



# PLANNING PROPOSAL

**122 Wigram Street, Harris Park**

**Planning Proposal drafts**

Proponent versions:

No.	Author	Version
1.	Mecone Planning	October 2015

Council versions:

No.	Author	Version
1.	Parramatta City Council	December 2015- Council Meeting recommending Gateway Determination
2.	Parramatta City Council	February - Section 56(1) submission to the DP&E

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## INTRODUCTION

This planning proposal explains the intended effect of, and justification for, the proposed amendment to *Parramatta City Centre 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 guides, 'A Guide to Preparing Local Environment Plans' (April 2013) and 'A Guide to Preparing Planning Proposals' (October 2012).

### Background and context

On 27 November 2014, Council received a planning proposal and supporting documentation from Mecone Pty Ltd affecting land at 122 Wigram Street, Harris Park. The site is shown in Figure 1.

This site has been the subject of two Development Applications prior to the lodgement of a planning proposal. The most recent Development Application DA/251/2014 was approved in June 2015 for the construction of an eight storey (26 metre) residential flat building, consisting of 40 apartments over two levels of basement car parking (totalling 32 car spaces).

The site as shown in figure 1.1 is irregular in shape with an area of approximately 907 square metres. The site is currently vacant, and consists of one allotment - Lot 1 DP623537. It has three street frontages to Wigram Street on the eastern boundary, Parkes Street on the southern boundary and Charles Street on the western boundary. The site's development potential is considered to be largely constrained due to the stormwater channel located to the north of the site, and smaller site size (approx. 900sqm).



Figure 1.1 – Application Site - 122 Wigram Street, Harris Park

Surrounding the site is a:

- Five (5) storey commercial development located to the east on the opposite side of Wigram Street
- Five (5) storey commercial development located to the south on the opposite side of Parkes Street,

- Sixteen (16) storey residential development located to the west on the opposite side of Charles Street.

Under *Parramatta Local Environmental Plan 2011 (PLEP 2011)*, the site:

- Is zoned B4 Mixed Use (refer to Figure 4.1 in Part 4 – Mapping);
- Has a maximum building height of 72 metres (refer to Figure 4.2 in Part 4 – Mapping); and
- Has a maximum floor space ratio (FSR) of 4:1\*(refer to Figure 4.3 in Part 4 – Mapping).

\*Please note that this site is mapped at 6:1 under the PLEP2011 however, clause 7.2 of the PLEP2011 applies to this site as it is less than 1000 square metres.

This planning proposal does not seek to amend the land zoning.

## **PART 1 – OBJECTIVES OR INTENDED OUTCOMES**

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The objective of this planning proposal is to increase the permissible density of land at 122 Wigram Street, Harris Park in accordance with the current B4 Mixed Use zone..

## **PART 2 – EXPLANATION OF PROVISIONS**

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This planning proposal seeks to amend *Parramatta Local Environmental Plan 2011* (PLEP 2011) in relation to the height and floor space ratio controls.

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

1. Insert a new clause in Part 7, consistent with Council's resolution:

**7.12 Development on land at 122 Wigram Street, Harris Park**

- (1) *This clause applies to land marked "Area #" on the Special Provisions Area Map.*
  - (2) *Despite clause 7.2, the consent authority may grant consent to development on land to which this clause applies with a maximum floor space ratio of 10:1 (excluding any design excellence bonus granted pursuant to Clause 7.10).*
2. Amend the maximum building height in the **Height of Buildings Map** (Sheet HOB\_010) from 72 metres to 77 metres. Refer Figure 4.2.1 in Part 4 of this planning proposal.
  3. Amend the maximum FSR in the **Floor Space Ratio Map** (Sheet FSR\_010) from 4:1 to a base FSR of 10:1 with an appropriate value sharing mechanism. Refer Figure 4.2.2 in Part 4 of this planning proposal.
  4. Amend the **Special Provisions Area Map** (Sheet CL1\_010) to include the site to relate it to the above floor space ratio exceptions clause at the first amendment in Point 1, above.

### **Value Sharing/Funding Mechanism**

Council resolved to endorse the Planning Proposal at its Meeting on 14 December 2015 subject to an appropriate infrastructure funding mechanism in accordance with that endorsed under the CBD Strategy. Under the CBD Strategy, it is proposed that sites within the CBD may be developed to a FSR greater than that which is currently permitted under the PLEP 2011, only where the developer enters a VPA with Council towards an appropriate level of community infrastructure/public benefit.

It is acknowledged that the Planning Proposal may be finalised and the changes to the PLEP 2011 for the subject site may be notified prior to the implementation of the CBD Strategy. To ensure that the subject site is treated in the same manner as the broader CBD, it is proposed to enter a VPA with the applicant to provide for an appropriate level of value capture from the increase in FSR. Should the developer fail to enter such a VPA, prior to the notification of the PLEP 2011 amendment, an additional subclause under Clause 7.12 will be included as follows:

(3) The consent authority will only grant consent to development on land to which this clause applies with a maximum floor space ratio of 10:1 where the applicant has entered into a Voluntary Planning Agreement with Council for community infrastructure/community benefit to reflect an acceptable level of value capture.

