the winter solstice. As demonstrated at Figure 10 below, the shadow of the buildings is completely outside of Jubilee Park at 2pm at the winter solstice (i.e., the worst-case overshadowing scenario).



Figure 10 – Jubilee Park overshadowing diagram (concept scheme) – 2pm at winter solstice
Source: Grimshaw

The concept scheme has no unacceptable overshadowing impacts on other surrounding properties, which are generally commercial in nature. During the hours 10am to 1pm at the winter solstice, the scheme's shadow is generally contained within the commercial area defined by Church Street to the west, Marion Street to the south and Jubilee Lane to the east. Between 2pm and 3pm, the shadow affects a row of single-storey dwelling houses on the south side of Mariton Street. However, these dwellings receive sunlight during the morning and early afternoon in accordance with ADG and Parramatta DCP 2011 overshadowing requirements, and therefore the concept scheme's overshadowing is considered acceptable.

Flooding

The site currently experiences flooding from overflow from Clay Cliff Creek and overland flows. Based the flood hazards mapped by Council, the site is identified as within a High Hydraulic Flood Hazard area. There are also Low Hazard areas in the southeast and northeast corners of the site.

Informed by detailed flood modelling, the ground floor concept scheme has been designed to manage the flood risk at the site as follows:

- Flood flow through the property would be consolidated in an east-west corridor in the centre of the property.
- An elevated podium and concourse would be constructed at the Flood Planning Level (11.25m AHD).
- Access by emergency services and/or evacuation in a 100-year ARI flood event would be via a path connecting the podium to Jubilee Lane. This path is located in Council's mapped area of Low Hazard.
- The crest level of any driveway access from Anderson Street to basement car parking would incorporate not less than 500mm freeboard above the 100-year ARI level. Consideration could be also given to including a flood barrier to further delay the ingress of floodwaters into the basement car park in events more extreme than a 100-year flood.
- In the southern part of the property, the current car parking building would be replaced by open space/park, which would be regraded from the existing ground levels along the property boundaries up to the podium level.
- The capacity of the covered section of Clay Cliff Creek would be supplemented by a grated inlet on the Anderson Street boundary discharging overland flow into a single 1050 mm diameter RCP which would convey flows parallel to Clay Cliff Creek and discharge flow back into the open section of the channel in the vicinity of the eastern boundary.

Overall, it is considered that the site is suitable for residential development from a flood risk perspective subject to implementation of the hydraulic strategies outlined above, which would be further refined at the development application stage. Flooding impacts and mitigation strategies are discussed in detail in the Flood Assessment Report (refer to Appendix 3)

The planning proposal's consistency with Section 4.3 Flood Prone Land of the Section 9.1 Ministerial Directions is summarised in Section B of this report.

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

Social effects

The planning proposal would create a number of positive social outcomes, as follows:

- It would facilitate delivery of additional dwellings in close proximity to transport, employment and services within Parramatta CBD, meeting the strategic objectives of the Greater Sydney Region Plan and Central City District Plan.
- It would allow for range of dwelling types and sizes at different price points, which would reduce the pressure on existing housing stock and improve housing diversity.
- It would provide for commercial floor space at the site, which would create employment opportunities for the community.
- It would facilitate a high-quality mixed-use development that contributes to a well-designed built environment to be enjoyed by the community.

Economic effects

An Economic Impact Assessment (refer to Appendix 5) has been prepared in support of the planning proposal. The assessment provides an analysis of the site's suitability for redevelopment and to provide an assessment of the economic impacts likely to result from redevelopment under the planning proposal.

The assessment has found that the site is poorly situated for the A-grade office development envisioned by the CBD Planning Proposal due to the surrounding mixed-use, largely residential environment. This environment may deter A-grade tenants, who demand the corporate image and prestige associated with dense, mostly commercial areas. A decline in corporate prestige can be observed in parts of the southern portion of Sydney CBD and Chatswood, which are dominated by residential uses.

The commercial viability of redeveloping the site with a 5-star hotel is linked to the ability to include residential accommodation in the redevelopment. If residential uses are not permitted, the site may become sterilised, and redevelopment may not occur.

The Economic Impact Assessment has found that redevelopment of the site under the planning proposal would result in a significantly improved outcome compared to current operations. In summary:

- Existing operations result in \$34.8 million in annual output, \$17.9 million contribution to Gross Regional Product (GRP), \$8.5 million in incomes and salaries paid to households, and 118 full-time (FTE) jobs; and
- Redevelopment under the planning proposal would result in \$59 million in annual output (+70%), \$30.3 million contribution to GRP (+41%), \$14.5 million in incomes and salaries paid to households (+41%), and 208 FTE jobs (+76%).

