



PLANNING PROPOSAL

470 Church Street, Parramatta

Planning Proposal drafts

Proponent versions:

No.	Author	Version
1.	Think Planners Pty Ltd	12 July 2016

Council versions:

No.	Author	Version
1.	City of Parramatta Council	15 November IHAP meeting recommending referral to City of Parramatta Council.
2.	City of Parramatta Council	February 2018 prepared for consultation with public authorities pursuant Condition 2 of the Gateway Determination.
3.	City of Parramatta Council	Post-exhibition amendments

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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 (PLEP 2011)* in respect of land at 470 Church Street, Parramatta (legally described Lot 1 DP 785930) (the site).

It has been prepared in accordance with the following:

- Section 55 of the *Environmental Planning and Assessment Act 1979 (EP&A Act)*, and
- 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).

Background and context

A Planning Proposal for the land at 470 Church Street, Parramatta (the site) was lodged by Think Planners Propriety Limited (Pty. Ltd.) on the 5 July 2016.

The site has an area of 1,629sqm and currently contains a five storey commercial building with a medical centre on the ground floor. The site is illustrated in Figure 1, below.

Under *PLEP 2011*, the site:

- Is zoned B4 Mixed Use (refer to Figure 6 in Part 4 – Mapping);
- Has a maximum building height of 24 metres (refer to Figure 7 in Part 4 – Mapping);
- Has a maximum floor space ratio (FSR) of 3:1 (refer to Figure 8 in Part 4 – Mapping);
- Is not a heritage item or located in a heritage conservation area. However, is in proximity to a heritage listed former bakery at 476 Church Street (Item No. 695) located across the road to the north and, the Sorrell Street Heritage Conservation Area that also includes heritage residence at 53 Sorrell Street known as Currawong located further east of the site (refer to Figure 9 in Part 4 – Mapping); and
- Is located outside of the 20 and 100-year Average Recurrence Interval events and the Probable Maximum Flood (PMF) event (refer to Figure 10 in Part 4 – Mapping).

This Planning Proposal seeks to:

- Increase the maximum height limit from 24m to 80m, and floor space ratio from 3:1 to 6:1 (refer to Figure 11 and Figure 12 respectively in Part 4 – Mapping); and
- Apply maximum car parking rates in line with the Parramatta CBD Strategic Transport Study (refer to Figure 13 in Part 4 – Mapping).

On the 12 December 2016, Council resolved to forward the Planning Proposal to the DP&E for a Gateway Determination.

On the 10 March 2017, the DP&E issued a Gateway Determination that the Planning Proposal could proceed subject to a number of conditions. On the 4 August 2017 a gateway alteration was issued.

The Planning Proposal has since been updated to respond to the following:

- Council resolution of 12 December 2016 in respect of the amendments required to the urban design report and reference design;
- Condition 1 of the Gateway Determination which requires that the Planning Proposal is amended to address consistency with the draft District Plan, and that the shadow diagrams in the planning proposal and urban design report are amended to illustrate the overshadowing caused by the proposal by deleting buildings that have not yet been approved; and

- Gateway alteration of 7 August 2017, which requires that the Planning Proposal be amended to apply the maximum parking rates to in accordance with Parramatta CBD Strategic Transport Study.

In line with Condition 2 of the Gateway Determination, the Planning Proposal is now submitted to nominated public agencies, prior to community consultation for review and feedback, under section 52(2)(d) of the *EP&A Act* and/or to comply with the requirements of relevant s117 directions.

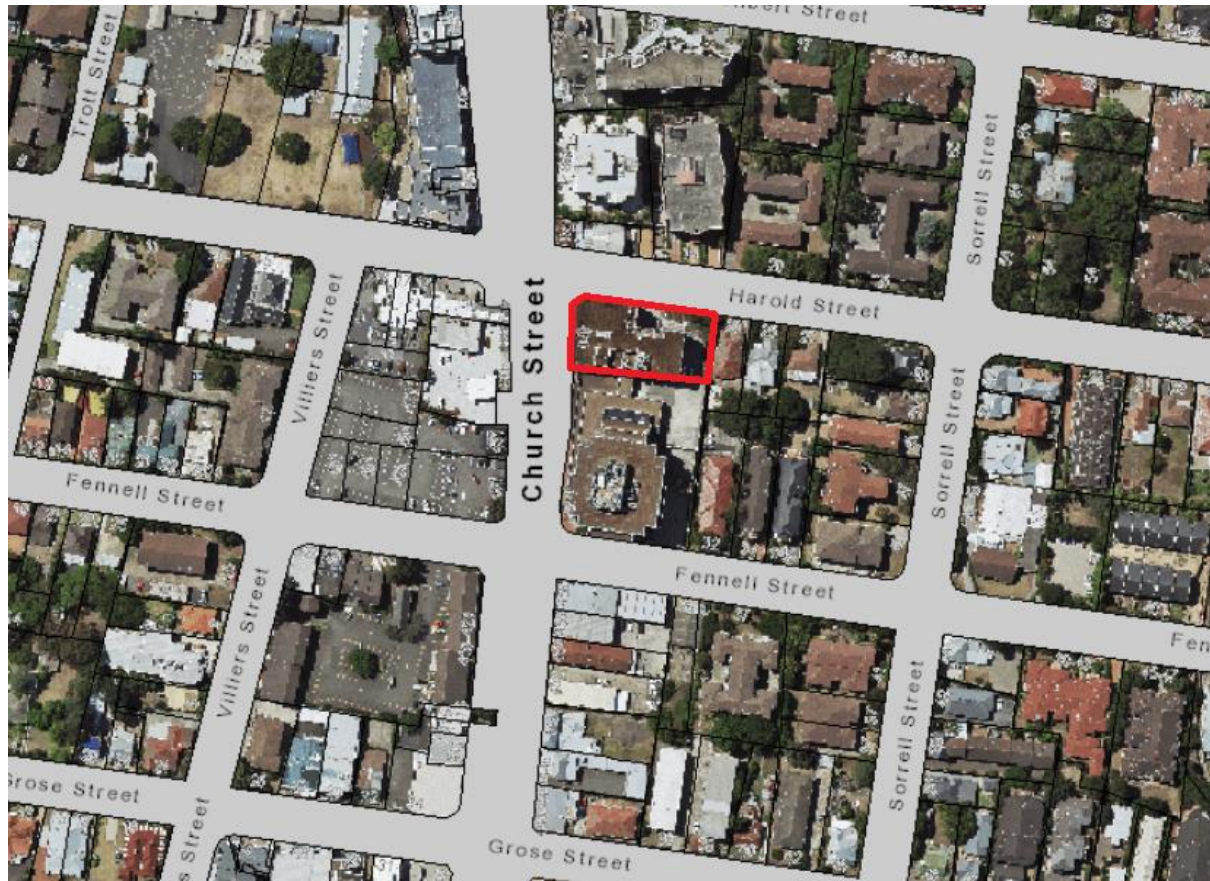


Figure 1 – Site at 470 Church Street, Parramatta subject to the planning proposal (Source: Council's GIS)

PART 1 – OBJECTIVES OR INTENDED OUTCOMES

The objective of this Planning Proposal is to enable the redevelopment of land at 470 Church Street, Parramatta in accordance with the site's B4 Mixed Use zone to facilitate a high density mixed use development.

To facilitate the site's redevelopment, it is proposed the *PLEP 2011* is proposed to be amended to:

- Allow a maximum building height of 80m and a maximum FSR of 6:1, and
- Include maximum car parking rates in accordance with the Parramatta CBD Strategic Transport Study and Council resolution of 10 April 2017.

It is anticipated that the amendment will facilitate an increase in housing supply and employment generating floor space in the Parramatta CBD.

PART 2 – EXPLANATION OF PROVISIONS

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

1. Amend the maximum building height in the Height of Buildings Map (Sheet HOB_9) from 24 metres to 80 metres which equates to 26 storeys. Refer to Figure 11 in Part 4 of this Planning Proposal.
2. Amend the maximum FSR in the FSR Map (Sheet FSR_9) from 3:1 to 6:1. Refer to Figure 12 in Part 4 of this Planning Proposal.
3. Amend the Special Area Provision Map (Sheet CL1_9) to identify the site. Refer to Figure 13 in Part 4 of this Planning Proposal.
4. Amend clause 7.2 of PLEP 2011 so that the FSR sliding scale does not apply to this site.
5. Insert a new Clause in Part 7 to identify that maximum parking rates as follows apply to the site by way of reference to the Special Area Provision Map:

Residential development

Type of Apartment	Spaces/unit
3-bedroom	1 space/unit
2-bedroom	0.7 spaces/unit
1-bedroom	0.3 spaces/unit
Studio	0.1 spaces/unit

Commercial development (If the FSR > 3.5:1)

$$M = (G * A) / (50 * T)$$

where:

M = maximum number of parking spaces;

G = GFA of all office/business premises in the building (m²);

A = Site Area (m²);

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

Note: It is possible that part of the legal drafting process that the intent of the controls discussed may be achieved by utilising different amendments to the PLEP 2011, but ultimately whatever the amendment proposed will have the same intent as described above.

2.1 Other relevant matters

2.1.1 Voluntary Planning Agreement

As part of Council's Strategy for the Parramatta CBD Council is proposing a framework where increases in density also trigger a requirement to contribute to local infrastructure via a Value Sharing Framework.

On 10 April 2017, Council endorsed rates of \$150/sqm for Phase 1 value sharing and \$375/sqm for Phase 2 value sharing. This is the basis, upon which, Council officers are currently negotiating a VPA.

A letter of offer has been submitted by the proponent in line with the Phase 1 Value Sharing, amounting to \$733,050.00. This offer was endorsed by Council at its meeting of the 13 November 2017 and is the basis, upon which the draft VPA will be drafted. The draft VPA will be publicly exhibited alongside the Planning Proposal

2.1.2 Draft DCP

A site specific Development Control Plan (DCP) has been prepared addressing design elements such as street wall setbacks and inter-building separation. The draft DCP was endorsed by Council at its meeting of the 13 November 2017 will be exhibited alongside the Planning Proposal and VPA. The DCP will also inform any future design competition brief for the site based on this Planning Proposal.

PART 3 – JUSTIFICATION

This part describes the reasons for the proposed outcomes and development standards in the Planning Proposal.

3.1 Section A - Need for the planning proposal

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

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

This Planning Proposal has been prepared to bring forward for this site controls adopted in the Parramatta CBD Planning Strategy (the Strategy) and associated Parramatta CBD Planning Proposal (CBD PP).

Council adopted the Parramatta CBD Planning Strategy at its meeting of 27 April 2015. The Strategy is the outcome of a study which reviewed the current planning framework and a significant program of consultation with stakeholders and the community. The Strategy sets the vision for the growth of the Parramatta CBD.

Council has subsequently prepared the CBD PP which has been informed by Councillor workshops held throughout 2015 and various Council resolutions. The CBD PP was adopted by Council on 11 April 2016 and submitted to the DP&E. The CBD PP seeks a potential increase in height and FSR for sites within the Parramatta CBD subject to the provision of community infrastructure. While the Department is yet to issue a Gateway determination, the CBD PP is Council's most recently adopted position on density increases in the Parramatta CBD.

Refer Section **Error! Reference source not found.** of this report for further assessment of the Planning Proposal against the CBD PP.

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

A Planning Proposal seeking to amend *PLEP 2011* is the most effective way of providing certainty for Council, the local community and the landowner. The existing height and FSR standards do not respond to the emerging CBD character of Parramatta as adopted in Council's CBD PP. This Planning Proposal is in keeping with the scale of development in the CBD PP and will assist in delivering the new City of Parramatta as envisioned by Council.

3.2 Section B – Relationship to strategic planning framework

This section assesses the relevance of the Planning Proposal to the priorities, directions and actions outlined in key local and state strategic planning policy documents.

