

Planning Proposal

In Accordance with Section 3.33 of the Environmental Planning & Assessment Act 1979

90-96 Phillip Street, Parramatta NSW

26 September 2018



PREPARED BY

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Client	Academy Construction & Development Pty Ltd and Build Up Development
Site Address	90-96 Phillip Street, PARRAMATTA - 2150
Document Name	Planning Proposal

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RELIANCE ON CONSULTANT INFORMATION

As part of undertaking this project, Hamptons has relied on the professional advice provided by third party consultants. No responsibility is taken for the accuracy of the information relied upon by these consultants assisting the project. It is assumed that each of the consultants has made their own enquiries in relation to technical matters forming part of their expertise.



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1. INTRODUCTION & PURPOSE OF PLANNING PROPOSAL

Hamptons Property Services (Hamptons) has been retained by Build Up Phillip Pty Ltd and Academy Parramatta Pty Ltd, the owners of the land known as 90-96 Phillip Street, Parramatta (the site) to prepare a Planning Proposal (PP) seeking amendments to certain development controls applying to the site.

Section 3.33 of the Environmental Planning & Assessment Act (EP & A Act) requires a **planning proposal authority to prepare [an] explanation of and justification for a planning proposal**. The purpose of this PP is to provide an explanation and justification for the requested amendments on a site specific basis to facilitate redevelopment.

The Site & Planning Controls

The site is located in the B4 Mixed Use zone pursuant to the Parramatta Local Environmental Plan (2011) (PLEP). The site is 2,192m² in area and has a frontage to Phillip Street of approximately 60 meters.

It is located in the Parramatta City Centre and is subject to the Draft Parramatta CBD Planning Proposal (draft PLEP), which is currently with the Department of Planning for Gateway determination. The amendments sought are intended to align with the intentions of the draft PLEP rather than the PLEP 2011, having regard for what will be the anticipated future planning provisions; however, this will depend upon the finalisation of the draft PLEP as to which instrument is amended.

The development controls under the PLEP 2011, draft PLEP and the proposed controls sought by this PP are set out below.

Table 1: Existing & Proposed Planning Controls

Control/ Development Standard	Existing LEP 2012	Draft LEP	PP
Zoning	B4 Mixed Use & RE1 Public Recreation	B4 Mixed Use & RE1 Public Recreation	B4 Mixed Use & RE1 Public Recreation
Height	80m	Base Height: 80m Incentive Height: Undefined	210m
Floor Space Ratio	6:1	Base FSR: 10:1 Design Excellence: 11.5:1 High Performance Buildings: 12:1 Opportunity Sites: 15:1	14:1
Commercial Floor Space Ratio	N/A	1:1 ¹	6.6:1

¹ As per Clause 7.11 of the Draft Parramatta CBD LEP, where additional floor space is provided more than the minimum 1:1, this will be exempt from the overall maximum floor space, where community infrastructure is provided. This is achieved where the site has a minimum area of 1,800m² and a minimum frontage of 40 metres. As these are achieved, commercial space above 1:1 is exempt from FSR calculation.



The Opportunity

Having regard to the draft LEP for this opportunity site, the land has been consolidated by separate owners to ensure that it can achieve a minimum site area of 1,800m² and a minimum frontage of 40 metres. This consolidation enables the benefits of the planning controls to be achieved, particularly in a prime location on the Parramatta River; the planning proposal represents a first-class opportunity, as intended by the draft planning controls.

Further to this, the Charles Street Square Planning Strategy (CSSPS) seeks to achieve a public domain outcome within the vicinity of this and other sites along the immediate foreshore. To ensure that the principles of the CSSPS are implemented, it is necessary for 94-96 Charles Street to be amalgamated with 90-92. At present, the basement under both of these allotments relies on an accessway along the eastern side of 94-96. If this were eradicated, vehicular access to these lots would be sterilized upon implementation of the public domain works. This would mean that the masterplan for the Charles Street Square could not be implemented. By the landowners coming together will allow for implementation of the Masterplan with the works to be funded through a Planning Agreement. The letter of intent relating to the Planning Agreement accompanies this proposal and is in accordance with section 7.4(a) of the EP & A Act, which states as follows:

*A planning agreement is a voluntary agreement or other arrangement under this Division between a planning authority ... and a person (the **developer**):*

(a) who has sought a change to an environmental planning instrument, or ...,

under which the developer is required to dedicate land free of cost, pay a monetary contribution, or provide any other material public benefit, or any contribution of them, to be used for or applied towards, a public purpose.

Subsection (2) goes on to state that:

A public purpose includes (without limitation) any of the following:

(a) the provision of (or the recoupment of cost of providing) public amenities or public services,

(b) the provision of (or the recoupment of cost of providing) affordable housing,

(c) the provision of (or the recoupment of cost of providing) transport or other infrastructure relating to land,

(d) the funding of recurrent expenditure relating to the provision of public amenities or public services, affordable housing or transport or other infrastructure,

(e) the monitoring of the planning impacts of the development

(f) the conservation or enhancement of the natural environment.