It is noted that design excellence is still applicable under this value sharing mechanism.

### Design Excellence

The site is located within the area covered by clause 7.10 of *PLEP 2011* which requires development exceeding a height of 55 metres to undergo an architectural design competition. Proposals that demonstrate design excellence under the clause are able to seek variations to development standards (height and FSR) of up to 15%. Under clause 7.10, this site may achieve a height of 88 metres and FSR of 11.5:1 given the applicant engages in a value sharing mechanism.

The design excellence process along with the accompanying DCP controls will ensure an acceptable urban design and public domain outcome.

## 2.1 Other relevant matters

### Voluntary Planning Agreement

A draft Letter of Offer to enter into a voluntary planning proposal (VPA) accompanies the planning proposal. As referenced above in *'Part 2 – Value Sharing/Funding Mechanism'*, this will be assessed separately and a draft VPA will ideally be exhibited in conjunction with the planning proposal.

#### 2.1.1 Planning Proposal on opposite site

Located to the east of the subject site is a planning proposal at 14-20 Parkes Street, Harris Park. This planning proposal seeks a maximum building height of 125 metres (39 storeys including roof features), and a maximum FSR of 10:1 with an appropriate value sharing/funding mechanism as explained in section 2. The applicant also intends to rely on the design excellence clause which can deliver up to an additional 15% to the building height and FSR.

At its meeting on 23 November 2015, Council endorsed the proposal to be forwarded to the DP&E for gateway consideration.

## PART 3 – JUSTIFICATION

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### 3.1 Section A - Need for the planning proposal

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

This planning proposal is not the direct result of any strategic study or report, however relates to the Draft Parramatta CBD Planning Framework.

Council at its meeting of 27 April 2015, resolved to adopt the Parramatta CBD Planning Strategy. This strategy aims to set the vision for growth of the Parramatta CBD as Australia's next great city, establish principles and actions to guide a new planning

framework for the Parramatta CBD, and provide a clear implementation plan for the delivery of the new planning framework for the Parramatta CBD.

Whilst this strategy is still a work in progress, key details of the Strategy as they currently apply to this site include a potential Floor Space Ratio (FSR) of 10:1 throughout the majority of the City Centre, and a building height that responds to appropriate built forms.

The Framework has informed the indicative scheme presented in the Urban Design Analysis included at **Appendix 1**. The Strategy identifies the opportunity for significant growth in the Parramatta City Centre and the planning proposal is consistent with the current recommendations of this study.

### **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 achieving the intended outcome of the development, which is to enable a higher density mixed use residential development on a currently vacant site. The existing height and FSR standards would not permit the form of development envisaged in the planning proposal and would not allow the site to capitalise on its location.

## **3.2 Section B – Relationship to strategic planning framework**

### **3.2.1 Is the planning proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy?**

#### **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'.

In achieving this vision, A Plan for Growing Sydney has identified goals that Sydney will be:

- A competitive **economy** with world-class services and transport
- A city of **housing choice** with homes that meet our needs and lifestyles
- A **great place to live with** communities that are strong, healthy and well connected; and
- A sustainable and resilient city that protects the **natural environment** and has a balanced approach to the use of the land and resources

Increased levels of growth in employment and residential sectors have been predicted, with an additional 664,000 new dwellings required in Sydney over the next 20 year period to accommodate for population growth. As Sydney's dual CBD, Growing greater Parramatta will play a large role in delivering the needs for the growing population. This proposal will contribute to delivering these needs by contributing more diversity in housing choice within a well-connected location.

#### **West Central Subregion Draft Subregional Strategy**

Parramatta local government area is part of the West Central Subregion. *A Plan for Growing Sydney* identifies the following priorities for Parramatta and the West Central Subregion that will be relevant to the site and planning proposal:

### **Greater Parramatta – Sydney's Second CBD**

- Recognise and plan Greater Parramatta as a transformational place;
- Plan Greater Parramatta as Sydney's second CBD and Western Sydney's number one location for employment and health and education services, supported by a vibrant mixture of land uses and cultural activity, with the Parramatta River foreshore as a focus for recreational activities;
- provide capacity for long-term employment growth in Greater Parramatta, particularly in its CBD;
- provide capacity for additional mixed-use development in Parramatta CBD and surrounding precincts including offices and retail in Parramatta CBD, health services in Westmead, an education hub around the new University of Western Sydney Campus, a technology and education precinct in Rydalmere, arts and culture in Parramatta, a sports precinct around Parramatta Stadium and housing in all precincts;
- enhance the role of the Parramatta Transport Interchange as the major bus/rail and future light rail interchange of Western Sydney;

The planning proposal is consistent with these priorities as it will:

- Contribute to achieving dwelling and employment targets for Sydney by enabling a residential development containing up to 145 dwellings, with 80 square metres of commercial space on a site located within the Parramatta City Centre in close proximity to existing transport infrastructure (including Parramatta Railway Station and bus interchange).
- Providing up to 145 residential dwellings in proximity to employment opportunities within Parramatta in addition to community, education and health facilities.
- Activate employment uses on the site and revitalise a currently vacant site within the city centre by enabling a high quality built form outcome that is consistent with the vision for the City Centre.