3.2.1 Is the planning proposal consistent with the objectives and actions of the applicable regional, sub-regional or district plan or strategy (including any exhibited draft plans or strategies)?

A Plan for Growing Sydney

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

Parramatta local government area is part of the West Central Subregion.

A Plan for Growing Sydney identifies the following directions, actions and priorities for Parramatta and the West Central Subregion that are relevant to this site and Planning Proposal:

1.2 Grow Greater Parramatta – Sydney's Second CBD

- Grow Parramatta as Sydney's second CBD by connecting and integrating Parramatta CBD, Westmead, Parramatta North, Rydalmere and Camellia

1.3 Establish a New Priority Growth Area – Greater Parramatta To The Olympic Peninsula

- Deliver priority revitalisation precincts

1.7 Grow Strategic Centres – providing more jobs closer to home

- Invest in strategic centres across Sydney to grow jobs and housing and create vibrant hubs of activity

2.1 Accelerate housing supply across Sydney

- Accelerate housing supply and local housing choices
- Accelerate new housing in designated infill areas (established urban areas) through the priority precincts and UrbanGrowth NSW programs

2.2 Accelerate urban renewal across Sydney – providing homes closer to jobs

- Use the Greater Sydney Commission to support Council-led urban infill projects
- Undertake urban renewal in transport corridors which are being transformed by investment, and around strategic centres

2.3 Improve housing choice to suit different needs and lifestyles

- Require local housing strategies to plan for a range of housing types

West Central Subregion

- Accelerate housing supply, choice and affordability and build great places to live
- Provide capacity for additional mixed use development in Parramatta CBD and surrounding precincts including offices and retail in Parramatta CBD, arts and culture in Parramatta and housing in all precincts.

The proposal is consistent with the actions and objectives of 'A Plan for Growing Sydney' as the proposal will:

- Enable the development of residential dwellings and non-residential uses, including ground floor retail and a level of commercial that will contribute towards dwelling and employment targets on a site located within the Parramatta City Centre;
- Activate the ground floor with retail uses, that will help create active and vibrant streetscape;
- Deliver approximately 154 residential apartments with a range of unit types, increasing housing supply and choice;
- Support Council's vision for growth in the Parramatta CBD with a commercial core supported by mixed use developments on the periphery as stipulated by the zoning maps in *PLEP 2011* and the Parramatta CBD Planning Proposal. The reference design at **Appendix 2** demonstrates a design option that includes approximately 1,336sqm of non-residential floor space on the site comprising ground floor retail and a level of commercial in the podium; and
- Have good access to public transport (adjacent to the future light rail stop on Church Street, 400m of Victoria Road with a number of buses running along the transport corridor, and 1,400 metres of the Parramatta Railway Station/Bus Interchange), employment and educational opportunities, and public open space such as Parramatta Park (within 500m).

Towards Our Greater Sydney 2056

In November 2016 the Greater Sydney Commission released Towards Our Greater Sydney 2056 (TOGS), a draft amendment to A Plan for Growing Sydney, for public exhibition. TOGS aligns with the district plans, released on the same date. Both TOGS and the district plans were on exhibition until March 2017.

The vision for the future of Sydney as identified in TOGS is for decentralisation with centres supported by public transport. TOGS introduces the concept of three cities; the Eastern City; the Central City; and the Western City. Parramatta is located in the Central City and anticipated to accommodate the greatest growth over the next decade. This Planning Proposal is in keeping with the vision of TOGS by providing employment and housing opportunities in close proximity to public transport in the Central City zone.

TOGS identifies the integration of the economy, social needs and the environment to move Sydney forward. The district plans provide further detail as to how a productive, liveable and sustainable Sydney will be achieved. A response to the relevant district plan is outlined below.

Greater Parramatta to the Olympic Peninsula (GPOP) Vision

In October 2016, prior to the release of the draft district plans, the Greater Sydney Commission released a Visioning document for the Greater Parramatta to the Olympic Peninsula (GPOP) area. GPOP is a centrepiece of the Greater Sydney Commission's draft District Plan for the West Central District, within which the bulk of GPOP is located.

The vision for GPOP is: *"Our 2036 vision: GPOP will be Greater Sydney's true centre – the connected, unifying heart"*.

It is focused on driving 12 directions to deliver the GPOP Vision. The document also notes that the GPOP area is the subject of several land use planning activities which are to

progress alongside, and consistent with, the developing GPOP Vision, such as the GPOP Land Use and Infrastructure Strategy, prepared by the DP&E.

The site is located within the Parramatta CBD and Westmead Health and Education Super Precinct.

The Planning Proposal is consistent with the vision and directions of GPOP Vision as it will:

- Deliver additional housing and employment within Parramatta CBD that will revitalise the city centre and support the commercial core;
- Provide a mix of housing (1 – 3+ bedroom units) to suit individual household needs, preferences and budgets;
- Not significantly impact on the heritage values of Sorrell Street Conservation Area and heritage items within the vicinity of the site (Refer Section 3.3.2 of this report of this report);
- Facilitate the development of a high quality and well-designed mixed use development through a design competition process and preparation of site specific development controls to support this Planning Proposal; and
- Redevelop a site that has good access to public transport, jobs, services, recreational, educational and other opportunities.

Draft West Central District Plan

The Draft West Central District Plan was released for exhibition by the Greater Sydney Commission from November 2016 to March 2017. This district is now known as the Central City District as determined by the Minister on the 22 September 2017.

An assessment of the proposal against the relevant priorities and actions outlined in the draft District Plan is addressed below.

A Productive City

Priorities	Actions
Overarching priorities <ul style="list-style-type: none"> • Driving the growth of the Central City • Planning for job target ranges for strategic and district centres • Improving access to a greater number of jobs and centres within 30 minutes Specific priorities <ul style="list-style-type: none"> • P1: Integrate transport and land use planning • P3: Manage growth and change in strategic and district centres and, as relevant, local centres • P4: Plan for a growing and vibrant Parramatta City • P8: Prioritise the provision of retail floor space in centres 	Action P1: Collaborate to create, own and deliver GPOP

Action P1 identifies the CBD PP as one of the key land use activities that is consistent with developing the GPOP vision. The objective of CBD PP is to:

- Drive population and employment growth in the Parramatta CBD,
- Provide for an expanded and more intense commercial core to strengthen and facilitate the role of Parramatta as a dual CBD, and
- Support the CBD as a vibrant centre by surrounding the core with higher density mixed use.

The proposal aligns with the Parramatta CBD PP, and is consistent with the productivity priorities and actions of the draft district plan in that it will:

- Support the continuing development of the Parramatta CBD by contributing to housing and employment targets with approximately 1,336sqm of non-residential floor space and 154 residential units;
- Provide employment and housing opportunities in proximity to Parramatta Railway Station/Bus Interchange, retail and commercial opportunities and open space;
- Manage car parking through the implementation of maximum car parking rates;
- Provide a range of dwelling types to meet the different needs, preferences and budgets of the community;
- Provide retail opportunities at the ground floor to meet the future retail and service needs of the community;
- Not significantly impact on the heritage values of Sorrell Street Conservation Area and heritage items within the vicinity of the site (Refer Section 3.3.2 of this report of this report), and
- Enhance the urban amenity of the centre, through:
 - The requirement to demonstrate design excellence through a competitive Design Excellence Process
 - Contributions to local infrastructure upgrades to support the growth of the city centre.

A Liveable City

Priorities	Actions
<p>Overarching priorities</p> <ul style="list-style-type: none"> • Improve housing choice • Improve housing diversity and affordability • Create great places • Foster cohesive communities • Respond to people's need for services <p>Specific priorities</p> <ul style="list-style-type: none"> • LP1: Deliver West Central's five-year housing targets • LP2: Deliver housing diversity • LP3: Implement the Affordable Rental Housing Target • LP5: Facilitate the development of safe and healthy places • LP6: Facilitate enhanced walking and cycling connections • LP7: Conserve heritage and unique local characteristics 	<ul style="list-style-type: none"> • LA3: Councils to increase housing capacity across the District • L9: Coordinate infrastructure planning and delivery for growing communities • AL11: Provide design led planning to support high quality urban design

The Planning Proposal is generally consistent with the liveability priorities and actions of the draft district plan.

The residential component of the site will contribute an estimated approximately 154 units to meet the district's five and 20-year housing targets. The site is located in area ideal for higher density living, with the site within walking distance to public transport, retail and commercial areas, park and recreation facilities, schools and other community facilities.

The proposal will also aim to enhance the urban amenity of the centre, through:

- A design competition process and preparation of site specific development controls to support this Planning Proposal, and
- Contributions to local upgrades such as public domain improvements.

A Sustainable City

Priorities	Actions
<p>Overarching priorities</p> <ul style="list-style-type: none"> Enhancing the West Central District in its landscape Protect and conserve the values of the Parramatta River and Sydney Harbour Enhance access to the Parramatta River and Sydney Harbour foreshore and waterways Delivering Sydney's Green Grid Align strategic planning to the vision for the Green Grid Creating an efficient West Central District planning for a resilient West Central District Mitigate the urban heat island effect urban heat <p>Specific priorities</p> <ul style="list-style-type: none"> SP2: Protect and conserve the values of the Parramatta River and Sydney Harbour SP3: Enhance access to the Parramatta River and Sydney Harbour foreshore and waterways SP5: Align strategic planning to the vision for the Green Grid 	<ul style="list-style-type: none"> AS11: Support the development of initiatives for a sustainable low carbon future AS13: Incorporate the mitigation of the urban heat island effect into planning for urban renewal projects and Priority Growth Areas

The Planning Proposal is consistent with the sustainability priorities and actions of the draft district plan.

Infrastructure contributions will contribute to the protection and enhancement of the Parramatta River Foreshore, which forms part of Sydney's metropolitan Green Grid and which has been identified as a priority project in the draft district plan.

Draft Greater Sydney Region Plan and Revised draft Central City District Plan

On the 22 October 2017, the Greater Sydney Commission released the Draft Greater Sydney Region Plan and revised draft Central City District Plan. The plans are on exhibition until the 15 December 2017.

At the time this Planning Proposal was originally prepared these strategic plans had not been released. An assessment of the Planning Proposal against these draft plans has been provided for completeness.

The Draft Greater Sydney Region Plan is built on a vision where the people of Greater Sydney live within 30 minutes of their jobs, education and health facilities, services and great places.

The vision seeks to meet the needs of a growing and changing population by transforming greater Sydney into a metropolis of three cities — the Western Parkland City, the Central River City and the Eastern Harbour City.

The purpose of the draft Plan is to:

- Set a 40-year vision (up to 2056) and establish a 20-year plan to manage growth and change for Greater Sydney in the context of economic, social and environmental matters,
- Inform district and local plans and the assessment of planning proposals,

- Assist infrastructure agencies to plan and deliver for growth and change and to align their infrastructure plans to place-based outcomes, and
- Inform the private sector of the vision for Greater Sydney and infrastructure investments required to manage growth.

The plan is guided by 10 overarching directions relating to infrastructure and collaboration, productivity, liveability and sustainability with metrics and objectives associated with each.

The City of Parramatta is located within the Central River City in the Central City District.

The draft Central City District Plan District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision of Greater Sydney. It is a guide for implementing the Draft Greater Sydney Region Plan at a district level and is a bridge between regional and local planning.

The plan sets out planning priorities and actions for the development of the central city district.

An assessment of the Planning Proposal against the relevant directions, objectives, priorities and actions of the Draft Greater Sydney Region Plan and draft Central City District Plan is set out below.

