

PLANNING PROPOSAL

St Ioannis Greek Orthodox Church

163-165 George Street and 1 Purchase Street, Parramatta

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Planning Proposal drafts

Proponent versions:

No.	Author	Version
1.	Think Planners	6 March 2018
2.	Think Planners	15 April 2019 (Addendum to the original version)

Council versions:

No.	Author	Version
1.	City of Parramatta Council	June 2019 - Report to Local Planning Panel and Council on the assessment of planning proposal
2.	City of Parramatta Council	August 2019 – Report to DPIE for a Gateway Determination
3.	City of Parramatta Council	December 2019 – Post-Gateway amendment for Public Exhibition
4	City of Parramatta Council	August 2021 – Post- exhibition report to Local Planning Panel and Council

INTRODUCTION

This planning proposal explains the intended effect of, and justification for, the proposed amendment to *Parramatta Local Environmental Plan 2011*. It has been prepared in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979* and the Department of Planning and Environment (DP&E) guides, 'A Guide to Preparing Local Environment Plans' (August 2016) and 'A Guide to Preparing Planning Proposals' (August 2016) and 'Guidance for merged councils on planning functions' (May 2016).

Background and context

Council received a Planning Proposal on 3 March 2018 from Think Planners Pty Ltd on behalf of the landowner - the Hellenic Orthodox Community of Parramatta and Districts. The landowner purchased the site at 163-165 George Street and 1 Purchase Street, Parramatta which is located just outside of the eastern fringe of the Parramatta City Centre, and is seeking to develop a place of public worship with associated community facilities. The site is legally described as Lot 1 in DP 78716, Lot 1 DP 113513, Lot 1 DP 650704 and Lot 3 in DP 10735.

The site is shown in Figure 1, below.

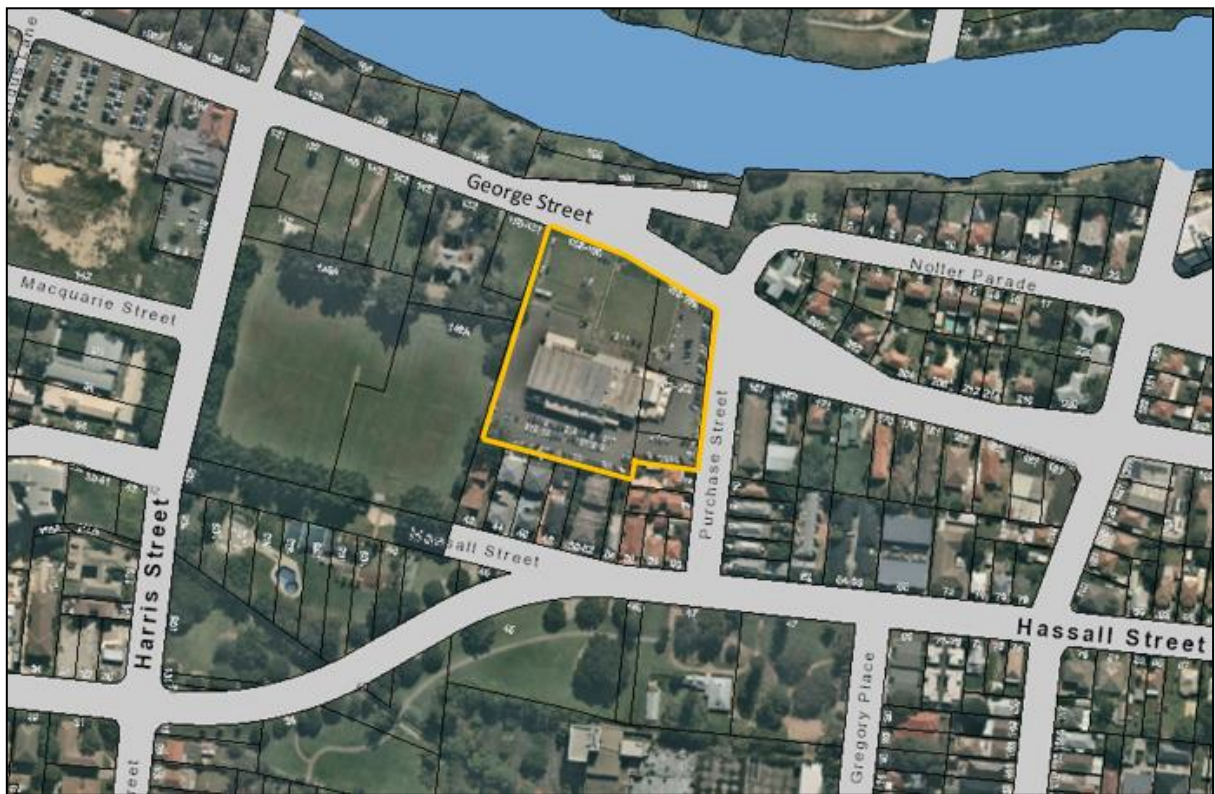


Figure 1 – Sites at 163-165 George Street Parramatta subject to the planning proposal

Under *Parramatta Local Environmental Plan 2011* the site:

- is zoned SP1 Special Activities (Educational Establishment and Place of Public Worship);
- has centre-based child care facilities, community facilities, function centres, office premises and restaurants or cafes as Additional Permitted Uses under Schedule 1;
- has a maximum building height of RL 14;
- has no maximum floor space ratio (FSR) control;
- is affected by the Probable Maximum Flood and 100 Year Annual Recurrence Interval; and
- is in the vicinity of several heritage items.