### **NSW Long Term Transport Master Plan 2012**

The NSW Long Term Transport Master Plan 2012 is an integrated and comprehensive framework aimed at addressing NSW transport challenges over the next 20 years, and indicates support for the Parramatta Light Rail system.

As the site is located 280 metres from the Parramatta transport interchange, this will allow future occupants and workers to take advantage of existing and potential new transport options. Development located near transit is likely to increase the use of public transport, encouraging non-motorised travel and walkability under the plan.

High density development will also increase demand for transport services and in the long term improve their overall viability.

#### **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 it links to the long-term future of Sydney. The plan formalises several transformational ideas for the City and the region associated with the economy, environment, connectivity, people and neighbourhoods, culture and sport and leadership and governance.

The planning proposal is considered to meet the strategies and key objectives identified in the plan in helping to build Parramatta’s vision as a world-class city. The development will provide a high quality, mixed use residential/commercial development supporting the city centre and revitalisation of a vacant site. The development will provide increased housing in proximity to transport nodes and contribute towards dwelling targets within Parramatta, as well as provide employment through the proposed commercial use within the city centre.

**Parramatta CBD Planning Strategy**

On the 27 April 2015, Council resolved to adopt the Parramatta CBD Planning Strategy. This strategy aims to set the vision for growth of the Parramatta CBD as Australia’s next great city, establish principles and actions to guide a new planning framework for the Parramatta CBD, and provide a clear implementation plan for the delivery of the new planning framework for the Parramatta CBD.

Whilst the Parramatta CBD Planning Strategy is yet to be finalised, it has been used as the overarching strategy informing this planning proposal. As a result, the planning proposal is consistent with the strategy’s vision and aligns with the current draft recommended built form controls that have been resolved by Council. This proposal will help to facilitate the vision for growth of the Parramatta CBD by allowing the redevelopment of the site for a mixed use residential and commercial development.

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

The following State Environmental Planning Policies are of relevance to the site.

TABLE 6: RELEVANT STATE ENVIRONMENTAL PLANNING POLICIES			
SEPP	Relevance	Consistency	Comments
SEPP 32 Urban Consolidation (Redevelopment of Urban Land)	The land is zoned for urban development under the current Zone B4 Mixed Use.	Yes	The draft Planning Proposal is consistent with the Policy by facilitating additional floor space on an infill site which is currently underutilised and is readily serviced by utilities, and accessible to transport, recreational and commercial land uses.
SEPP 55 Remediation of land	The policy states that land must not be developed if it is unsuitable for a proposed use because it is contaminated.	Yes	Assessment of the site indicates that contamination was not a constraint on the site and is suitable for residential and commercial uses.

SEPP No. 65 – Design Quality of Residential Flat Development	Raises the design quality of residential apartment development across the state through the application of a series of design principles.	Yes	Detailed testing of SEPP 65 Compliance and Apartment Design Guidelines (ADG) was conducted throughout the assessment of the proposal. Detailed compliance with SEPP 65 will be demonstrated at the DA stage.
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### 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. The directions are listed under the following categories:

- Employment and resources
- Environment and heritage
- Housing, infrastructure and urban development
- Hazard and risk
- Regional planning
- Local plan making
- Metropolitan planning

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

Section	Comment	Consistent
<b>3 Housing, Infrastructure and Urban Development</b>		
3.1 Residential Zones	The planning proposal is consistent with this direction in that it will: <ul style="list-style-type: none"> <li>• Encourage a variety and choice of housing types by facilitating a residential development that will provide 23 storeys and potentially 25 storeys of residential development.</li> <li>• Facilitate an increase in residential densities and housing choice in a location that is close to existing infrastructure including public transport, shops, and employment</li> </ul>	Yes
3.4 Integrating Land Use and Transport	The planning proposal is consistent with this direction in that it will: <ul style="list-style-type: none"> <li>• Provide increased dwellings and housing choice in proximity to transport nodes including cycle ways, walking catchments, Parramatta Railway station and Parramatta bus interchange. This will support the viability of existing transport as well as support future transport options.</li> <li>• As the residential development is located near transit, it will increase the use of public transport and reduce motorised travel for people (both those employed within the city centre and residents).</li> <li>• Increased higher density development near transit will place increased demand on the need for more infrastructures including transport.</li> </ul>	Yes