The Applicant is willing to discuss the Letter of Intent during the course of the Council’s consideration of the PP to ensure that sufficient public purpose is achieved in accordance with these requirements.

Preparation of the PP

In accordance with section 3.33 of the EP & A Act, this PP addresses each of the requirements.

Table 2: Section 3.33 of the EP & A Act

Section No.	Section	Chapter in PP
(1)	Before an environmental planning instrument is made under this Division, the planning proposal authority is required to prepare a document that explains the intended effect of the proposed instrument and sets out the justification for making the proposed instrument (the planning proposal).	
(2)	The planning proposal is to include the following:	
	(a) a statement of the objectives or intended outcomes of the proposed instrument	Chapter 3
	(b) an explanation of the provisions that are to be included in the proposed instrument	Chapter 4
	(c) the justification for those objectives, outcomes and provisions and the process for their implementation (including whether the proposed instrument will give effect to the local strategic planning statement of the council of the area and will comply with relevant directions under section 9.1),	Chapter 5
	(d) if maps are to be adopted by the proposed instrument, such as maps for proposed land use zones; heritage areas; flood prone land—a version of the maps containing sufficient detail to indicate the substantive effect of the proposed instrument,	Chapter 6
	(e) details of the community consultation that is to be undertaken before consideration is given to the making of the proposed instrument.	Chapter 7

The PP has been prepared in conjunction with the consultant team as set out at Table 3.

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Table 3: Project Consultant Team

Appendix No.	Discipline	Consultant	Reference in Report
1	Site Survey	Norton Survey Partners	Site Survey
2	Architecture	PTI Architecture & Interiors	UD Report
3	Landscape & Public Domain	Site Image	LPD Report
4	Traffic Impact Assessment	Varga Traffic Planning	TIA
5	Flooding Impact Assessment	SGC	FIA
6	Wind Impact Assessment	Windtech Environmental Consultants	WIA
7	Contamination Assessment	DLA Environmental Services	DLA Report
8	Hospitality Real Estate & Consulting	AHS Advisory Pty Ltd	AHS

The Applicant welcomes the opportunity to work with the Council during their consideration of this PP.

2. THE SITE, ITS CONTEXT

Legal Description & Site Particulars

The site is known as 90-96 Phillip Street, Parramatta and its property description is Lot 2 of DP 706033 and Lot 10 of DP 773452. The site is located to the north of Phillip Street and has direct frontage along the northern perimeter of the site to the Parramatta River. Charles Street is located to the east and Phillip Street to the south.

Figure 1: Site Location - 90-96 Phillip Street, Parramatta



The site has an area of 2,192m².

The width of the northern aspect of the site which fronts the Parramatta River is 69m. The rear of the site, which fronts Phillip Street, and is 52.24m wide. The eastern boundary is 23.23m wide and this is the side of the site where vehicular access is from. The western boundary of the site is 44.69m wide and adjoins a 6-storey commercial building.

Vehicular access into the site is also available at the south-western, also from Phillip Street.

Title Encumbrances

There are no matters on the Title certificate that would hinder the development potential of the site by way of service or drainage easement.

Key Physical Characteristics

There are a number of physical attributes pertaining to the site which influence its future redevelopment. These attributes are set out below.

Flooding

The proximity of the site to the Parramatta River means that the site is located on flood prone land. As a result, where a site is subject to flooding, restrictions of redevelopment are imposed. This limitation is confirmed on the certificate pursuant to section 10.7 of the EP & A Act. Technical investigations have been undertaken and conclude that both allotments are subject to the 100-year mainstream flood level, and 90 Phillip Street is also subject to the 100-year Average Recurrence Level. The impact of this has been considered in the FIA and are based on the Upper Parramatta River Flood Study and the Annual Exceedance Probability (AEP).

Given that the ground floor of the building is used for non-habitable purposes, the main risk is the basement level of the building, including entry thereto. To ensure that the risk is mitigated, the crest level of the driveway will be provided with the recommended flood planning level plus 0.5m freeboard, that being RL 8.800.

Subject to the above, the proposed development will not result in any increased risk to human life, nor increase the potential flood affectation of surrounding properties, as all habitable components of the development are above the permitted freeboard level.

Mine Subsidence

The site is not located in a mine subsidence district.

Bushfire Prone Land

The site is not identified as being bushfire prone.

Acid Sulphate Soils

The site is affected by Class 4 Acid Sulfate Soils, as a result of the location of the site on the Parramatta River Foreshore.