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:

- Provide for an additional permitted use on the site to enable the establishment of a commercially operated car park
- Allow for additional building height to allow for the construction of a Grand Cathedral

PART 2 – EXPLANATION OF PROVISIONS

This planning proposal seeks to amend *Parramatta LEP 2011 (PLEP 2011)* relation to the additional permitted use and height controls.

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

1. Amend Schedule 1 Subclause 10 which applies to land at 163-165 George Street and 1 Purchase Street, Parramatta to permit an additional permitted use for public car parking. This will be achieved via a site-specific clause which allows the car parking provided in association with any other approved use of the site to be used by other patrons as a public car park outside the peak car parking usage times for the church and ancillary uses.¹ A provision will also be included in the Additional Permitted Use to ensure that there is no vehicular access to the public car park from George Street as a result of a submission from TfNSW.
2. Amend the maximum building height in the **Height of Buildings Map** (Sheet HOB_010) from RL 14 to RL 21 for a part of the site. Refer Figure 8 in Part 4 of this planning proposal.
3. Insert a Subclause in Clause 4.3 so that despite Subclause 2, the Height of Buildings control for the part of the site with a mapped height of RL 21 can be exceeded for the purposes of a steeple or similar, but only if the consent authority is satisfied that:
 - The part of any structure that exceeds RL 21 must relate to the use of the site as a Place of Public Worship;
 - There is no detrimental impact on heritage items in the locality;
 - Only comprises of decorative elements on the uppermost portion of the building including a steeple, dome and spire;
 - Will cause minimal overshadowing
 - The height is no greater than RL 40.²

Notes

¹ This purpose of this site-specific clause is to not permit any additional car parking over and above the rates permitted for the other permissible uses. It promotes dual use of approved parking not provision of additional parking.

² RL 21 is the proposed roof ridgeline of the proposed Grand Cathedral. Under the scheme submitted to Council, the Grand Cathedral includes two steeples/domes with a maximum height

of RL 34 – excluding the spire on top of the dome. Council's Heritage Advisor raised no in-principle objection to the proposed height due to the tall and narrow form of the tower.

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 has been drafted following key directions and strategies described in the Plan for Growing Sydney, the Greater Sydney Region Plan, the Central City District Plan and the draft Parramatta CBD Public Car Parking Strategy 2017-23 (Car Parking Strategy).

The proposed additional permitted use will in future facilitate the delivery of a satellite parking facility that is 'park and pedal' or 'walk and pedal' where users can leave their cars and cycle or walk into the CBD.

The proposed additional height control will allow for the construction of a place of public worship which serves an important social and cultural role in Parramatta and surrounds.

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

It is considered that the planning proposal is the best means of achieving the stated objective to permit the establishment of a public car park on this site, and to allow a consent authority to issue development consent for a site with a building height above the current control.

The planning proposal seeks to include an additional permitted use that is site specific for this land only to deliver a commercial car parking. Moreover, the increase in the maximum building height seeks to apply only to the portion of the site at which the Grand Cathedral is proposed, thereby minimising the visual impacts of the additional height.

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.

5.1.1. 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 Planning Priorities which are each supported by an 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 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 seeks to permit the establishment and operation of a public car park on the site which is on the fringe of the Parramatta CBD. The proposal is an efficient use of the car parking which is already to be provided for the place of public worship. In the longer term, the car park will meet the growing demands of the Parramatta CBD.
	O2: Infrastructure aligns with forecast growth – growth infrastructure compact	
	O3: Infrastructure adapts to meet future need	
	O4: Infrastructure use is optimised	
A collaborative city	O5: Benefits of growth realised by collaboration	The provision of car park sees resources shared between the place of public worship and the broader community.

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
A city for people	O6: Services and infrastructure meet communities’ changing needs	The proposed place of public worship enhances the local character by materialising the cultural identity of the community that it serves. The proposal does not undermine the integrity of the nearby
	O7: Communities are healthy, resilient and socially connected	

		heritage items. The public car parking provides the community with a reliable car parking space on the fringe of the Parramatta CBD and in close proximity to Robin Thomas Reserve, the Parramatta River foreshore and future Light Rail stations.
A city of great places	O13: Environmental heritage is identified, conserved and enhanced	Council's Heritage officer has deemed that the built form will have negligible impacts on nearby heritage items. The narrow form of the steeple will not have a significant impact on view corridors and the bulk of the Cathedral is less than the adjacent former Worker's Club building.

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 proposal capitalises on the existing under-used car parking and will be staged to deliver the envisioned satellite car parking. The proposed additional permitted use can assist with sustainable future growth within Parramatta CBD. The proposal creates a more accessible and walkable city with links to existing pedestrian and cycle paths as well as promoting additional local jobs through the operation of the proposed car parking facility.
	O15: The Eastern, GOPP and Western Economic Corridors are better connected and more competitive	

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

Sustainability Direction	Relevant Objective	Comment
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A city in its landscape	O30: Urban tree canopy cover is increased	The proposed car parking and cathedral does not remove any trees and will see planting following the buildout.
	O31: Public open space is accessible, protected and enhanced	There will be no encroachment on the adjacent Robin Thomas Reserve. The provision of additional car parking may better service the existing park.
An efficient city	O33: A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change	The planning proposal facilitates building capacity based on existing and committed infrastructure. This seeks to shape strong, connected community making Parramatta CBD more resilient.
A resilient city	O37: Exposure to natural and urban hazards is reduced	Effective design responses will be utilised at DA stage to ensure that the proposal responds to flooding hazards.

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 fosters a more efficient use of car parking by encouraging collaboration between a place of public worship and the broader community.