3.5 Development near licensed aerodromes	This planning proposal is consistent with this direction in that: <ul style="list-style-type: none"> <li>The proposed height of 77 metres and potentially 88 metres is below the 156 metre Bankstown Airport Obstacle Limitation Service for Parramatta CBD.</li> </ul>	Yes
<b>4. Hazard and Risk</b>		
4.1 Acid Sulfate Soils	The site under this planning proposal is affected by Class 4 Acid Sulfate soils. This planning proposal does not seek to amend the acid sulfate provisions under the Parramatta LEP 2011.	Yes
4.3 Flood Prone Land	This site is identified as flood prone under the Parramatta LEP 2011. Supporting flooding advice indicates that the development of the site is consistent with the controls for residential development affected by flooding and is also consistent with the Flood Planning Level for residential development outlined in the Floodplain Development Manual 2005 being the 100 Year ARI (average recurrent interval) flood event.	Yes
<b>7. Metropolitan Planning</b>		
7.1 Implementation of a Plan for Growing Sydney	As detailed above in in section 3.2.1, the planning proposal is consistent with the directions, actions and priorities for Parramatta and the West Central Subregion as set out in <i>A Plan for Growing Sydney</i> .	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.

### 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 supporting studies accompanying this planning proposal indicate that the subject site does not contain any critical habitat, or threatened species, populations or ecological communities, or their habitats will be adversely affected as a result of this proposal.

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

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

- Urban Design and Built Form
- Flooding
- Traffic and Transport

#### Urban Design and Built Form

The Urban Design Analysis in Appendix 1 provides an indicative development scheme for the site to reflect the objectives of the planning proposal.

The proposed built form has been designed to respond to the constraints of the site (i.e. small site size and isolation of the site/storm water easement), the local context, and to

ensure impacts on amenity are minimised, whilst allowing the site to achieve its maximum development potential.

The table below indicates the development potential for the site based on a floor plate of approximately 422 square metres.

Site	FSR		Height of Buildings	
	Base (with an appropriate value sharing/funding mechanism)	With 15% design excellence bonus	Base	With 15% design excellence bonus
122 Wigram Street, Harris Park	10:1	11.5:1	77m (23 Storeys)	88m (25 storeys inclusive of roof features)

The built form includes a podium element expressed as a 4 storey height to create a street frontage condition that remains consistent with the street and Parramatta DCP 2011 controls. As the site is located on main street frontages, the built form is to adopt a curvilinear façade in addressing the street edge.

The design concept indicates an acceptable level of compliance with SEPP 65 Apartment Design Guidelines given the constraints of the site. The concept demonstrates that the development of this site would not unreasonably compromise the potential future development of adjoining sites.

More detailed site planning and built form assessments would take place as part of the design excellence competition and development application (DA).

Figure 3.1 provides an indicative scheme of the proposed built form.



FFigure 3.1 – indicative scheme of potential development

Source – urban design analysi

The site is not a heritage item in its own right, however is located within proximity to three (3) heritage items to the north-east of the site at 113-115 Wigram Street and 23-25 Hassall Street (see figure 3.2), and is in proximity to the Harris Park Heritage Conservation Area. Whilst this proposal has not been required to provide a supporting heritage study, the built form outcome of the proposed development will need to ensure minimal impacts on scale, views and amenity in relation to heritage items, and the Harris Park Heritage Conservation Area.



**Figure 3.2 - Application site in relation to heritage**  
**Source – Parramatta City Council**

**Flooding**

This site is identified as flood prone under the Parramatta LEP 2011. The Flood Planning Levels (FPL) for the site are:

- R.L. 7.75m AHD (Australia Height Datum) as the 100 year flood level
- R.L. 9.95m AHD as the Probable Maximum Flood (PMF) level.

The proposal for the site is for a 23 storey (potentially 25 storey) predominantly residential mixed use building with two levels of basement car parking, ground floor commercial and residential above. Supporting flood advice identifies that the flood planning levels for the basement and commercial levels above the 100 Year ARI, and all residential levels above the PMF level for the site (note: there are currently no controls for commercial development to be above the 100 Year ARI flood event). The proposal has demonstrated activation of the ground floor street frontage, in response raising the ground floor in mitigating flood impacts.

Supporting flooding advice also indicates that the development of the site is consistent with the controls for residential development affected by flooding, specifically the Environmental Planning and Assessment Act 1979 Section 117 Direction 4.3 Flooding (see section 3.2.4), and is also consistent with the Flood Planning Level for residential

development outlined in the Floodplain Development Manual 2005 being the 100 Year ARI (average recurrent interval) flood event.

The building will be required to incorporate certain design features and evacuation measures as part of a future flood evacuation strategy and building management plan, addressed as part of the Design Excellence and Development Application process.

A copy of the flooding assessment can be found in Appendix 2.