Liveability

Draft Greater Sydney Region Plan		Revised draft Central City District Plan	
Directions	Objectives	Priorities	Actions
1. A city for people Celebrating diversity and putting people at the heart of planning	6. Services and infrastructure meet communities' changing needs 7. Communities are healthy, resilient and socially connected 8. Greater Sydney's communities are culturally rich with diverse neighbourhoods	C3 - Providing services and social infrastructure to meet people's changing needs	8. Deliver social infrastructure to reflect the needs of the community now and in the future.
2. Housing the city Giving people housing choices	10. Greater housing supply 11. Housing is more diverse and affordable	C5 - Providing housing supply, choice and affordability, with access to jobs and services	No specific actions.
3. A city of great places	12. Great places that bring people together 13. Environmental heritage is conserved and enhanced	C6 - Creating and renewing great places and local centres, and respecting	17. Deliver great places by: <ol style="list-style-type: none"> prioritising a people-friendly public realm and open spaces as a central organising design principle recognising and balancing the dual function of streets as places for people and movement

Draft Greater Sydney Region Plan		Revised draft Central City District Plan	
Directions	Objectives	Priorities	Actions
Designing places for people		the District's heritage	<p>c. providing fine grain urban form, high amenity and walkability</p> <p>d. integrating social infrastructure to support social connections and provide a community hub</p> <p>e. encouraging contemporary interpretation of heritage where possible</p> <p>f. using a place-based and collaborative approach throughout planning, design, development and management.</p> <p>18. Conserve and enhance environmental heritage by:</p> <p>a. engaging with the community early in the planning process to understand Aboriginal, European and natural heritage values</p> <p>b. conserving and interpreting Aboriginal, European and natural heritage to foster distinctive local places.</p> <p>19. Use place-based planning to support the role of centres as a focus for connected neighbourhoods.</p> <p>20. In Collaboration Areas, Priority Precincts and planning for centres:</p> <p>a. investigate opportunities for precinct-based provision of adaptable car parking and infrastructure in lieu of private provision of car parking</p> <p>b. ensure parking availability takes into account the level of access by public transport consider the capacity for places to change and evolve, and accommodate diverse activities over time.</p>

This Planning Proposal is consistent with the liveability directions, objectives of the draft Sydney Region Outline Plan and the priorities and actions of the draft central city district plan.

The proposal will provide:

- An estimated 154 units (1 – 3+ bedroom units) contributing to housing targets and diversity for the district;
- Retail and commercial businesses opportunities to service the needs of the community as well as visitors;
- Contributions towards community infrastructure such as community facilities, cycle ways and environmental and recreational facilities; and

- Maximum car parking rates in an effort to reduce car usage and encourage public transport patronage, walking and cycling.

The proposal will facilitate the development of a well-designed mixed use building that will contribute to renewal of periphery of the CBD, through:

- The preparation of site specific development controls to support this Planning Proposal and design competition process,
- Contributions to local upgrades, including public domain improvements; and
- Consideration of the heritage values of Sorrell Street Conservation Area and heritage items within the vicinity of the site (Refer Section 3.3 of this report).

Productivity

Draft Greater Sydney Region Plan		Revised draft Central City District Plan	
Directions	Objectives	Priorities	Actions
6. A well connected city Developing a more accessible and walkable city	14. A metropolis of three cities – integrated land use and transport creates walkable and 30-minute cities	C9 Delivering integrated land use and transport planning and a 30-minute city	32. Integrate land use and transport plans to deliver the 30-minute city. 33. Investigate, plan and protect future transport and infrastructure corridors
	15. The Eastern, GOP and Western Economic Corridors are better connected and more competitive	C8 Delivering a more connected and competitive GOP Economic Corridor	No relevant action.
7. Jobs and skills for the city Creating the conditions for a stronger economy	19. Greater Parramatta is stronger and better connected	C7 -Growing a stronger and more competitive Greater Parramatta	24. Strengthen the economic competitiveness of Greater Parramatta and grow its vibrancy 28. Manage car parking and identify smart traffic management strategies
	20. Investment and business activity in centres	C10 - Growing investment, business opportunities and jobs in strategic centres	37. Provide access to jobs, goods and services in centres by: <ul style="list-style-type: none"> a. attracting significant investment and business activity in strategic centres to provide jobs growth b. diversifying the range of activities in all centres c. creating vibrant, safe places and quality public realm

Draft Greater Sydney Region Plan		Revised draft Central City District Plan	
Directions	Objectives	Priorities	Actions
			<ul style="list-style-type: none"> d. balancing the efficient movement of people and goods with supporting e. the liveability of places on the road network improving the walkability within and to the centres f. completing and improving a safe and connected cycling network to and within the centres g. improving public transport services to all strategic centres h. creating the conditions for residential development within strategic centres and within walking distance, but not at the expense of attraction and growth of jobs, retailing and services; where appropriate, strategic centres should define commercial cores informed by an assessment of their need.

This Planning Proposal is consistent with the productivity directions, objectives of the draft Sydney Region Outline Plan and the priorities and actions of the draft Central City District Plan, in that it will:

- Deliver additional housing and employment within Parramatta CBD that will revitalise the city centre and support the commercial core;
- Redevelop a site that has good access to public transport (light rail, rail and ferry services), jobs, services, recreational, educational and other opportunities;
- Reduce car usage and encourage public transport patronage, walking and cycling through the provision of maximum car parking rates;
- Ensure that a high quality mixed use building and public domain is delivered through the preparation of site specific development controls and design competition process; and
- Contribute to the provision of community infrastructure such as cycleways and public roads to support the growth of the city centre and improve access to jobs, goods and services.

Sustainability

Draft Greater Sydney Region Plan		Revised draft Central City District Plan	
Directions	Objectives	Priorities	Actions
8. A city in its landscape Valuing green spaces and landscape	30. Urban tree canopy cover is increased	C16 Increasing urban tree canopy cover and delivering Green Grid connections	67. Expand urban tree canopy in the public realm.
9. An efficient City Using resources wisely	31. Energy and water flows are captured, used and re-used 32. More waste is re-used and recycled to support the development of a circular economy	C19 Reducing carbon emissions and managing energy, water and waste efficiently	No relevant action.

This Planning Proposal is consistent with the sustainability directions, objectives of the draft Sydney Region Outline Plan and the priorities and actions of the draft central city district plan.

Street trees are required to be accommodated within the public domain in line with Council's existing controls in the Parramatta DCP as well as Council's Public Domain Guidelines and Street Tree Master Plan. This will be addressed as part of the design competition and development application process.

Council will encourage sustainable construction and building practices. This will be addressed as part of development application process.

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

The following strategic planning documents are relevant to the Planning Proposal.

Parramatta 2038 Community Strategic Plan

Parramatta 2038 is a long term Community Strategic Plan for the City of Parramatta and 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 consistent with key objectives identified in the plan by allowing for an appropriate mix of residential and non-residential uses located in a centre with public transport, shops and community facilities in close proximity. The proposal will provide retail on the ground floor that will activate the street and encourage walkability. The development will also allow for the concentration of housing around transport nodes and contribute towards dwelling targets for NSW.

Parramatta CBD Planning Strategy

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

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

Parramatta CBD Planning Proposal

As outlined in Section 3.1.1, the CBD PP was adopted by Council on 11 April 2016 and informed by the Parramatta CBD Planning Strategy. The CBD PP sets controls responding to the vision for the growth of the Parramatta CBD as Australia's next great city. The CBD PP identifies a need for significant growth in the Parramatta City Centre to which this Planning Proposal responds. It proposes potential increases in height and FSR can be sought for sites within the Parramatta CBD subject to the provision of community infrastructure. While the Department is yet to issue a Gateway determination, the CBD PP is Council's most recently adopted position on density increases in the Parramatta CBD.

Further, on 10 April 2017 Council adopted the Value Sharing Policy Framework and the Parramatta CBD Strategic Transport Study which further supported the CBD PP.

An assessment of how this Planning Proposal responds to CBD planning proposal and the recently adopted policy positions is detailed below.

Height and FSR

The CBD PP proposes that no height limit and a maximum 6:1 incentive FSR to apply to the majority of sites in the northern extremity of the Parramatta CBD, of which this site is located.

While the CBD PP does not apply a height limit for most sites in the CBD (including this site), previous Gateway Determinations received for site-specific CBD planning proposals required insertion of a numeric height of building control.

Council's endorsed position is that a maximum building height of 80m and FSR of 6:1 apply to the site.

Value Sharing Policy Framework

The CBD PP requires the provision of community infrastructure to be provided should the incentive FSRs be applied to a development. This community infrastructure will assist in providing the infrastructure upgrades required that will result in response to the increased densities proposed by the CBD PP.

On 10 April 2017, Council endorsed the following rates:

- 20% value sharing for Phase 1 uplift (being \$150/m²) – being the difference between current controls and Incentive controls
- 50% value sharing for Phase 2 uplift (being \$375/m²) – being the 3:1 Opportunity Site FSR controls.

A letter of offer has been submitted by the proponent in line with the Phase 1 Value Sharing, amounting to \$733,050.00. This offer was endorsed by Council at its meeting of the 13 November 2017 and is the basis, upon which the draft VPA will be prepared. The draft VPA will be exhibited alongside this Planning Proposal.

CBD Strategic Transport Study and maximum parking rates

The CBD Strategic Transport Study was prepared in conjunction with Transport for NSW and Roads and Maritime Services. The Study assesses the impacts of the density increases proposed in the CBD PP and how the resulting traffic impacts can be mitigated.

On 10 April 2017 Council resolved to endorse maximum car parking rates as proposed in Parramatta CBD Strategic Transport Study and recommended that these rates be applied to existing site-specific planning proposals and Design Competitions within the Parramatta CBD, pending results of the forthcoming mesoscopic study and Integrated Transport Plan.

In keeping with the resolution aforementioned, Council requested an amended gateway determination to replace condition 5 which required the Planning Proposal be reviewed and amended where necessary, having regard to the mesoscopic modelling undertaken for the Parramatta CBD Planning Proposal prior to being submitted to the Department for finalisation.

On the 7 August 2017 a gateway alteration was issued by the Department, that required the Explanation of Provisions in the Planning Proposal be amended prior to community consultation to indicate a provision will require a maximum car parking rate in accordance with the CBD Strategic Transport Study.

The Planning Proposal has been updated to include the site specific planning control to apply the maximum car parking rates.

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

An assessment of the planning against the relevant State Environmental Planning Policies (SEPPs) is addressed in the table below.

Table 1 – Assessment of consistency against applicable SEPPs

State Environmental Planning Policies (SEPPs)	Consistent: Yes - ✓ No - ✗ or N/A	Comment
SEPP No 1 Development Standards	N/A	This SEPP is not applicable to the subject land under Clause 1.9 of the <i>PLEP 2011</i> .
SEPP No 55 Remediation of Land	✓	The subject site has existing Class 5 Acid Sulfate Soils constraints. Council is satisfied the site is suitable for mixed use purposes. The matter can be further resolved through the development application which considers finer grain details such as building materials. No further contamination issues have been identified. It is noted that the proposal does not involve the rezoning or change of use of the land. Amendments relate to changes to FSR, height and parking controls.
SEPP 64 – Advertising and Signage	N/A	Not relevant to proposed amendment. May be relevant to future DAs.
SEPP No 65 Design Quality of Residential Flat Development	✓	The built form presented in the reference design (Appendix 2) has satisfactorily demonstrated that the site is able to accommodate the FSR and height being sought and indicates that a resulting development would be capable of complying with the Apartment Design Guideline (ADG). Detailed assessment of compliance with SEPP 65 and ADG requirements will be required as part of the future DA approval.
SEPP No.70 Affordable Housing (Revised Schemes)	N/A	Not relevant to proposed amendment.
SEPP (Affordable Rental Housing) 2009	N/A	Not relevant to proposed amendment.
SEPP (Building Sustainability Index: BASIX) 2004	N/A	Detailed compliance with SEPP (BASIX) will be demonstrated at the time of making a development application for the site facilitated by this Planning Proposal.
SEPP (Exempt and Complying Development Codes) 2008	✓	May apply to future development of the site.
SEPP (Infrastructure) 2007	✓	May apply to future development of the site.
SEPP (Urban Renewal) 2010	N/A	The Parramatta CBD is not identified as an Urban Renewal Precinct under the SEPP.
Sydney Regional Environmental Plan (REP) (Sydney Harbour Catchment) 2005	✓	The whole of the Parramatta is covered by the REP. While the site 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.