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
<p>A city supported by infrastructure</p> <p>O1: Infrastructure supports the three cities</p> <p>O2: Infrastructure aligns with forecast growth – growth infrastructure compact</p> <p>O3: Infrastructure adapts to meet future need</p> <p>O4: Infrastructure use is optimised</p>	<p>PP C1: Planning for a city supported by infrastructure</p> <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 flexible regulations to allow decentralised utilities 	<p>This planning proposal contributes to the direction by creating a connected city which incorporates light rail, walking and cycling. Moreover the delivery of parking facilities meets the needs of the growing employment and visitors to the Parramatta CBD.</p>
<p>O5: Benefits of growth realized by collaboration of governments, community and business</p>	<p>PP C2: Working through collaboration</p> <ul style="list-style-type: none"> A7: Identify prioritise and delivery collaboration areas 	<p>The planning proposal fosters a more efficient use of car parking by encouraging collaboration between a place of public worship and the broader community.</p>

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
A city for people O6: Services and infrastructure meet communities' changing needs	PP C3: Provide services and social infrastructure to meet people's changing needs <ul style="list-style-type: none"> • A8: Deliver social infrastructure that reflects the need of the community now and in the future • A9: Optimise the use of available public land for social infrastructure 	The planning proposal will facilitate the delivery of a place of public worship which serves the needs to the Hellenic Orthodox community in Parramatta and surrounds. The provision of public car parking in additional to the place of public worship use broadens the benefit to the wider community.
O7: Communities are healthy, resilient and socially connected O8: Greater Sydney's communities are culturally rich with diverse neighbourhoods O9: Greater Sydney celebrates the arts and supports creative industries and innovation	PP C4: Working through collaboration <ul style="list-style-type: none"> • A10: Deliver healthy, safe and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities by (a-d). • A11: Incorporate cultural and linguistic diversity in strategic planning and engagement. • A12: Consider the local infrastructure implications of areas that accommodate large migrant and refugee populations. • A13: Strengthen the economic self-determination of Aboriginal communities by engagement and consultation with Local Aboriginal Land Council's. • A14: Facilitate opportunities for creative and artistic expression and participation, wherever feasible with a minimum regulatory burden including (a-c). • A15: Strengthen social connections within and between communities through better understanding of the nature of social networks and supporting infrastructure in local places 	The planning proposal fosters a more efficient use of car parking by encouraging collaboration between a place of public worship and the broader community. The planning proposal will also facilitate the delivery of a place of public worship which serves the needs to the Hellenic Orthodox community in Parramatta and surrounds.
A city of great places O12: Great places that bring people together O13: Environmental heritage is identified, conserved and enhanced	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 places by (a-e) 	The planning proposal will facilitate the delivery of a place of public worship which serves the needs to the Hellenic Orthodox community in Parramatta and surrounds. The provision of public car parking in additional to the place of public worship use broadens the benefit to the wider community. There is unlikely to be any adverse heritage

	<ul style="list-style-type: none"> • A19: Identify, conserve and enhance environmental heritage by (a-c) • A20: Use place-based planning to support the role of centres as a focus for connected neighbourhoods • A21: In Collaboration Areas, Planned Precincts and planning for centres (a-d) • A22: Use flexible and innovative approaches to revitalise high streets in decline. 	impacts as the car parking is to be underground and the height increase will be to facilitate cathedral steeples which are narrow and have minimal impact on views.
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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
O14: The plan integrates land use and transport creates walkable and 30 minute cities	<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 	The planning proposal will contribute to a sustainable future and resilient economy by assisting with easing congestion within the central core of the Parramatta CBD. Moreover, the provision of parking can integrate with the nearby Light Rail station and provide 'park and ride' options.

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
<p>O27: Biodiversity is protected, urban bushland and remnant vegetation is enhanced</p> <p>O28: Scenic and cultural landscapes are protected</p>	<p>PP C15: Protecting and enhancing bushland, biodiversity and scenic and cultural landscapes</p> <ul style="list-style-type: none"> • A65: Protect and enhance biodiversity by (a-c) [abridged] • A66: Identify and protect scenic and cultural landscapes • A67: Enhance and protect views of scenic and cultural landscapes from the public realm 	<p>The proposed height will not have an adverse impact on heritage and cultural landscapes as the car parking is to be underground and the height increase will be to facilitate cathedral steeples which are narrow and have minimal impact on views.</p>
<p>O30: Urban tree canopy cover is increased</p> <p>O32: The Green grid links Parks, open spaces, bushland and walking and cycling paths</p>	<p>PP C16: Increasing urban tree canopy cover and delivering Green grid connections</p> <ul style="list-style-type: none"> • A68: Expand urban tree canopy in the public realm • A69: progressively refine the detailed design and delivery of (a-c) [abridged] • A70: Create Greater Sydney green Grid connections to the Western Sydney Parklands 	<p>The proposal is unlikely to result in tree canopy reduction. The current site is largely hardstand space and the future place of public worship will likely feature a landscaped forecourt area.</p>
<p>O31: Public open space is accessible, protected and enhanced</p>	<p>PP C17: Delivering high quality open space</p> <ul style="list-style-type: none"> • A71: Maximise the use of existing open space and protect, enhance and expand public open space by (a-g) [abridged] 	<p>The adjacent Robin Thomas Reserve is set to benefit from the additional supply of parking and will have the capacity to host larger cultural demands for the community.</p>
<p>An efficient city</p> <p>O33: A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change</p> <p>O34: Energy and water flows are captured, used and re-used</p> <p>O35: More waste is re-used and recycled to support the</p>	<p>PP C19: Reducing carbon emissions and managing energy, water and waste efficiently</p> <ul style="list-style-type: none"> • A75: Support initiatives that contribute to the aspirational objectives of achieving net-zero emissions by 2050 • A76: Support precinct-based initiatives to increase renewable energy generation and energy and water efficiency 	<p>Reduced emissions through encouraging the use of the future light rail as well as pedestrian and cycle paths connecting the site through to the Parramatta CBD. The location of the site on the periphery of the Parramatta CBD means that employees and visitors to Parramatta can be provided with a convenient parking facility which means they are more likely to walk,</p>