### **Traffic and Transport**

A traffic and transport assessment has been prepared by Traffix and can be found at Appendix 3. In summary, the report considers that any future development under the provision of the revised planning controls will not result in substantially adverse traffic impacts.

The proposed car parking is similar to that of the approved DA/251/2014 totalling 2 levels of basement parking with 32 spaces to be accessible via a car lift, and complies with clause 7.3 of Parramatta LEP 2011 as it does not exceed the maximum amount of car parking spaces permissible for this development.

As the site is located in proximity to transit and has limited parking, car ownership will be considerably low. Therefore, it is anticipated that the proposed development will not have adverse impacts on the surrounding local road network, and will increase the use of public transport and reduce motorised travel for people.

### **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 density and the future development of housing.

The future development will provide a total of 145 dwellings and will likely incorporate a mix of apartment types to respond to the diverse population and contribute to housing choice and affordability. In providing increased dwellings and housing choice in proximity to transport nodes this will support the viability of existing transport as well as support future transport options. Based on the assumed development outcomes the proposal also has the potential to generate jobs during the construction phase.

The provision of space for Aboriginal artists as part of the proposed development will contribute to the cultural character of Parramatta and provide low cost space for local artists.

A Voluntary Planning Agreement/contributions framework addressing contribution towards community, recreation and physical services will be developed between the proponent and Council. A formal letter of offer has been provided and Council officers will shortly commence its assessment. It is intended that any VPA be exhibited concurrently with the planning proposal in accordance with Council's VPA policy.

## Section D – State and Commonwealth Interests

### 3.3.4 Is there adequate public infrastructure for the planning proposal?

The subject land is located approximately 280 metres from Parramatta Railway Station/Bus terminal, 550 metres from services such as Parramatta Westfield, and is also in walking distance to educational facilities including Arthur Phillip High school and Parramatta Public school.

Civil and utility infrastructure is suitably accessible to service the subject land and support the proposed development. Redevelopment of the subject site and further development within the area can optimise public infrastructure investment.

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

It is recommended that State and Commonwealth authorities will be consulted in accordance with Section 57 of the *EP&A Act 1979*, following the outcomes of the gateway determination.

## **PART 4 – MAPPING**

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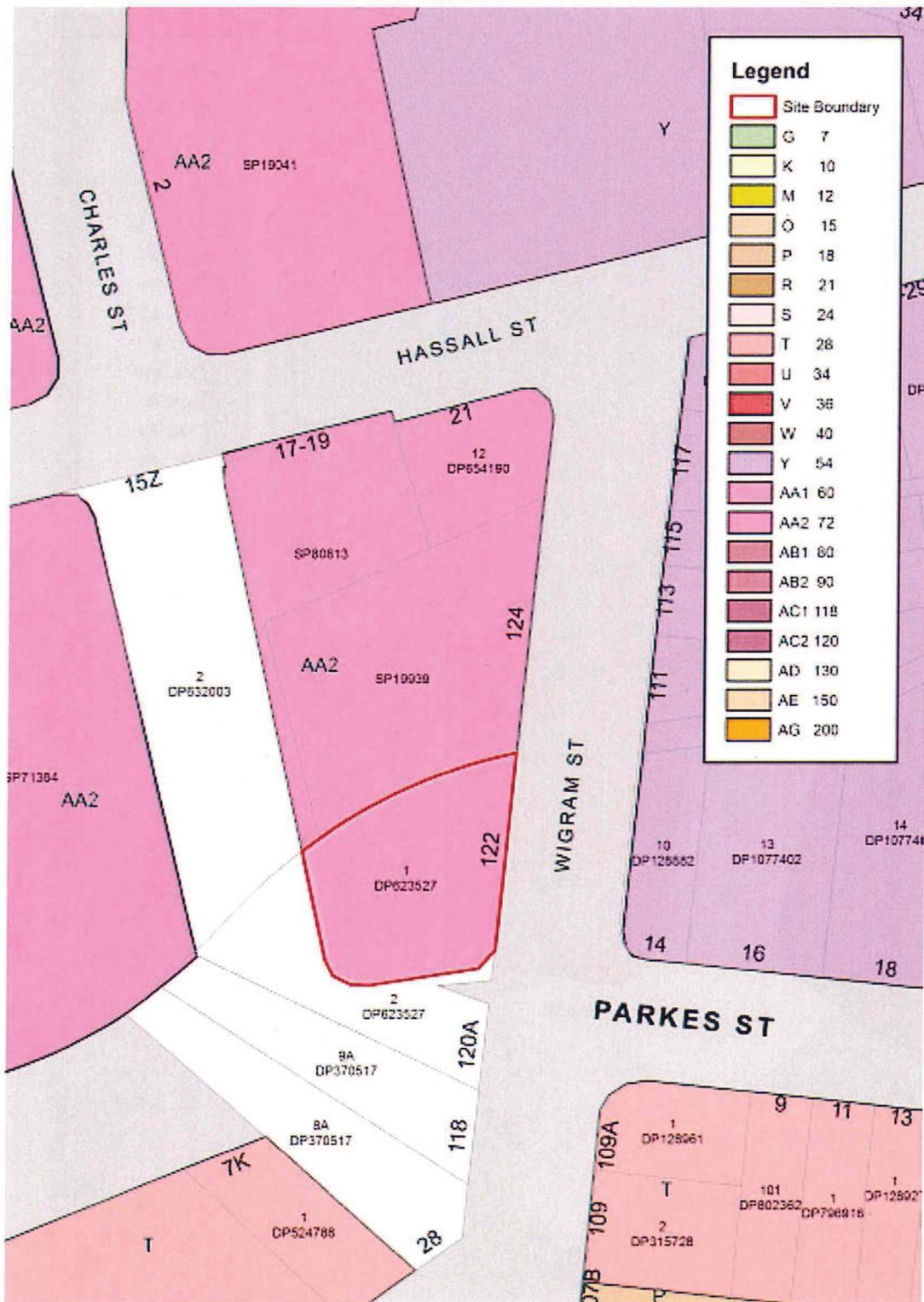
This section contains the mapping for this planning proposal in accordance with the DP&E's guidelines on LEPs and Planning Proposals.