3.2.4 Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?

In accordance with Clause 117(2) of the *EP&A Act 1979* the Minister issues directions for the relevant planning authorities to follow when preparing planning proposals for new LEPs.

An assessment against the Ministerial Directions applicable to the subject Planning Proposal is detailed in the table below.

Table 2 – Assessment of consistency against applicable Section 117 Directions

Section	Comment	Consistent: Yes - ✓ No - ✗
1. Employment and Resources		
Direction 1.1 – Business and Industrial Zones	This planning proposal retains the B4 Mixed Use zone and will provide approximately 1,336sqm of floor space for employment generating land uses.	✓
2. Environment and Heritage		
Direction 2.3 - Heritage Conservation	<p>The subject site does not contain a heritage item listed under Schedule 5 of <i>PLEP 2011</i>.</p> <p>However, the site is located in proximity to the Sorrell Street Conservation Area to the east of the site and heritage residence at 53 Sorrell Street located within; and the local heritage item 695 Former Bakery, located at 476 Church Street across the road to the north of the site (Refer 4.1 of this report for an excerpt of the heritage map).</p> <p>The proposed height and bulk sought as part of this Planning Proposal would inevitably impact the view lines of nearby heritage items, particularly as the subject site is located on a prominent street corner. The proposed height will likely result in overshadowing of heritage items located south of the subject site, particularly the Sorrell Street Conservation Area. However, these impacts are expected and considered acceptable given the location of the subject site and heritage items in a CBD context. The density proposed is consistent with the CBD PP and is therefore consistent with the future context of the site.</p> <p>Refer Section 3.3.2 of this report for an assessment of the heritage impacts of the proposal on the heritage values of the area.</p>	✓
3. Housing, Infrastructure and Urban Development		
Direction 3.1 - Residential Zones	<p>The Planning Proposal is consistent with this direction, in that it:</p> <ul style="list-style-type: none"> Facilitates additional housing in the Parramatta City Centre that is currently not provided on the site; and Provides residential development in an existing urban area that will be fully serviced by existing infrastructure. 	✓

Section	Comment	Consistent: Yes - ✓ No - ✗
Direction 3.4 - Integrating Land Use and Transport	<p>The Planning Proposal is consistent with this direction, in that it will:</p> <ul style="list-style-type: none"> • Provide new dwellings and commercial opportunities in close proximity to existing public transport links; • Enable residents to walk or cycle to work, if employed in the Parramatta City Centre, utilise the heavy rail service or bus services along Victoria Road; and • Make more efficient use of space and infrastructure by increasing densities on an underutilised site. 	✓
Direction 3.5 – Development Near Licensed Aerodromes	<p>The site is located within a licensed aerodrome, however at a height of 92m/108AHD (with design excellence) the site does not breach the Obstacle Limitation Surface (156AHD).</p> <p>As per Condition 2 of the Gateway Determination the Planning Proposal has been referred to the Commonwealth Department of Infrastructure and Regional Development.</p>	✓
4. Hazard and Risk		
Direction 4.1 - Acid Sulfate Soils	<p>The site is identified as Class 5 on the Acid Sulfate Soils Map in <i>PLEP 2011</i>. Acid sulfate soils are not generally found in Class 5 areas however this will be addressed further at the development application stage by way of clause 6.1 in the <i>PLEP 2011</i>.</p>	✓
Direction 4.3 - Flood Prone Land	<p>The site is located outside of the 20 and 100-year Average Recurrence Interval events and the Probable Maximum Flood (PMF) event.</p> <p>Refer Section 4.1 of this report for except of flood map.</p>	✓
6. Local Plan Making		
Direction 6.1 - Approval and Referral Requirements	<p>The Planning Proposal does not introduce any provisions that require any additional concurrence, consultation or referral.</p>	✓
Direction 6.3 - Site Specific Provisions	<p>The Planning Proposal seeks to include a site specific provision that applies maximum parking rates in accordance with the Parramatta CBD Strategic Transport Study as per the gateway alteration of 4 August 2017 and Council resolution of 10 April 2017.</p> <p>This site specific provision would ensure that should the redevelopment of the site under the proposed controls commence prior to the gazettal of the CBD PP the maximum parking rates will be consistent with the future CBD controls.</p>	✓
7. Metropolitan Planning		
7.1 Implementation of A Plan for Growing Sydney	<p>As detailed in Section 3.2.1 of this report, the Planning Proposal is consistent with the directions, actions and priorities of “A Plan For Growing Sydney”.</p>	✓
7.5 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	<p>The proposal is consistent with the actions in the Interim Land Use and Infrastructure Plan in that the proposal:</p> <ul style="list-style-type: none"> • Is in line with the Parramatta CBD PP, • Will contribute towards dwelling and employment targets within the Parramatta City Centre, and • Assists in the funding of infrastructure. 	✓

3.3 Section C – Environmental, social and economic impact

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

3.3.1 Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

The site is located within a highly modified urban environment and it is very unlikely to contain critical habitat or threatened species, populations or ecological communities, or their habitats.

3.3.2 Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

The main potential environmental impacts to be examined in detail with any future development proposal for the site are:

- Urban Design and Built Form,
- Heritage impacts,
- Flooding – addressed in ‘Hazard and Risk - 4.3 Flood Prone Land’, Section B3.2
- Transport and Accessibility Assessment, and
- Acid Sulfate Soils – addressed in ‘Hazard and Risk - 4.1 Acid sulphate Soils’, Section B3.2.

Urban Design

The Planning Proposal is supported by an Urban Design Report prepared by David Lock Associates and a reference design drawing prepared by Level Architectural Division (Refer **Appendix 1 and 2**, respectively).

The Urban Design Report includes descriptions and plans of the site, an overview of the existing planning controls and an analysis of the site’s context. It has been updated to align with the gateway condition 1(b).

The reference design provides a concept for a mixed use building on the site comprising:

- Three levels of basement parking,
- Four storey podium containing ground floor retail, commercial on level 1 and residential apartments on level 2 and 3, and
- 26 storey tower.

The reference design is considered an acceptable response to the site conditions. The scale of the indicative built form responds to the conservation area and item within at 53 Sorrell Street located to the east of the site using appropriate setbacks as well as the item to the north at 476 Church Street.

Broadly, the reference designs have satisfactorily demonstrated that the site is able to accommodate the FSR and height being sought and indicates that a resulting development would be capable of complying with SEPP 65 and the ADG.

The Planning Proposal is supported by a draft DCP which will be exhibited alongside. The DCP contains at a minimum the following planning controls:

- A street frontage height of 3-4 storeys (maximum 14 metres) along Church Street (refer to Figure 2).
- Upper level setback of 6 metres along Church Street (refer to Figure 2).
- Upper level setback of 3 metres along Harold Street.
- Minimum upper level setback of 12m from the eastern boundary to allow inter-building separation between habitable rooms.
- Minimum upper level setback of 9 metres from the southern boundary subject to meeting the requirements of the ADG.
- The upper level setbacks should be measured to the outer most face of buildings, including balconies.

The DCP will inform any future design competition brief for the site based on this Planning Proposal. The Urban Design Report and reference design demonstrates the scale proposed under this Planning Proposal is capable of complying with the ADG under SEPP 65.

It also demonstrates that the proposed scale on the subject site will result in an acceptable impact on the surrounding properties. However, this form should not set precedence for properties adjoining the Sorrell Street Conservation Area. Transition will be discussed in detail below.

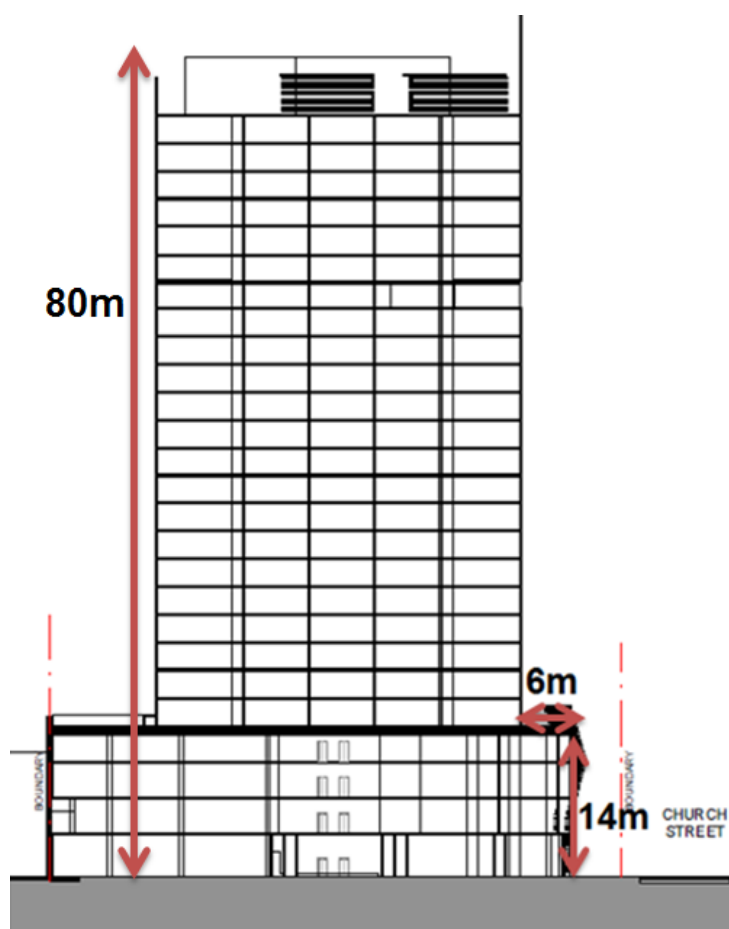


Figure 2 – Proposed design concept (Source: Urban Design Report)

Transition

A reasonable transition is required between this site and the conservation area to the east. This section analyses how transition will be an effective tool in reducing the impacts of the proposed form on the Sorrell Street Conservation Area.

The subject site is located in close proximity to the Sorrell Street Conservation Area. Within the conservation area there is a mix of building typologies which include one storey dwelling houses and three storey residential flat buildings. Figure 3 demonstrates just one example of the scale of properties located in the Sorrell Street Conservation Area. The building displayed in Figure 3 is heritage item number 420 located at 53 Sorrell Street and closest property in the Sorrell Street Conservation Area to the subject site (refer to Figure 4).

Any increase in density on the subject site would change the setting, as well as the views to and from the properties within the conservation area. This impact can be mitigated by transitioning the scale of development.



Figure 3: Sorrell Street Conservation Area, corner of Sorrell Street and Harold Street, Parramatta (Source: Google Maps)

The CBD PP requires a transition to any heritage item or conservation area, the following is an extract from the proposal:

7.15 Community Infrastructure

(2) The consent authority may approve development with a height and floor space ratio that does not exceed the increased building height and floor space ratio identified on the Incentive Height of Buildings Map and the Incentive Floor Space Ratio Map, but only if:

(a) the development is able to demonstrate an appropriate transition to any heritage items or conservation areas

Figure 4 illustrates one example of how transition can be accomplished using FSR. Focusing on the ‘superblock’ in which the subject site is located, the properties fronting Church Street, including the subject site have an FSR of 6:1 (red), the sites located in the Conservation Area have an FSR of less than 0.8:1 (green) and the sites in between, notably 23-27 Harold Street have FSRs of 3:1 acting as a transition from 6:1 to less than 0.8:1. Figure 6 demonstrates conceptually what the FSR transition in Figure 5 might look like using 3D modelling. The height, bulk and scale of buildings reduce as the built forms get closer to the conservation area/heritage item.