3.4 Section D – State and Commonwealth Interests

3.4.1 Is there adequate public infrastructure for the planning proposal?

The site is currently serviced by all essential services and infrastructure. Certain infrastructure may be required to be upgraded to service future development. This would be determined at the future development application stage in consultation with the relevant utility authorities. For further information, refer to the preliminary civil infrastructure report by Cardno (refer to Appendix 6).

The site is well serviced by public transport, with Parramatta Transport Interchange approximately 340m to the north.

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

At this stage, the views of appropriate State and Commonwealth public authorities have not been obtained. This would occur following Gateway determination.

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 sub-section contains map extracts from *PLEP 2011* which illustrate the controls currently applying to the site.

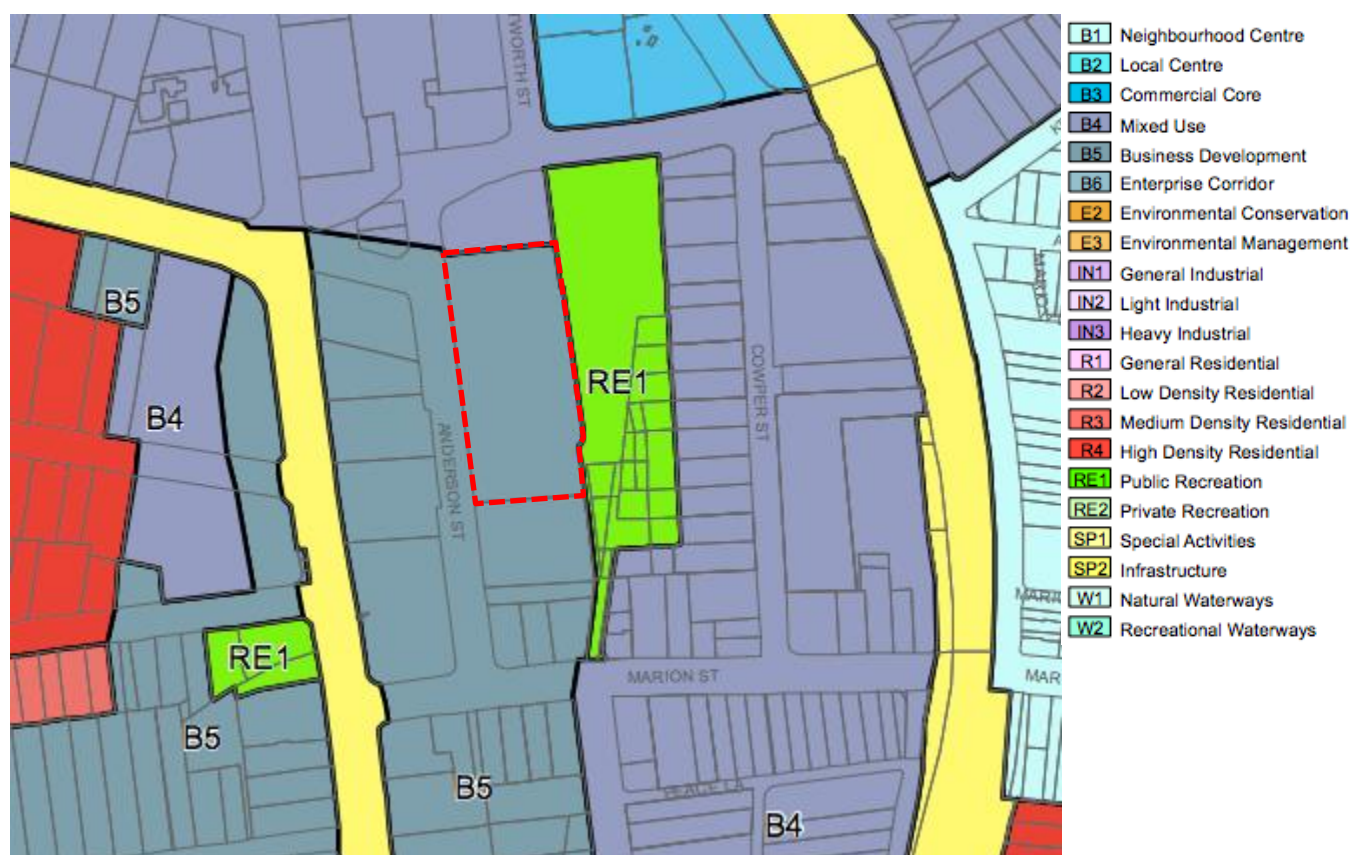


Figure 11– Existing zoning extracted from *Parramatta LEP 2001* Land Zoning Map (Sheet LZN_010)

Figure 11 above illustrates the existing B5 Mixed Use zone over the site.



Figure 12– Existing zoning extracted from *Parramatta LEP 2001* Height of Buildings Map (Sheet HOB_010)

Figure 12 above illustrates the existing 18 metre height limit for the site.