development of a circular economy	<ul style="list-style-type: none"> • A77: Protect existing and identify new locations for waste recycling and management • A78: Support innovative solutions to reduce the volume of waste and reduce waste transport requirements • A79: Encourage the preparation of low carbon, high efficiency strategies to reduce emissions, optimise the use of water, reduce waste and optimising car parking provisions where an increase in total floor in 100,000sqm 	<p>cycle and use integrated public transport systems.</p> <p>Making efficient use of existing parking facilities to activate this parcel of land to encourage healthy and active lifestyles and make it easy for people to walk and cycle.</p>
<p>O36: People and places adapt to climate change and future shocks and stresses</p> <p>O37: Exposure to natural and urban hazards is reduced</p> <p>O38: Heatwaves and extreme heat are managed</p>	<p>PP C20: Adapting to the impacts of urban and natural hazards and climate change</p> <ul style="list-style-type: none"> • A81: Support initiatives that respond to the impacts of climate change • A82: Avoid locating new urban development in areas exposed to natural and urban hazards and consider options to limit the intensification of development in existing areas most exposed to hazards • A83: Mitigate the urban heat island effect and reduce the vulnerability to extreme heat • A84: Respond to the direction for managing flood risk in Hawkesbury-Nepean Valley • A85: Consider strategies and measures to manage flash flooding and safe evacuation when planning for growth in Parramatta CBD 	<p>The location of the site on the periphery of the Parramatta CBD means that employees and visitors to Parramatta can be provided with a convenient parking facility which means they are more likely to walk, cycle and use integrated public transport systems. This can lead to a reduction of emissions for people visiting the Parramatta CBD.</p> <p>The proposal does not introduce new impervious areas and will feature substantial landscaping within the forecourt area.</p> <p>The site is affected by flooding and adequate measures will be undertaken at Development Application stage to ensure that the proposal does not increase risk to residents.</p>

5.1.2. 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:

- **Fair:** Is an investment in community services that benefits both the Hellenic Orthodox community and the broader community
- **Accessible:** Will provide a park-and-ride option for commuters following the provision of the nearby Parramatta Light Rail
- **Green:** Will provide for additional landscaping and encourage public transport use into the Parramatta CBD
- **Welcoming:** Promotes the growth of culture and recognises that Parramatta has always been a gathering place
- **Thriving:** Contributes to the vibrancy and cultural diversity of Parramatta
- **Innovative:** Allows for collaboration to make a more efficient use of car parking

5.1.3. 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 = x N/A = Not applicable	Comment
SEPP No 1 Development Standards	N/A	This SEPP does not apply to land subject to Parramatta Local Environmental Plan 2011.
SEPP 4 – Development Without Consent and Miscellaneous Exempt and Complying Development	N/A	This SEPP does not apply to land subject to Parramatta Local Environmental Plan 2011.
SEPP 6 – Number of Storeys in a Building	N/A	This SEPP does not apply to land subject to Parramatta Local Environmental Plan 2011.
SEPP 33 – Hazardous and Offensive Development		Not relevant to this proposal
SEPP No 55 Remediation of Land	✓	The planning proposal is consistent with the aims and provisions of this SEPP. In any case, future redevelopment of the site will need to address the requirements of the SEPP. The proposal is consistent with the provision of this SEPP.
SEPP 60 – Exempt and Complying Development	N/A	Not relevant to this proposal

SEPP 64 – Advertising and Signage	N/A	Not relevant to this proposal
SEPP No 65 Design Quality of Residential Flat Development	N/A	Not relevant to this proposal
SEPP No.70 Affordable Housing (Revised Schemes)	N/A	Not relevant to this proposal
SEPP (Affordable Rental Housing) 2009	N/A	Not relevant to this proposal
SEPP (BASIX) 2004	N/A	Not relevant to this proposal
SEPP (Exempt and Complying Development Codes) 2008	✓	The planning proposal is consistent with the aims or provisions of this SEPP. This SEPP is not relevant in the context of the planning proposal.
SEPP (Infrastructure) 2007	✓	Future development may constitute traffic generating development and trigger an assessment under this SEPP.
SEPP (Urban Renewal) 2010	N/A	Not relevant to this proposal