Figure 4: Transition using FSR (Source: City of Parramatta – Parramatta CBD Heritage Study)



Figure 5: Transition 3D modelling (Source: City of Parramatta – Parramatta CBD Heritage Study)

Heritage

The site does not contain a heritage item listed under Schedule 5 of *PLEP 2011* but is in proximity to the Sorrell Street Conservation Area and heritage residence at 53 Sorrell Street located to the east and local heritage item 695 Former Bakery, located at 476 Church Street. Refer to Section 4.1 of this report for an excerpt of the heritage map.

Sorrell Street is an important local road and one of the early streets developed north of the Parramatta River. It demonstrates the development of the colonial government town and its early residential growth from 1823 onwards. This area contains 63% of the dwellings that existed in this locality in 1895, including heritage item 420 a two storey residence constructed in 1885, located at 53 Sorrell Street, on the corner of Harold Street and Sorrell Street.

Heritage item 695, located at 476 Church Street is a former shop and bakery building. It is of local significance and represents historical commercial premises. The building was erected in 1890 and comprises remnant fabric which demonstrates the commercial development that lined the major roads into Parramatta. The site possesses the potential to contribute to an understanding of early urban development in Parramatta.

The proposed height and bulk sought as part of this Planning Proposal would inevitably impact the view lines of nearby heritage items, particularly as the subject site is located on a prominent street corner. The proposed height will likely result in overshadowing of heritage items located south of the subject site, particularly the Sorrell Street Conservation Area. However, these impacts are expected and considered acceptable given the location of the subject site and heritage items in a CBD context.

The proposed height and FSR is acceptable given the scale of the proposed development is consistent with the CBD PP as endorsed by Council. Additionally, as discussed above there is adequate space between the subject site, the nearby heritage items and the conservation area to the east to provide an acceptable transition.

The site is approximately 40m from the conservation area and heritage item to the east. Setbacks to the eastern boundary of the site will also provide adequate separation between any future development on the adjacent land at 23-27 Harold Street, which is subject of a separate Planning Proposal.

The site is over 20m to the former shop and bakery building (Heritage item 695), located at 476 Church Street. Podium and tower setbacks will also provide an adequate transition to the item.

Since the referral of the PP to Council's heritage team on July 2017 Council endorsed the Parramatta Central Business District Heritage Interface Study for forwarding to the DP&E as a supporting document for the Parramatta CBD PP. This study was prepared in response to issues raised by the Heritage Council and the DPE.

The site is located within the interface area and subject of this study. In summary, the study identified a number of heritage impacts resulting from the Draft CBD PP as related to the Interface Areas. To ameliorate these impacts, the consultants recommended a series of amendments and concluded that: *"These recommendations if adopted should ensure new growth and developments occur in a manner that protects and manages the city's heritage assets and demonstrate consistency with Section 117 Direction 2.3 Heritage Conservation"*.

The study made a total of 153 recommendations for the interface study areas. A detailed assessment by Council officers of the recommendations and supporting maps was undertaken. Council officers support the majority of the HAA study recommendations with the exception of recommendations that are "outside the study scope", require separate investigative work, or where there is a compelling strategic planning argument. Council's assessment was supported by Council.

The study recommended the retention of the incentive FSR of 6:1 and no height limit for site, consistent with the CBD PP and this Planning Proposal. There are no other recommendations specific to this Planning Proposal.

Traffic and Transport Assessment

A Traffic and Parking Assessment has been prepared by MRCagney, refer to **Appendix 3**. The Traffic and Parking Assessment has reviewed the planning context, analysed public transport availability and servicing, considered the proposed development and assessed its impacts and reviewed the likely parking and access requirements. The following is an extract of the key findings of the report:

- *The following potential mix of residential, commercial and retail areas has been adopted for an overall assessment of traffic impact and parking:*
 - *Residential: 154 apartments with a possible mix of 66 1-bed and 88 2-bed apartments;*
 - *Commercial: 1,026m² GFA total; and*
 - *Retail: 331m² GFA total mix of shops and cafes / food and drink outlets.*
- *It is noted that Parramatta City Council's Parramatta CBD Planning Strategy recommends that the FSR applicable to the subject site (and surround areas) be increased to 6.0:1, as identified in the 470 Church Street North Parramatta Urban Context and Design Report, which has been adopted in generating potential mix of uses for development site.*
- *The subject site is currently well served by public transport services, and is located in proximity to planned proposed public transport services such as Western Sydney Light Rail Network.*
- *The anticipated traffic generation of the identified mix of uses on the site would be in the order of 45-55 peak hour vehicle, equivalent to less than one vehicle movement per minute. Traffic impacts on the surrounding road network from this relatively low generator will be negligible.*
- *A maximum parking supply provision for the potential mix of uses for the development site has been identified based on the rates within the Parramatta LEP – Section 7.3 Car Parking. Bicycle parking provision and end-of-trip cycle facilities have been outlined.*
- *Design considerations in relation to the internal parking arrangements and servicing areas, as well as vehicular access for the development have been outlined.*

Internal referral

In August 2016, Council's Traffic Team provided the following comments:

- Until the findings of the Traffic and Transport Study being conducted by Council as part of the Parramatta CBD Planning Strategy are finalised, the maximum total parking provision on any site subject to a Planning Proposal within the CBD should be the same as if the development for the site was at an FSR of 10:1 and 6:1 in the north part of the CBD including 470 Church Street.
- Traffic modelling is no longer required to be conducted as part of the Traffic Analysis submitted as part of the Planning Proposal given Council is conducting a detailed traffic study that investigates the cumulative impact of traffic generation under the 10:1 FSR growth scenario. Discussion is still required around the parking rate sought for the subject site and the vehicular access points into the site.
- If this Planning Proposal proceeds for a Gateway determination, it should not be determined until the findings and recommendations of the CBD Traffic and Transport Study are finalised. The study will determine whether a greater parking rate within the

CBD is feasible, and if not, may potentially recommend parking rates lower than what is currently permitted under the 10:1 growth scenario.

As detailed in Section 3.2.2 of this report Condition 5 of the Gateway Determination issued required the Planning Proposal be reviewed and amended where necessary, having regard to the mesoscopic modelling undertaken for the Parramatta CBD Planning Proposal prior to being submitted to the Department for finalisation.

CBD Strategic Transport Study and maximum car parking rates

Since this time, the CBD Strategic Transport Study has been prepared in conjunction with Transport for NSW and Roads and Maritime Services. The Study assesses the impacts of the density increases proposed in the CBD PP and how the resulting traffic impacts can be mitigated.

On 10 April 2017 Council resolved to endorse maximum car parking rates as proposed in Parramatta CBD Strategic Transport Study and recommended that these rates be applied to existing site-specific planning proposals and Design Competitions within the Parramatta CBD, pending results of the forthcoming mesoscopic study and Integrated Transport Plan.

This resolution was in part to allow site-specific planning proposals to proceed ahead of the mesoscopic modelling. Council's traffic and transport team have advised that they agree with the approach of applying the recently resolved rates to this Planning Proposal.

In keeping with the resolution aforementioned, Council requested an amended gateway determination to replace condition 5. A Gateway alteration was issued by the Department on the 7 August 2017, that required the Planning Proposal to be amended prior to community consultation to indicate a provision will require a maximum car parking rate in accordance with the CBD Strategic Transport Study.

The Planning Proposal has now been updated to include the site specific clause that will apply the following parking rates to the site:

Residential development

Type of Apartment	Spaces/unit
3-bedroom	1 space/unit
2-bedroom	0.7 spaces/unit
1-bedroom	0.3 spaces/unit
Studio	0.1 spaces/unit

Commercial development (If the FSR > 3.5:1)

$$M = (G * A) / (50 * T)$$

where:

M = maximum number of parking spaces;

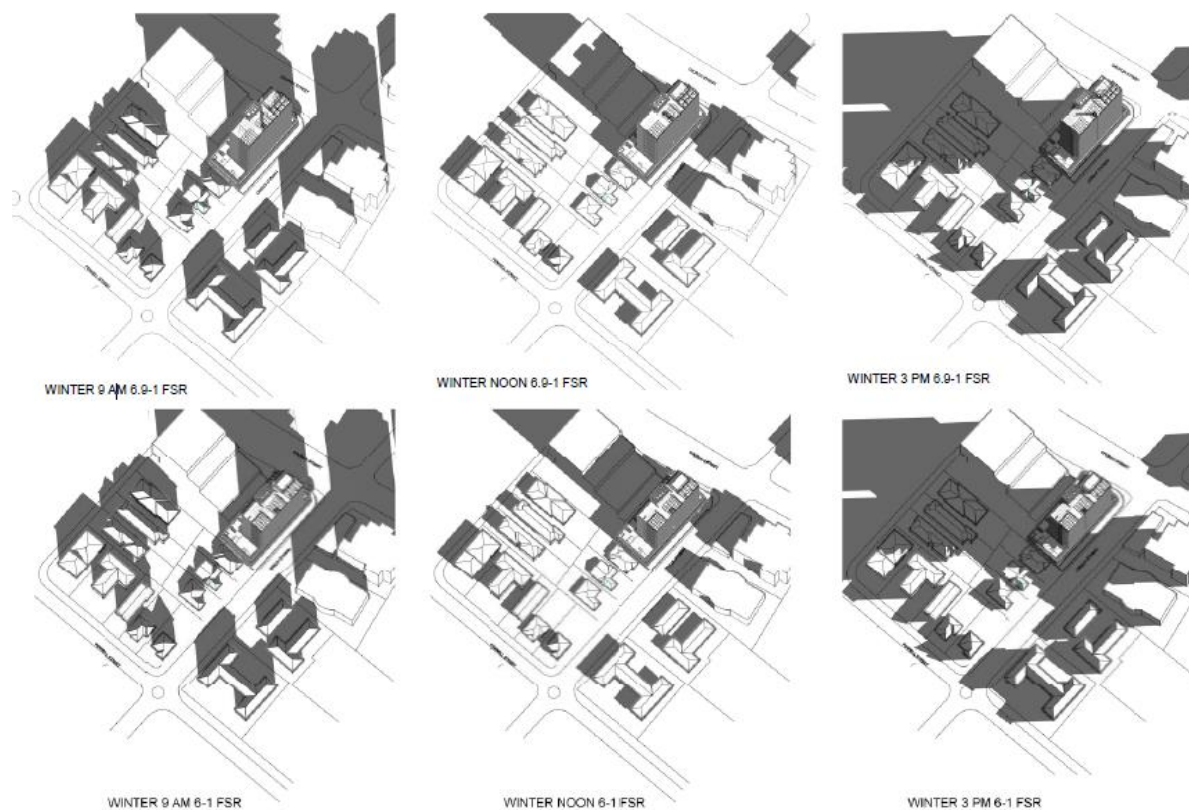
G = GFA of all office/business premises in the building (m²);

A = Site Area (m²);

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

Overshadowing

As per Condition 1 of the Gateway Determination, this Planning Proposal document has been updated to contain shadow diagrams showing Planning Proposal site and existing buildings. Please refer to attached Urban Design Report (refer Appendix 1) for further discussion.



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

There is adequate justification for this Planning Proposal which will facilitate an increase in housing and employment generating floor space.

The commercial components of the development will contribute to the activation of Church Street, the main retail street of Parramatta CBD. The ground floor uses will provide the daily needs for the increased residential population while contributing to a renewed streetscape with vibrant retail uses. The dominant residential use will deliver a range of housing options located in close proximity to public transport, employment and community facilities.