### **4.1 Existing controls**

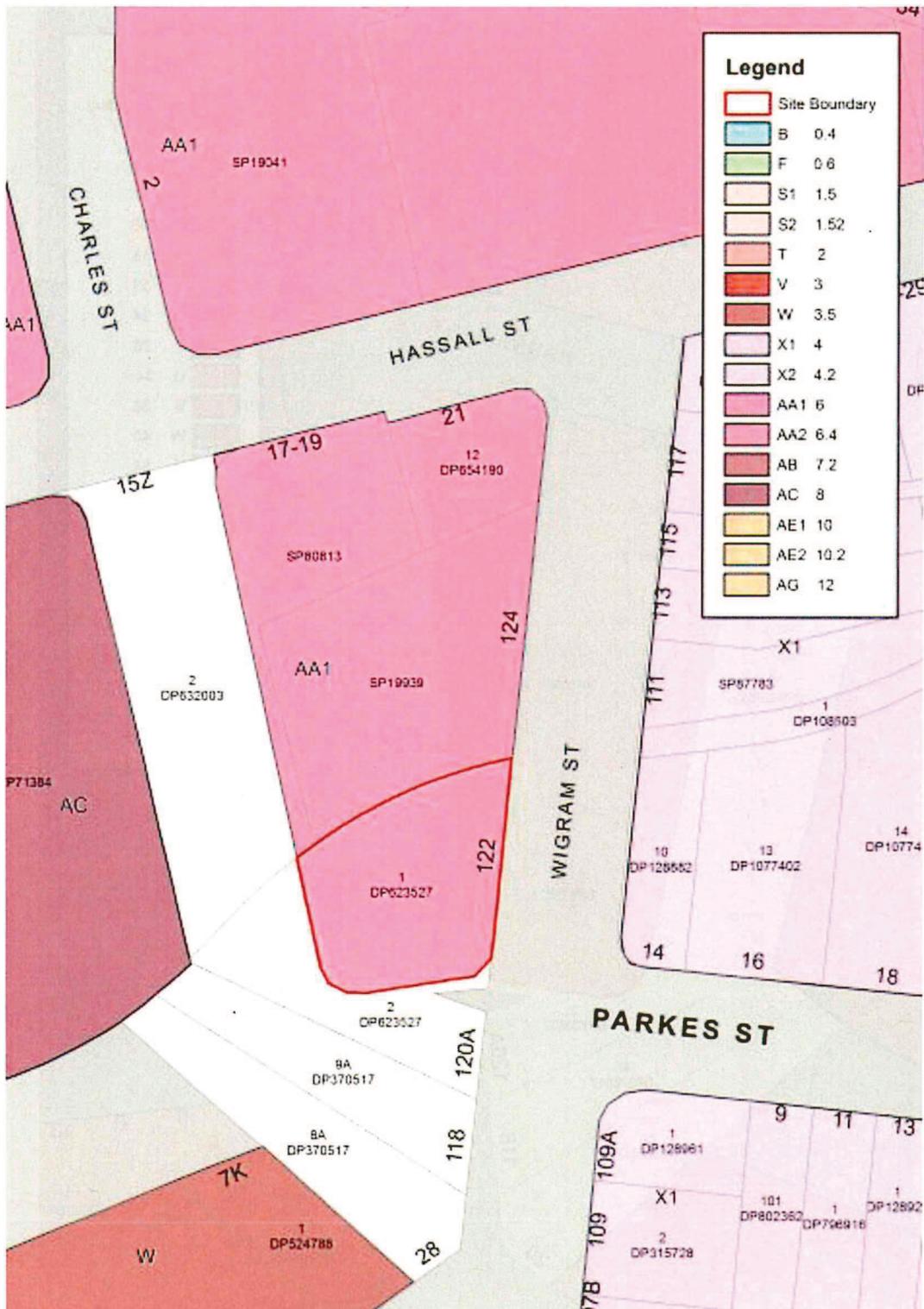
This section contains map extracts from *PLEP 2011* which illustrate the current controls applying to the site.