5.1.4. 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	This Planning Proposal does not seek to change the SP1 (Educational Establishment and Place of Public Worship) zoning. The incorporation of car parking as an additional permitted use may mitigate urban congestion within the Parramatta CBD by locating parking on the CBD periphery.	Yes
2. Environment and Heritage		
Direction 2.3 - Heritage Conservation	<p>The subject site is adjacent to Heritage Items I483 – Tara, I484 – Trees in median strip and Archaeological site A2 – Robin Thomas Reserve. Moreover, the site also lies within the Harris Park 'Area of National Significant' as designated in the Parramatta DCP 2011.</p> <p>The proposal does not directly impact on the adjacent heritage items or archaeological sites. Most of the Harris Park 'Area of National Significance' north of Hassall Street, including the subject site, have a Height of Buildings control of RL 14m in order to preserve view corridors from Elizabeth Farm. However, the height of the current building on the site is RL 18m and exceeds the height control by approximately 4 metres (or 29%).</p> <p>The proposed increase in height is deemed acceptable as it does not apply to the whole of the site and only permits height increases for the Place of Public Worship, with a further additional height permitted only for purpose of a steeple or similar. As shown by the proposed building envelope, the visual bulk is not excessive as the steeples are narrow and do not dominate view corridors.</p> <p>Council is satisfied that the integrity of adjacent item and the Area of National Significance can be maintained under the proposed indicative massing. Further refinement and detail will need to be provided Development Application stage.</p>	Yes
3. Housing, Infrastructure and Urban Development		
Direction 3.1 - Residential Zones	The Planning Proposal does not propose any residential development. It is acknowledged that the proposed car park may impact on the amenity of the adjacent residential areas. However, appropriate mechanisms can be enforced at Development Application stage to ensure impacts are minimal.	Yes
Direction 3.4 - Integrating Land Use and Transport	<p>The Planning Proposal is consistent with this direction, in that it:</p> <ul style="list-style-type: none"> Locates car parking on the periphery of the Parramatta CBD which will enable residents to walk or cycle to work if employed in the Parramatta City Centre or utilise the future light rail service which will have a stop in the vicinity of the subject site. 	Yes

	<ul style="list-style-type: none"> • makes more efficient use of space of a private car park owned by the place of public worship when the church demand is low 	
4. Hazard and Risk		
Direction 4.1 - Acid Sulfate Soils	The site is identified as Class 4 on the Acid Sulfate Soils Map in Parramatta Local Environmental Plan 2011. Acid sulfate soils are generally not found in the first 2 metres of Class 4 areas. However, this will be addressed further at the development application stage.	Yes
Direction 4.3 - Flood Prone Land	<p>The site is flood prone and partially affected by the 1:100 year flood level.</p> <p>The planning proposal does not propose to change the current special use zoning.</p> <p>Any future Development Application will need to include any design detail required to ensure compliance with Council's water management controls within the Parramatta DCP 2011.</p>	Yes
5. Regional Planning – not applicable		
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	<p>The planning proposal seeks to introduce a site-specific clause to restrict the amount of car parking spaces which can be approved on this site. This is to ensure that the car parking on the site supports the objectives of Council's transport strategy for the Parramatta CBD Planning Proposal.</p> <p>The intention of the site-specific clause is to promote the dual use of approved car parking, not the provision of additional car parking.</p>	No
7. Metropolitan Planning		
Direction 7.1 - Implementation of A Plan for Growing Sydney	The planning proposal is consistent with the principles, directions and priorities prescribed in the Plan for Growing Sydney.	Yes
Direction 7.5 – Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	The subject land is located within the Greater Parramatta Priority Growth Area. The proposal is consistent with the interim and achieves the overall intent of the interim plan while ensuring the overall objectives, planning principles and priorities for the GPOP are able to be met.	Yes

Section C – Environmental, social and economic impact

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

5.1.5. Is there any likelihood that critical habitat or threatened species, populations

or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

The subject site does not contain habitat of any description. There is no likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the planning proposal. No further assessment is considered necessary.

6.1.1. 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 have been adequately address in this planning proposal and will be examined in detail with any future development application for the site. The manner in which the environmental effects are to be managed include:

- Heritage impacts assessment
- Flood study
- Transport and Accessibility Assessment
- Preliminary Geotechnical Investigation