The proposed scale of the building is appropriate given the location of the site on the northern edge of the Parramatta CBD whilst being in close proximity to the Sorrell Street Conservation Area. The scale of the development will ensure the integrity of the conservation area is retained for future generations.

3.4 Section D – State and Commonwealth Interests

3.4.1 Is there adequate public infrastructure for the planning proposal?

The following public transport infrastructure is within proximity of the site:

- 400m of Victoria Road with a number of buses running along the transport corridor,
- Approximately 1,400m from the Parramatta Railway Station/Bus transport interchange and a kilometre from the Charles Street Ferry Terminal,
- 400m from Parramatta River, along which the Parramatta cycleway is located, and
- The future light rail stop associated with Stage 1 is also adjacent to the site along Church Street.

A number of areas of open space are within 500m of the site including Parramatta Park.

Contributions towards additional public infrastructure to cater for the incoming population will be facilitated through the VPA process, s94 contributions and State Infrastructure Contribution (SIC) currently being developed for the GPOP area.

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

Condition 2 of the gateway determination states that the following public agencies

- Department of Education and Communities
- Transport for NSW – Ferries
- Transport for NSW – Sydney Trains
- Roads and Maritime Services
- Department of Infrastructure and Regional Development
- Telstra
- Sydney Water
- Endeavour Energy.

Government agencies are to provide their feedback by 20 February 2018. This section of the Planning Proposal will then be updated.

PART 4 – MAPPING

This section contains the mapping for this Planning Proposal in accordance with the DP&E's guidelines on LEPs and Planning Proposals.

4.1 Existing controls

This section contains map extracts from *PLEP 2011* which illustrate the current controls applying to the site.

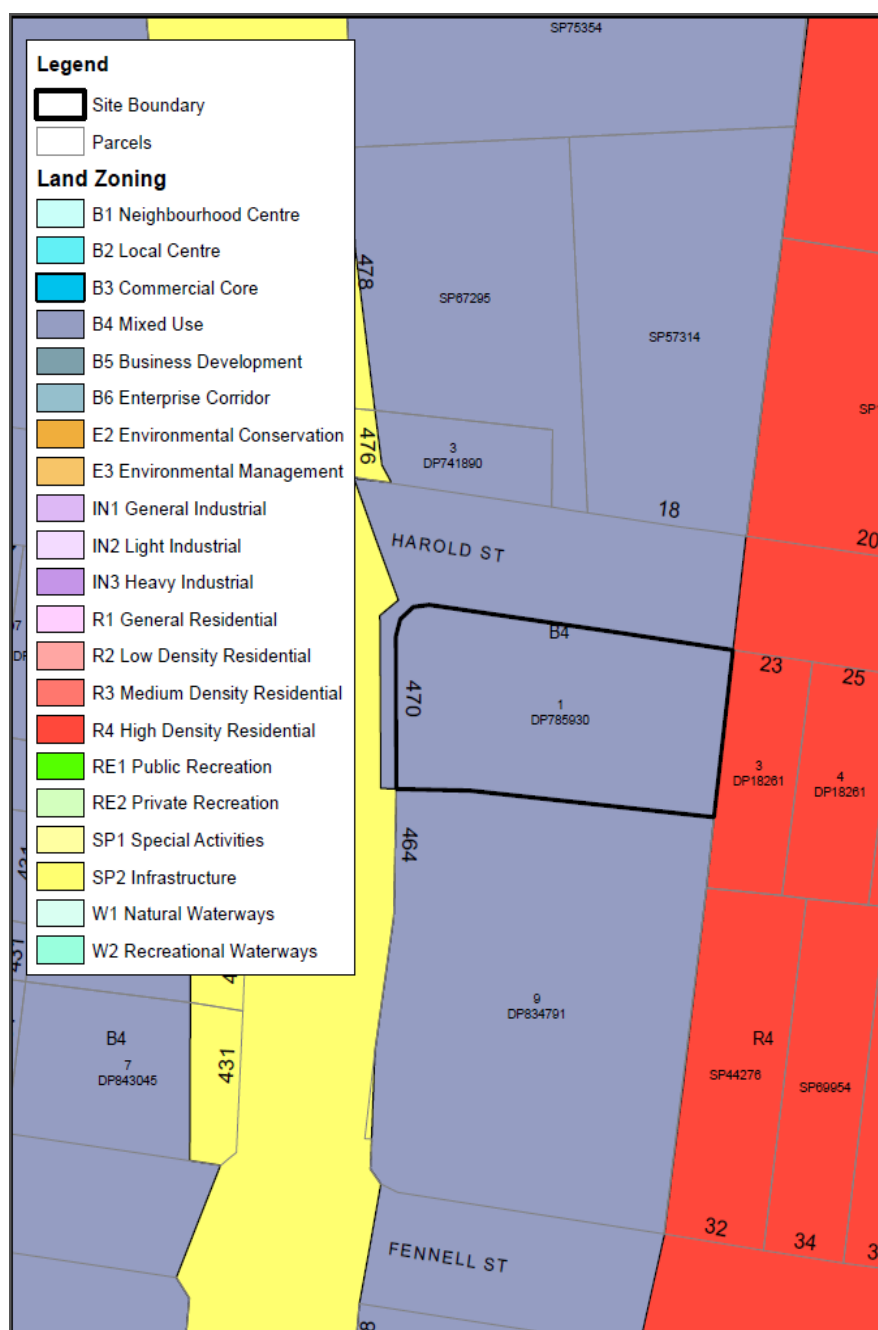


Figure 6 – Existing zoning extracted from the *PLEP 2011* Land Zoning Maps

Figure 6 above illustrates the existing B4 Mixed Use zone over the site.

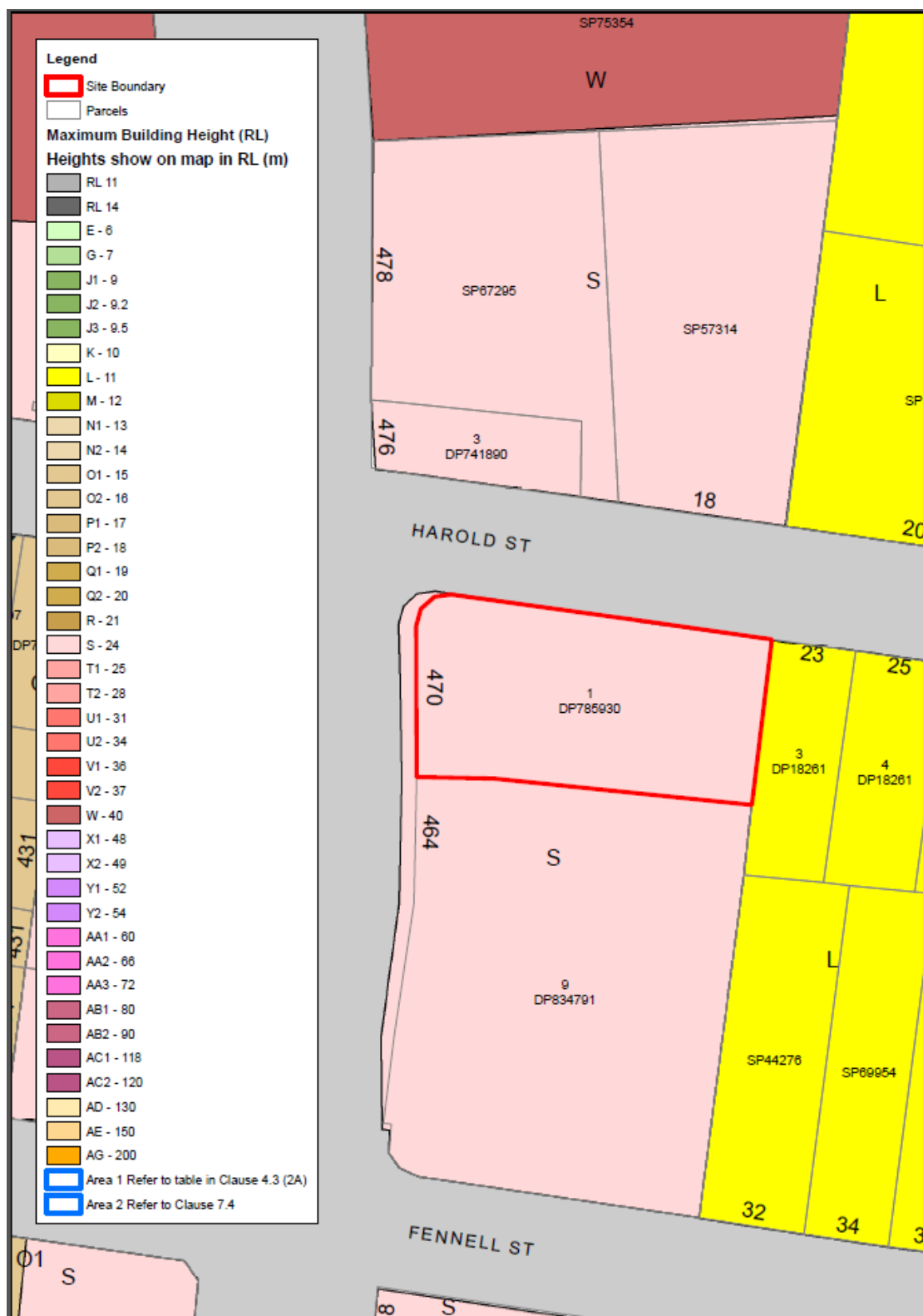


Figure 7 – Existing building heights extracted from the PLEP 2011 Height of Buildings Maps

Figure 7 above illustrates the existing 24 metre height applying to the site.

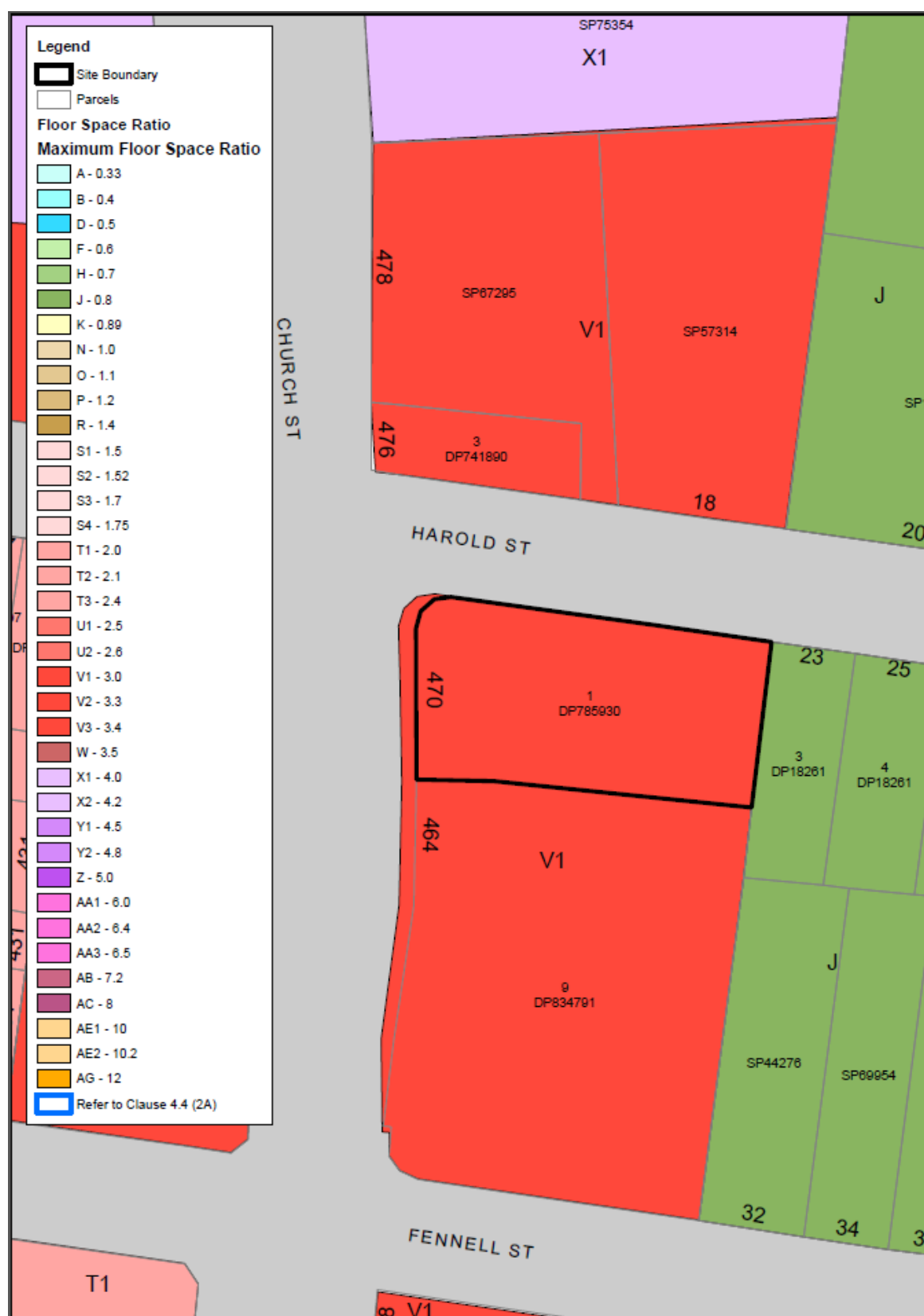


Figure 8 – Existing floor space ratio extracted from the PLEP 2011 Floor Space Ratio Map