**Figure 4.2** – existing height of buildings extracted from the *PLEP 2011* Height of Buildings Map



**Figure 4.3** – Existing floor space ratio extracted from the *PLEP 2011* Floor Space Ratio Map



## 4.2 Proposed controls

The figures in this section (Figures 8 and 9) illustrate the proposed building height and floor space ratio controls sought by this planning proposal.

Figure 4.2.1 illustrates proposed maximum building height of 77 metres for the site. The proposed height excludes the 15% achievable under design excellence (which equates to a total height of 88 metres).

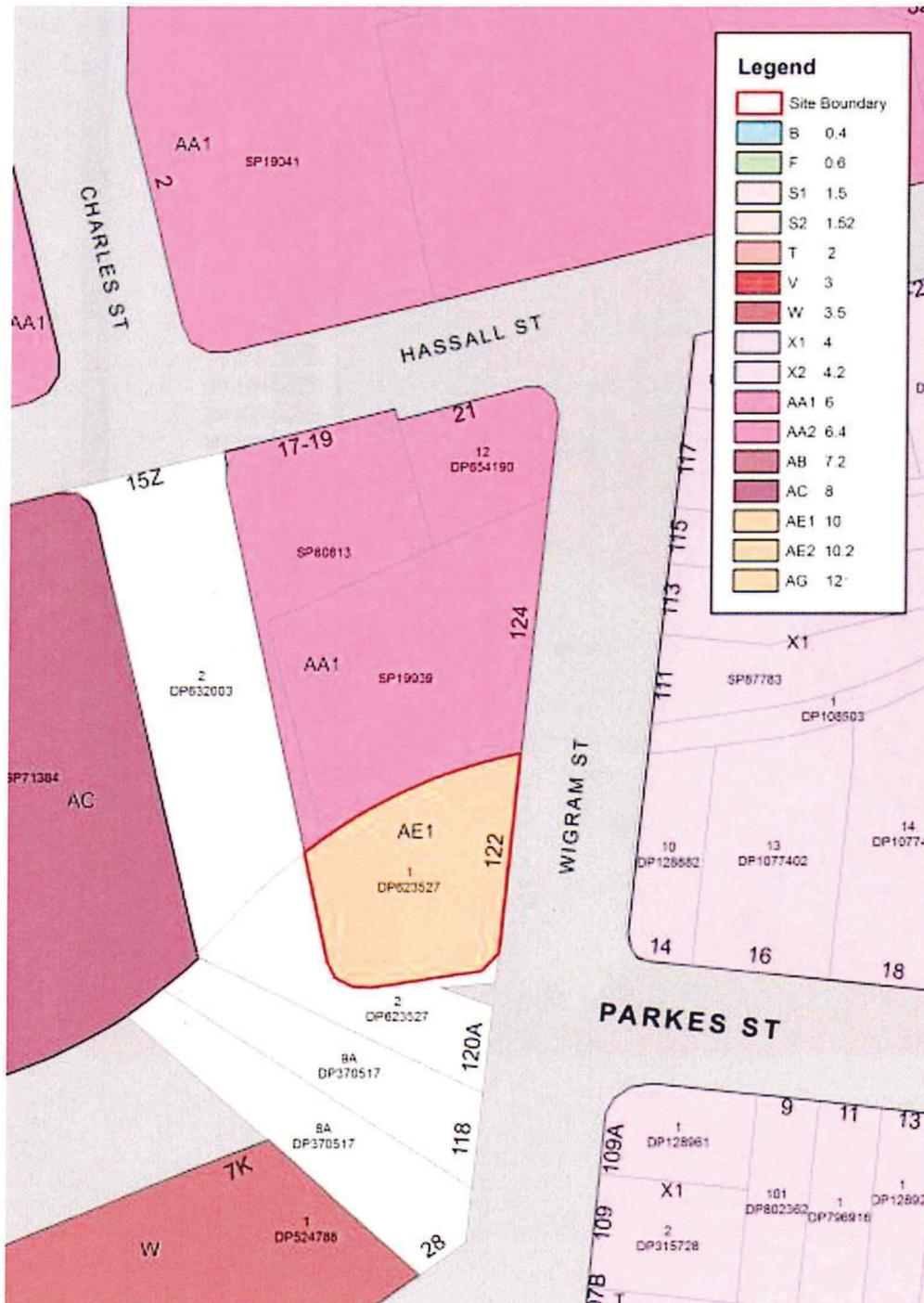
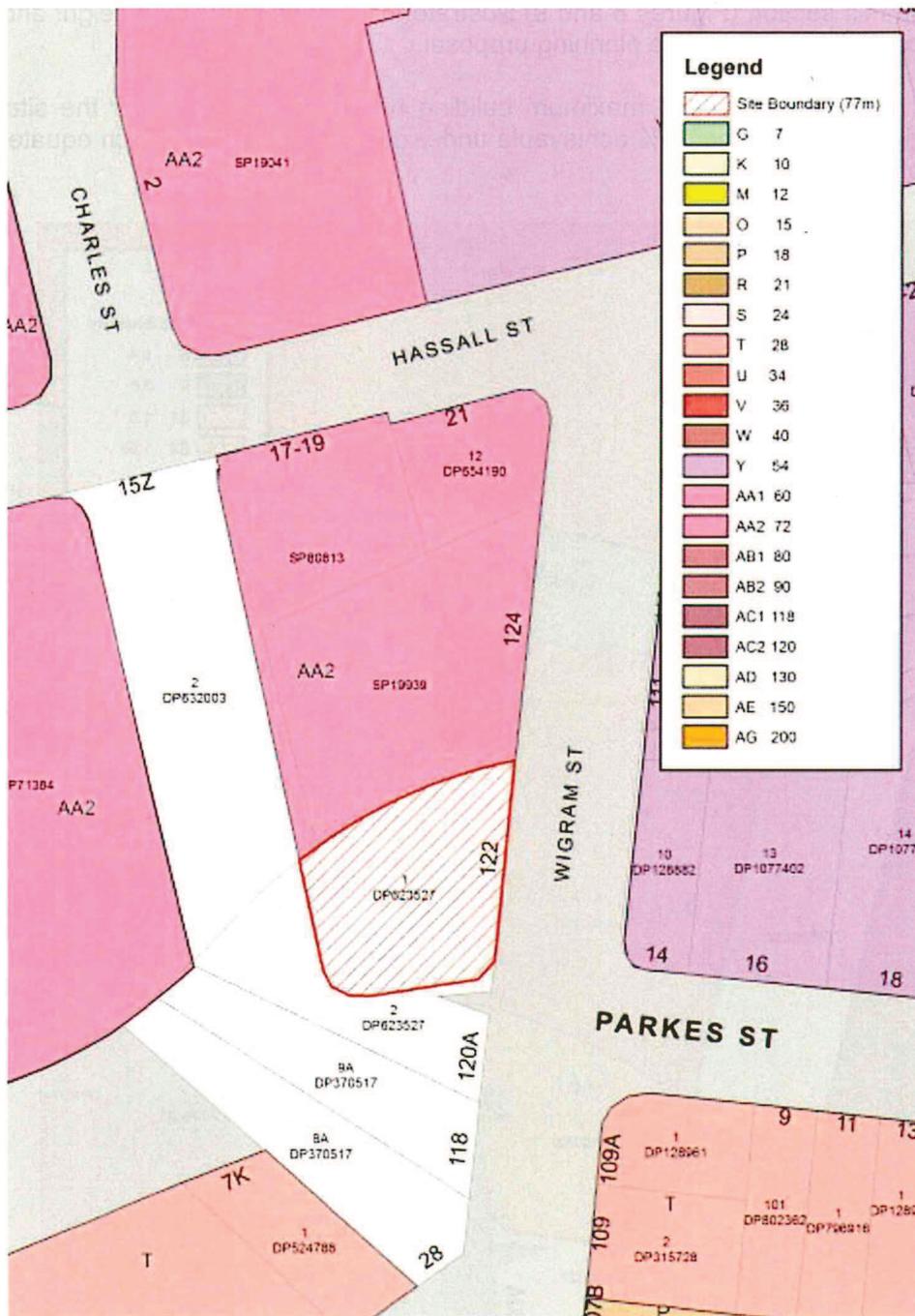


Figure 4.2.2 illustrates the proposed 10:1 FSR for the site. This excludes the 15% achievable under design excellence (which equates to a total FSR of 11.5:1).



## **PART 5 – COMMUNITY CONSULTATION**

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In accordance with Section 57(2) of the *EP&A Act 1979*, the Director-General of Planning must approve the form of the planning proposal, as revised to comply with the gateway determination, before community consultation is undertaken.

Public exhibition is likely to include:

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

The gateway determination will specify the level of public consultation that must be undertaken in relation to the planning proposal including those with government agencies.

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**

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

The following steps are anticipated:

- Referral to Minister for a Gateway determination (February 2016)
- Issue of Gateway determination (April 2016)
- Commencement and completion dates for public exhibition period and government agency notification (May - June 2016)
- Consideration of submissions (July 2016)
- Consideration of proposal post exhibition and reporting to Council (August 2016)
- Submission to the Department to finalise the LEP (October 2016)
- Notification of instrument (December 2016)