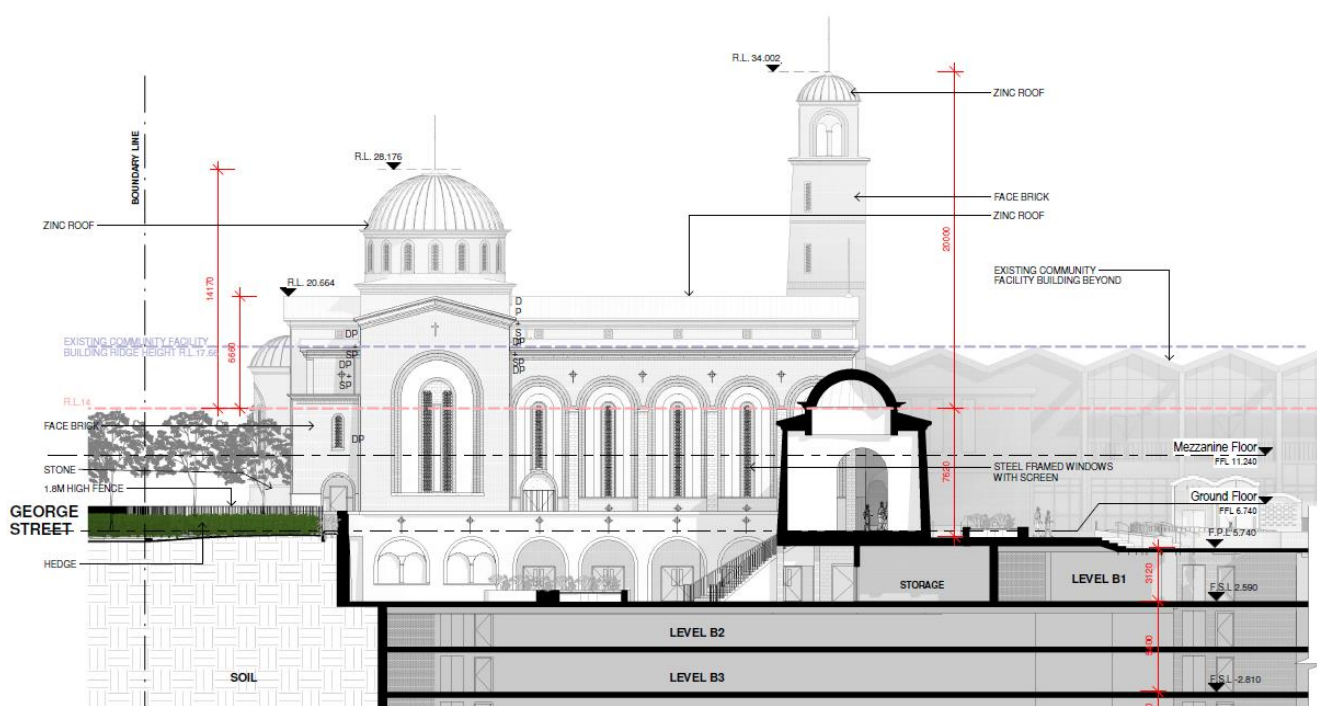


Figure 2 – Section of the proposed development



Figure 3 – 3D model of the proposed development

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

The social and economic effects of the planning proposal are most appropriately described in the context of the challenges associated with a growing population as described in the State Government document the Plan for Growing Sydney. Among other things, the Plan explains that to meet the servicing and infrastructure needs of a larger population and to maintain economic growth, urban renewal in combination with infrastructure delivery must occur in strategic urban centres.

As previously described, the objectives of the planning proposal align closely with the strategic direction identified in the Plan for Growing Sydney. The efficient dual-use of church car parking on the periphery of the Parramatta CBD represents a positive social and economic outcome. The planning proposal will provide for the needs of the growing population to support the emergence of Parramatta as Metropolitan Sydney's Central City which will in turn contribute to continued economic growth.

Section D – State and Commonwealth Interests

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

The site already established as a car park with links to transport and employment hubs. By permitting a public car park on the site, there may be an increase in vehicular movements to and from the site as a result of future development applications. However, the immediate proposal to use existing excess parking will not create additional traffic movements than have been experienced on the site in the past or present. These matters been considered in the traffic and parking assessment submitted with this planning proposal. The traffic and parking assessment demonstrates that there is adequate capacity in local roads and intersections to accommodate the proposed car park of the existing parking. In addition, arising from consultation on the Planning Proposal, a provision has been included in the Additional Permitted Use to ensure that there is no vehicular access to the public car parking from George Street. This will help to mitigate traffic effects. Further consideration will be given at the development application stage on such matters as the number of spaces that can be used for the public car park, impact on local streets and the proposed location of the vehicular access to this car park. Any expansion of the carpark would be the subject of further assessment at the time of a development application lodgement. Overall, the vision is to reduce the car parking load within the central core of the CBD, the proposal will result in improved traffic conditions.

9.1.1. 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 was undertaken in accordance with the Gateway determination over the period January 2020 to February 2020. Arising from consultation, an amendment has been made to the Planning Proposal relating to vehicular access for the public car park.

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.

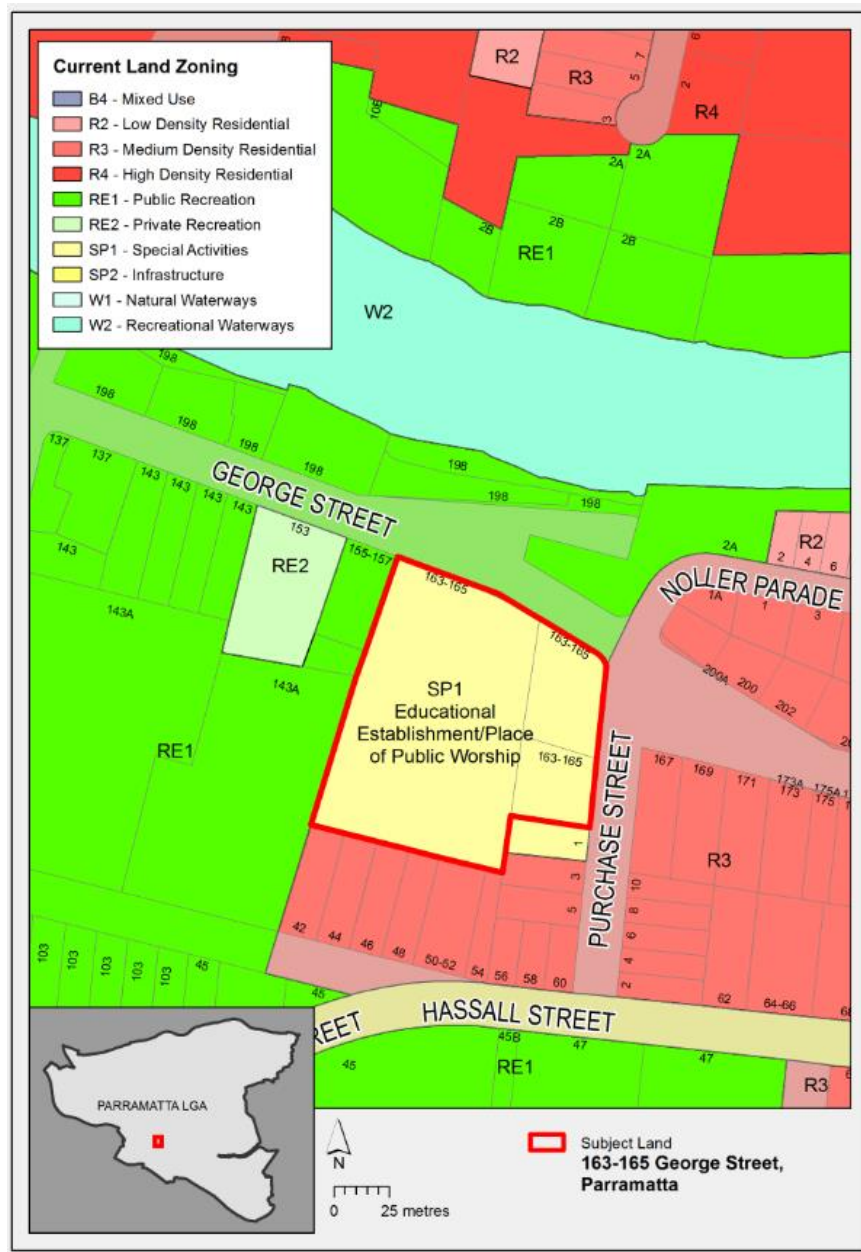


Figure 4 – Existing zoning extracted from *Parramatta LEP 2011* Land Zoning Map

Figure 4 illustrates the existing SP1 (Educational Establishment and Place of Public Worship) zoning on the site