Figure 13– Existing zoning extracted from *Parramatta LEP 2001* Floor Space Ratio Map (Sheet FSR_010)

Figure 13 above illustrates the existing Floor Space Ratio limit of 1:4.0 over the site.

4.2 Proposed controls

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

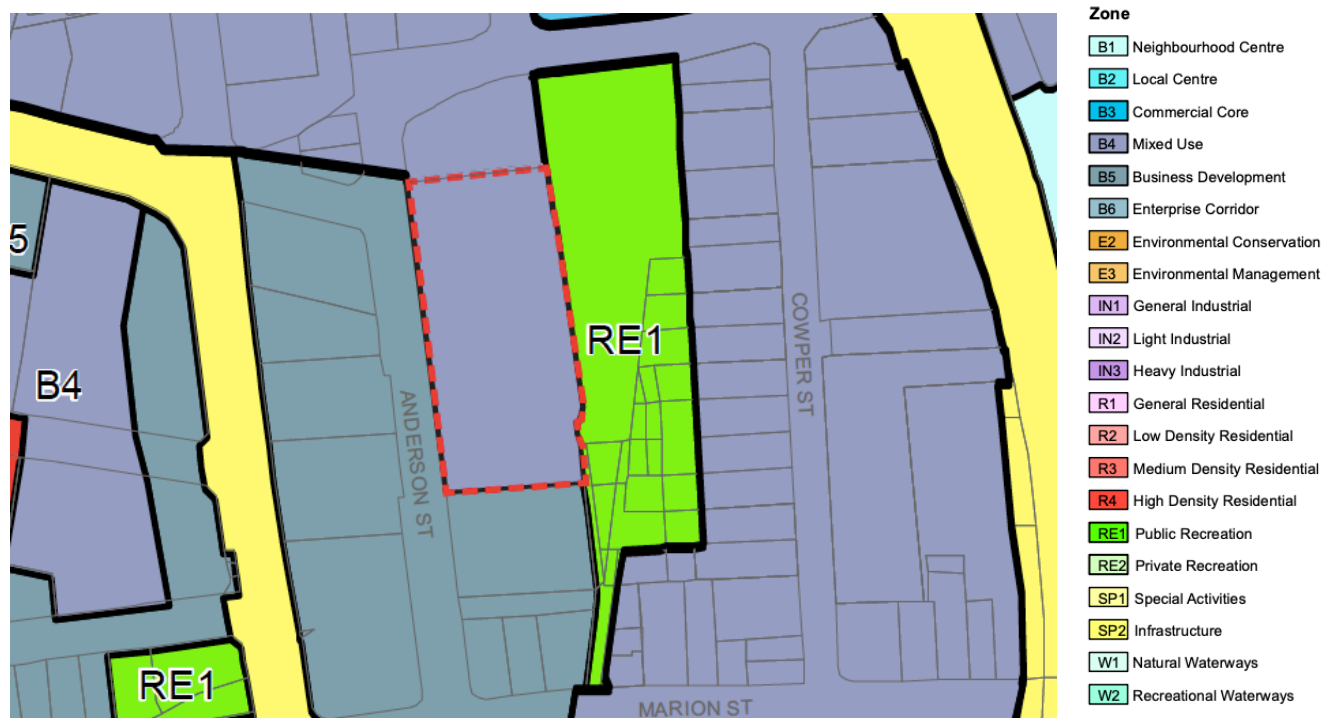


Figure 14 – Proposed amendment to the *Parramatta LEP 2011* Land Zoning Map (Sheet LZN_010)

Figure 14 above illustrates the proposed land use zone of B4 Commercial Core for the site.



Figure 15 – Proposed amendment to the *Parramatta LEP 2011* Height of Buildings Map (Sheet HOB_010)

Figure 15 above illustrates the proposed maximum building height of part 120m and part 0m.



Figure 16 – Proposed amendment to the *Parramatta LEP 2011* Floor Space Ratio Map (Sheet FSR_010)

Figure 16 above illustrates the proposed 6:1 FSR 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

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 are anticipated:

- Referral to Minister for review of Gateway determination – March 2019
- Commencement and completion dates for public exhibition period and government agency notification – May-June 2019
- Consideration of submissions – July 2019
- Consideration of proposal post exhibition and reporting to Council – August-September 2019
- Submission to the Department to finalise the LEP – October 2019
- Notification of instrument – December 2019

Appendix 1 – Urban Design Report, Grimshaw

Appendix 2 – Preliminary Site Investigation, Cardno

Appendix 3 – Flood Impact Assessment, Cardno

Appendix 4 – Traffic Technical Note, Ason Group

Appendix 5 – Economic Impact Assessment, AEC Group

Appendix 6 – Civil Infrastructure Report, Cardno



Prepared by City of Parramatta

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