Figure 8 above illustrates the existing 3:1 FSR applying to the site.

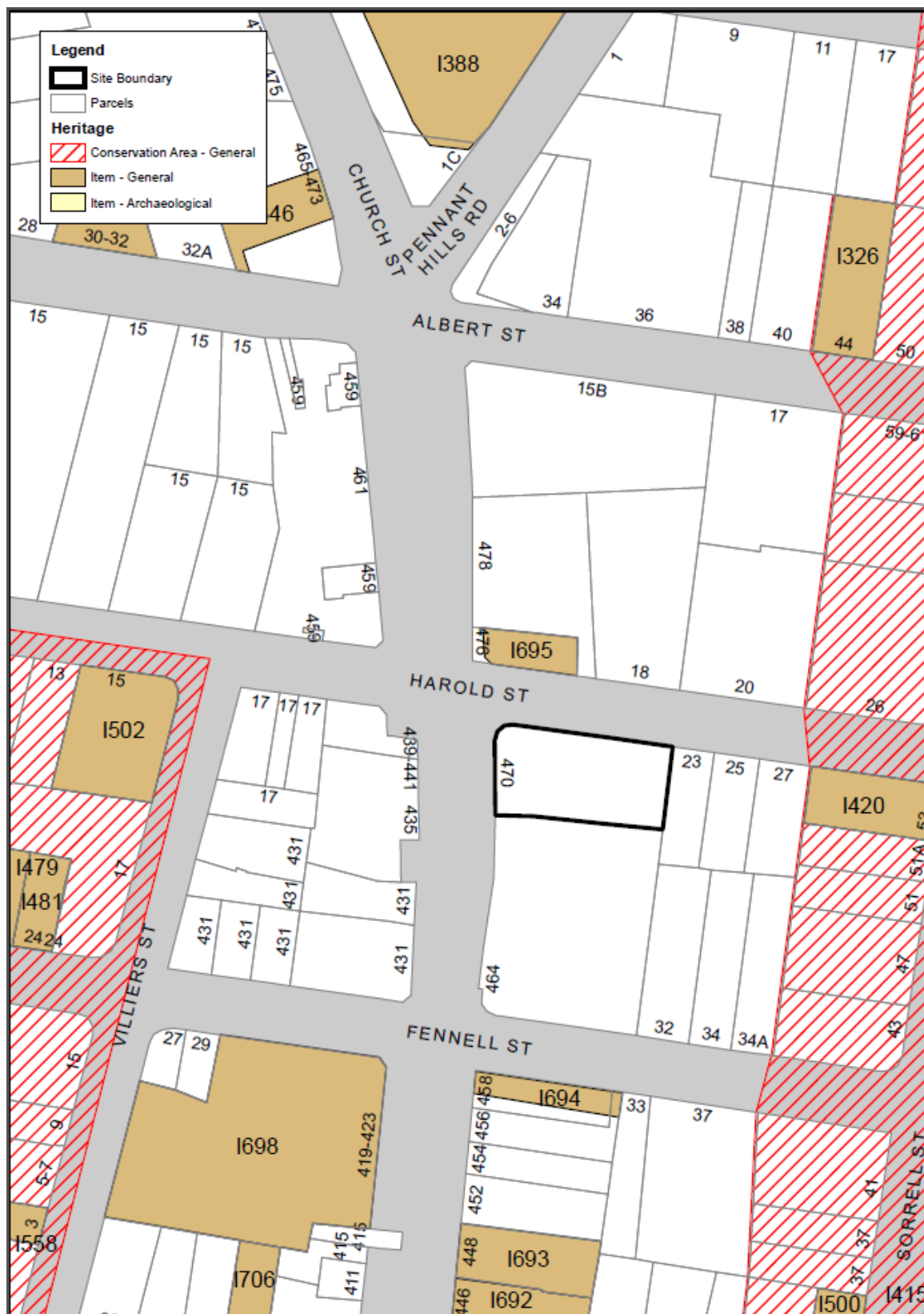


Figure 9 – Existing heritage items extracted from the PLEP 2011 Heritage Maps

Figure 9 above illustrates the heritage sites and conservation area which are in close proximity to the site.

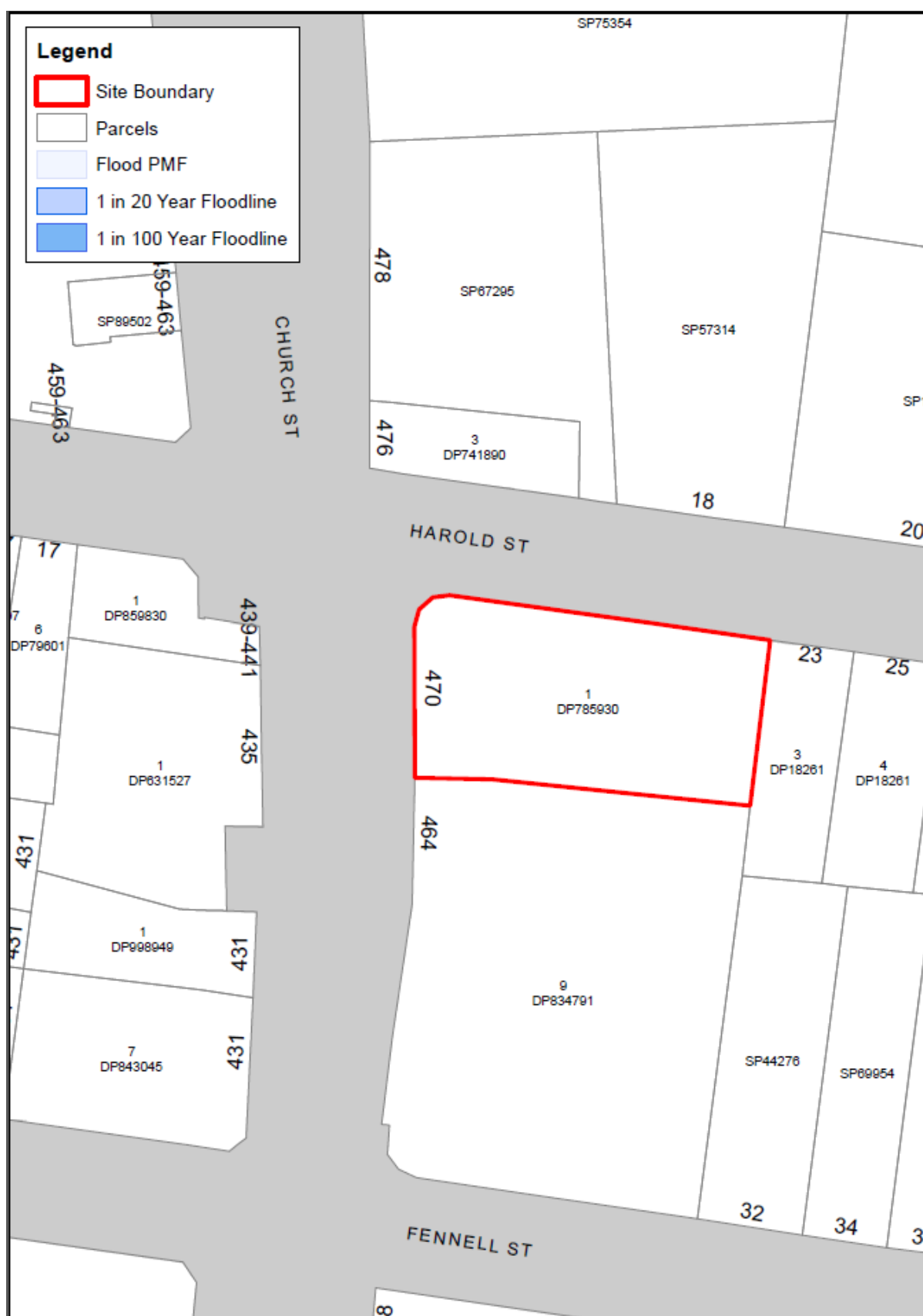


Figure 10 – Existing flooding extant extracted from Council's Flooding Maps

Figure 10 above illustrates the flooding extant in the vicinity of the site.

4.2 Proposed controls

The figures in this section illustrate the proposed controls sought by this Planning Proposal.