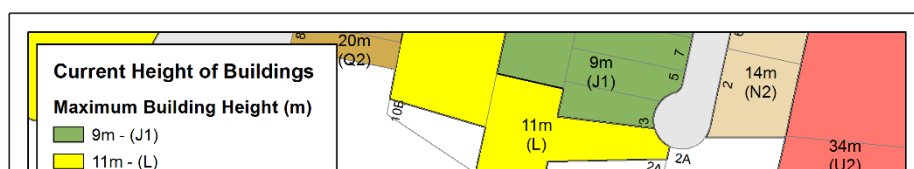


Figure 5 – Existing building heights extracted from the *Parramatta LEP 2011* Height of Buildings Map

Figure 5 illustrates the existing RL 14 building height across the site

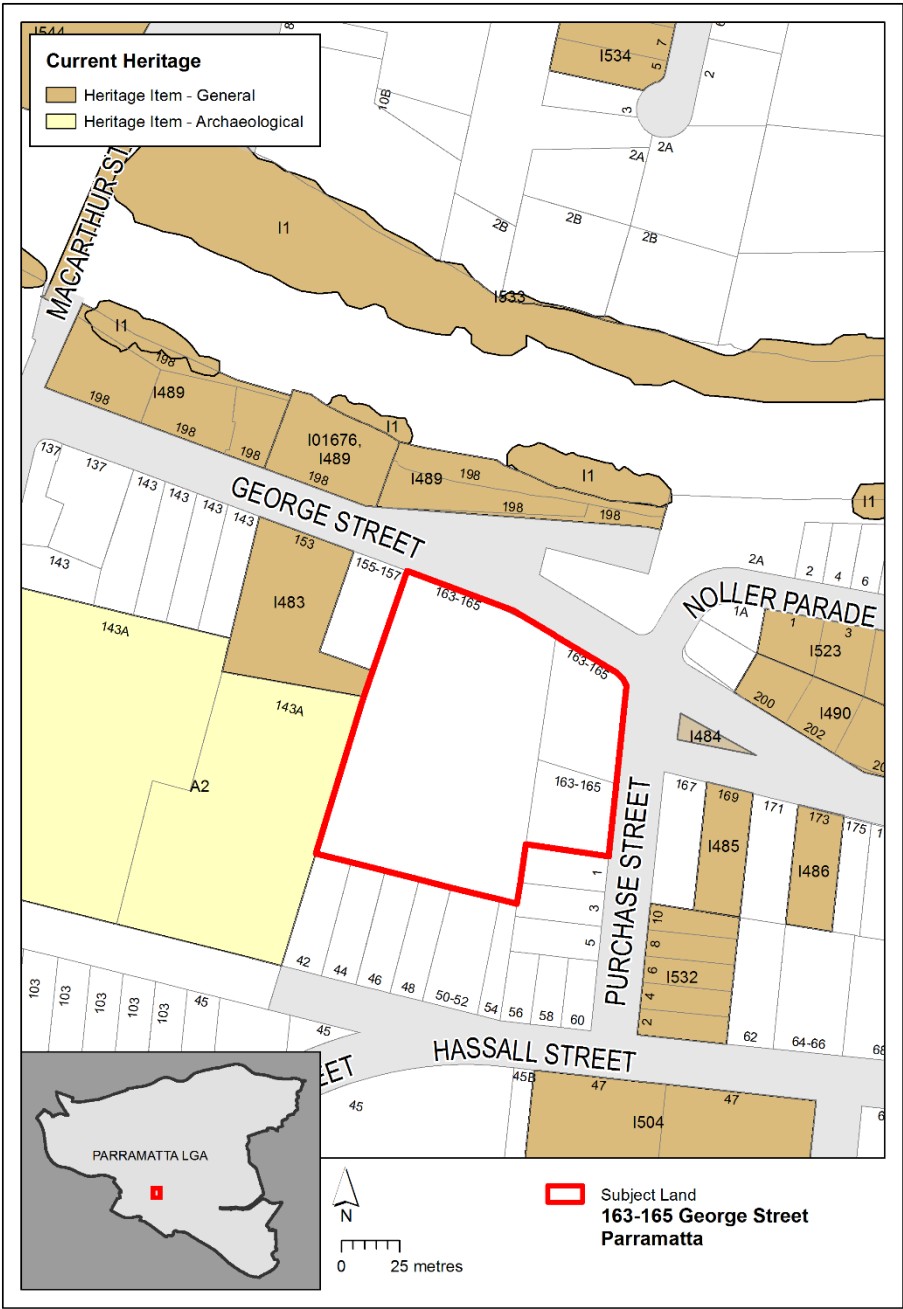


Figure 6 – Existing heritage items extracted from the *Parramatta LEP 2011* Heritage Map

Figure 6 above illustrates the heritage items and archaeological areas in the proximity to the site

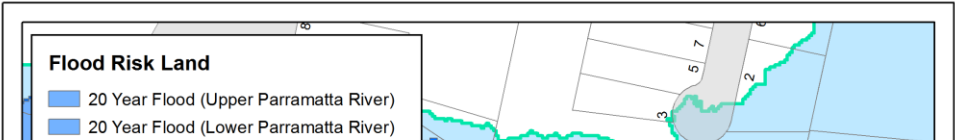


Figure 7 – Existing flooding extant extracted from the *Parramatta LEP 2011* Flooding Map

Figure 7 above illustrates the flooding extant in the vicinity of the site.

4.2 Proposed controls

The figures in this section illustrate the proposed amended maps as part of this planning proposal.

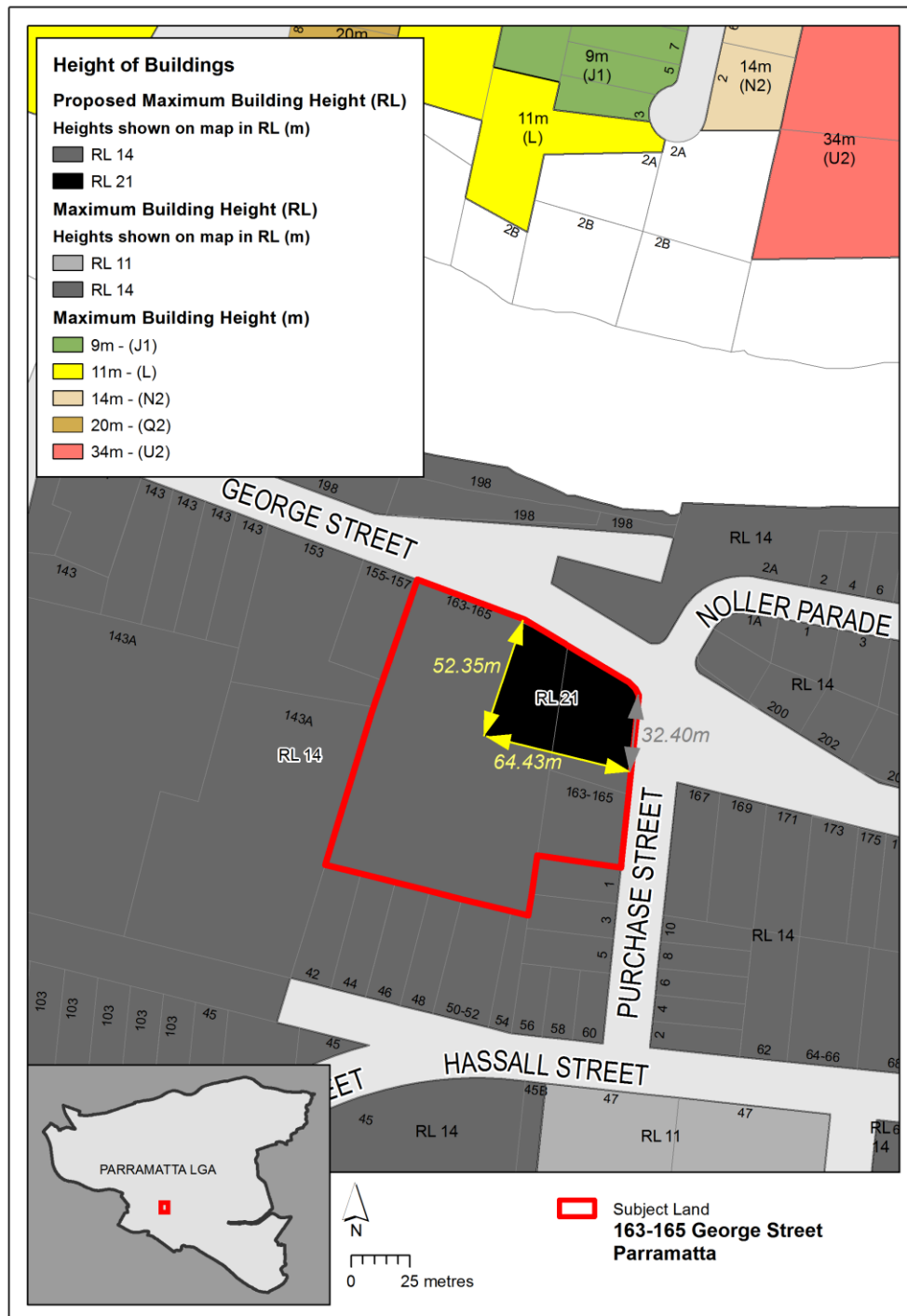


Figure 8 – Proposed amendment to the *Parramatta LEP 2011* Height of Building Map

Figure 8 above illustrates the proposed RL 21 building height over part of the site. The area is the proposed height will be further refined prior to the planning proposal being forwarded to the Department of Planning and Environment for a Gateway Determination.

PART 5 – COMMUNITY CONSULTATION

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

Public exhibition included:

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

The gateway determination specified 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	June 2019
Report to Council on the assessment of the PP	August 2019
Referral to Minister for review of Gateway determination	September 2019
Date of issue of the Gateway determination	November 2019
Commencement and completion dates for public exhibition period	January 2020 – February 2020
Commencement and completion dates for government agency notification	January 2020 – February 2020
Consideration of submissions	March 2020 – August 2021
Consideration of planning proposal post exhibition and associated report to Council	September 2021 to October 2021
Submission to the Department to finalise the LEP	October 2021
Notification of instrument	November 2021

Appendix 1 – Traffic Statement

Appendix 2 – Heritage Referral