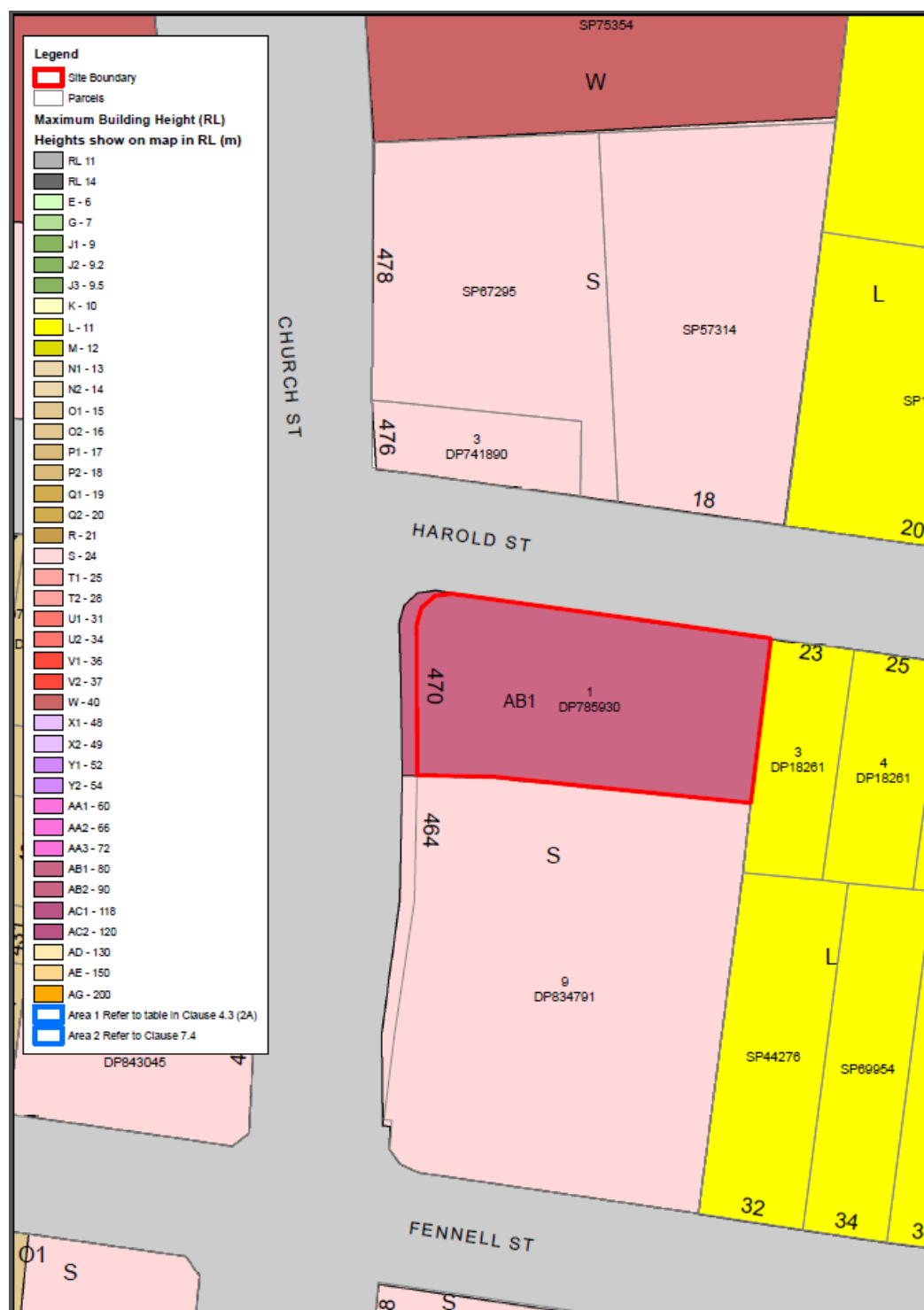


Figure 11 – Proposed amendment to the PLEP 2011 Height of Building Map

Figure 11 above illustrates the proposed maximum building height of 80 metres over the site. The proposed height excludes the additional 15% of GFA (which equates to a total height of 92 metres) as this will be achieved through the forthcoming design excellence clause at development application stage.

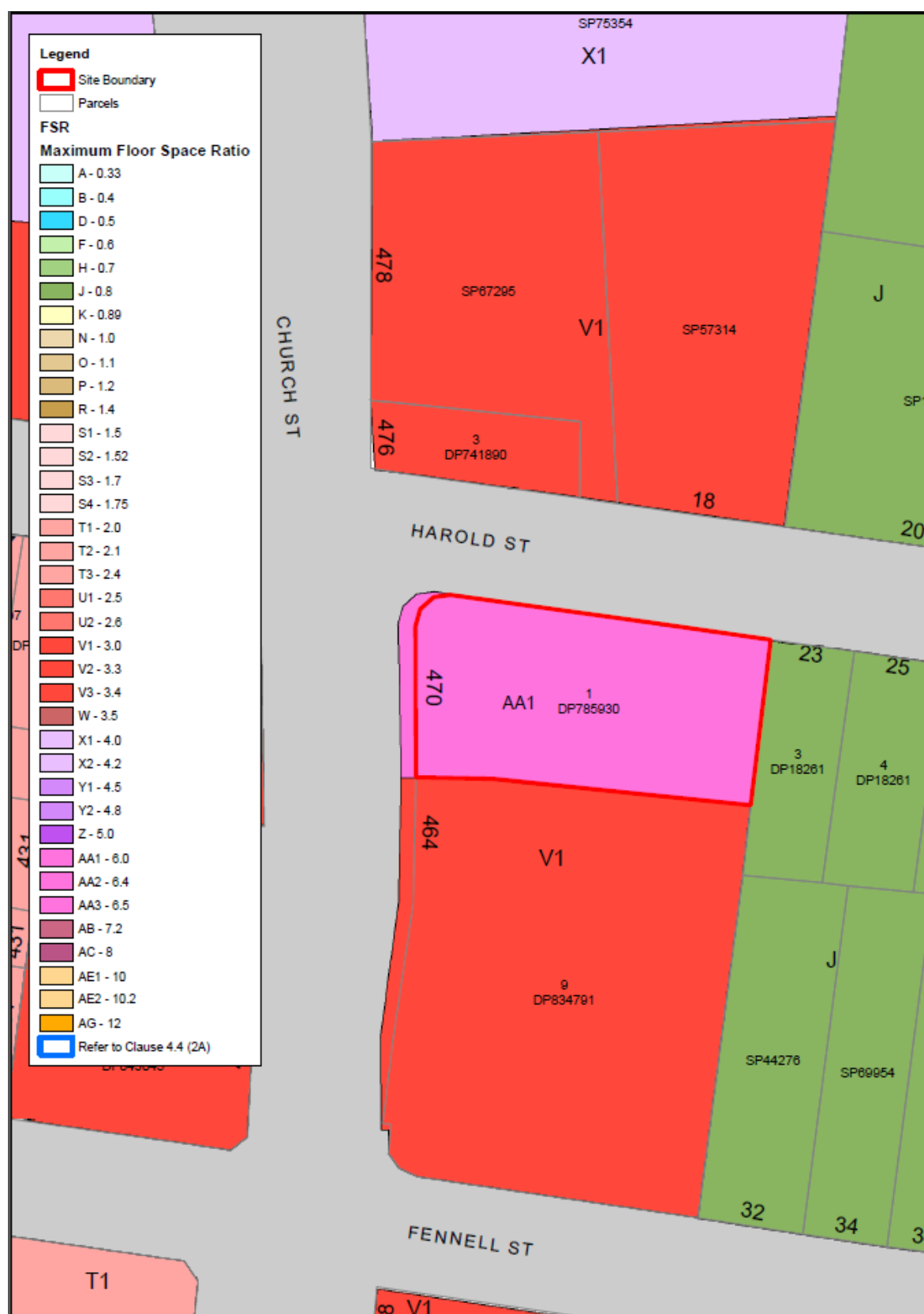


Figure 12 – Proposed amendment to the PLEP 2011 Floor Space Ratio Map

Figure 12 above illustrates the proposed 6:1 FSR over the site. This excludes the additional 15% of GFA (which equates to a total FSR of 6.9:1) as this will be achieved through the forthcoming design excellence clause at the development application stage.

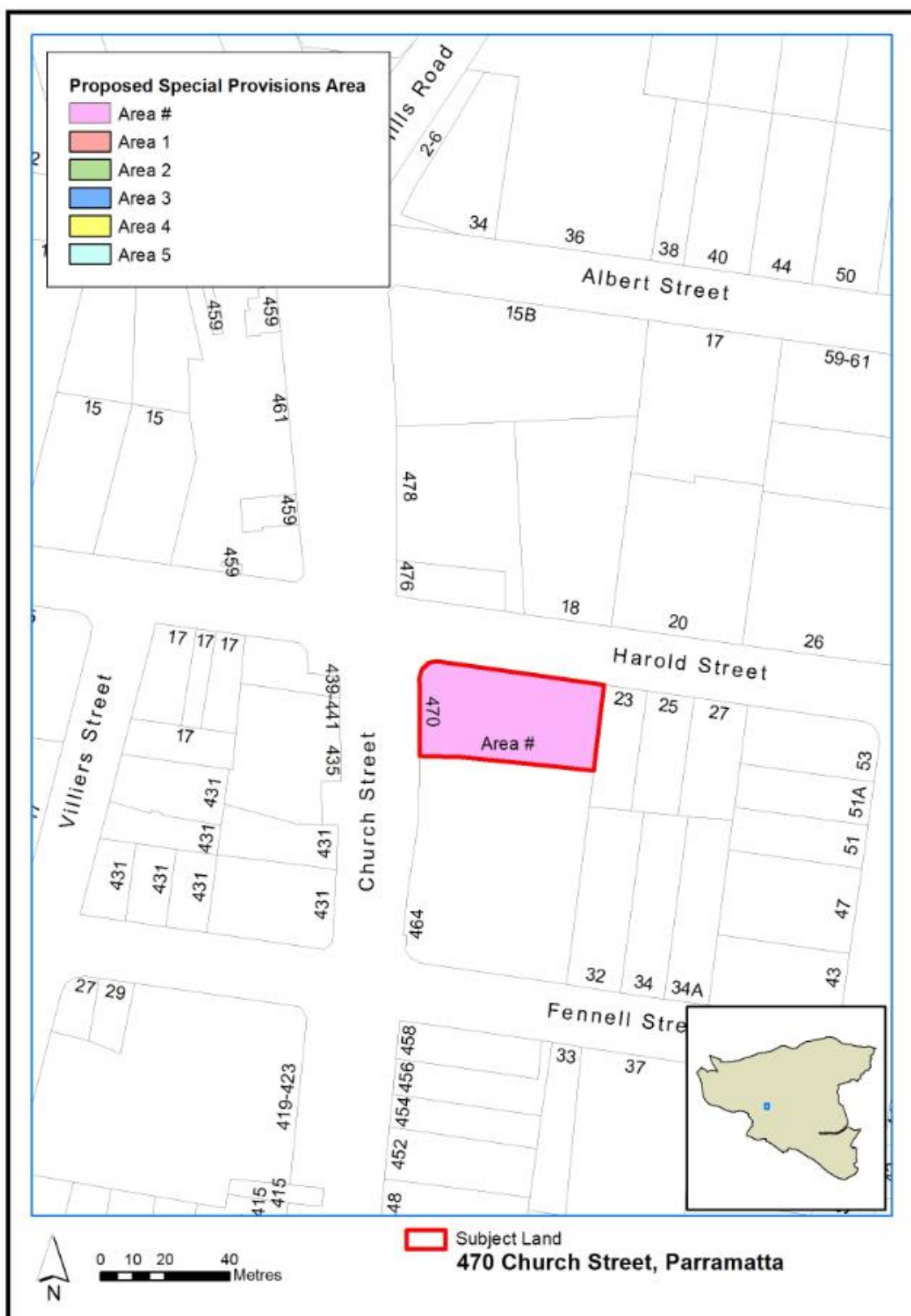


Figure 13 – Proposed amendment to the *PLEP 2011* Special provisions map

Figure 13 above will identify that special provisions apply to the site. These special provisions relate to **the exemption of the site from the FSR sliding scale as per C17.2 of PLEP 2011.**

PART 5 – COMMUNITY CONSULTATION

The Planning Proposal is to be publicly available for community consultation following consultation with public authorities in accordance with Gateway Determination conditions.

As per condition 3 of the Gateway Determination:

- The Planning Proposal must be publicly exhibited for 28 days; and
- The relevant planning proposal must comply with requirements for public exhibition set out in a Section 5.5.2 of *A Guide to preparing local environmental plans* (DP&E, 2016).

Public exhibition is likely to include:

- Newspaper advertisement;
- Display on the Council's web-site; and
- Written notification to adjoining landowners and occupiers.

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

PART 6 – PROJECT TIMELINE

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

The following steps are anticipated:

- Government agency notification (January – February 2018)
- Community consultation (March 2018)
- Consideration of submissions (April 2018)
- Consideration of proposal post exhibition and reporting to Council (May 2018)
- Submission to the Department to finalise the LEP (June 2018)
- Legal drafting of instrument (June – August 2018)
- Notification of instrument (September 2018)

Appendix 1 – Urban Design Report prepared by David Lock Associates

Appendix 2 – Reference Design prepared by Level Architectural Division

Appendix 3 – Traffic and Parking Assessment prepared by MRCagney dated 15 July 2016



Prepared by City of Parramatta

PARRAMATTA WE'RE BUILDING **AUSTRALIA'S NEXT GREAT CITY**