Upon achieving a future development consent, works proposed would result in excavation in excess of 2m below the natural ground surface; therefore, the appropriate management of acid sulfate soils would be

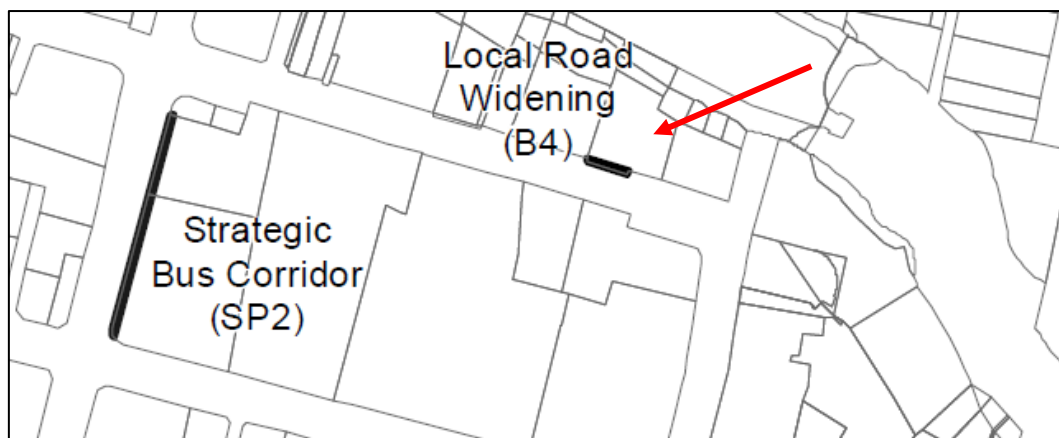


addressed through a management plan during the earthworks period. This has been recommended in the DLA Contamination report.

Road Widening

Part of 90-92 Phillip Street is identified as being reserved for Road Widening Purposes as per the Land Reservation Acquisition Map.

Figure 2: Land Reservation Acquisition Map



This same portion of the site which fronts Phillip Street is identified in the draft *Charles Street Square Strategy* and seeks to assist in providing increased connectivity between the ferry wharf and the Parramatta CBD as a while, including directly connecting bus services.

The reference design set by this DCP takes account of the proposed widening.

Biodiversity

Despite the site's location on the riverfront, there is no outstanding biodiversity value registered with the land.

Existing Improvements

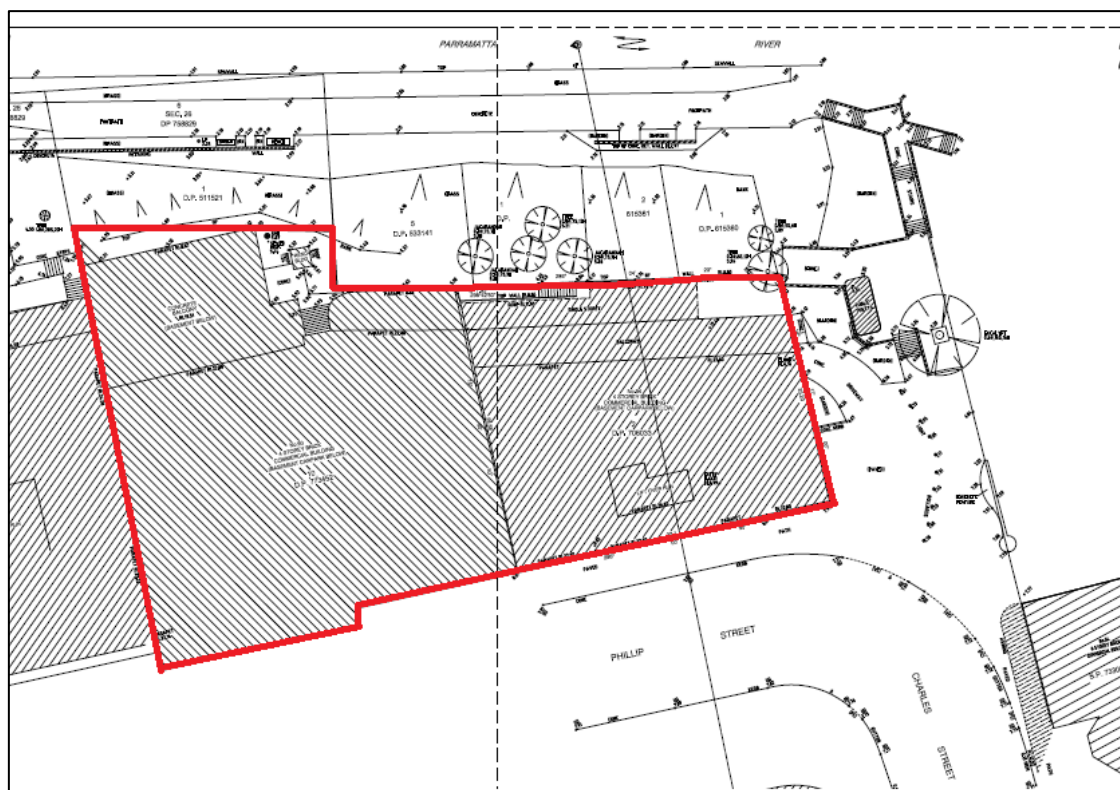
Both 90 and 94 Phillip Street contains four storey commercial buildings, both of which are provided with basement car parking.

Both buildings are currently tenanted.

Pedestrian access is provided along both frontages, being Phillip Street and on the riverfront. Vehicular access is provided from Charles Street, just before the junction with Phillip Street, along the eastern boundary

with the allotments have a setback to the Parramatta River ranging from 14.5m to 20m. The area between falls away from the site and, closest to the river frontage, is provided with a pedestrian walkway; landscaping sits between the site boundary and this walkway (Photograph 1).

Figure 3: Site Survey

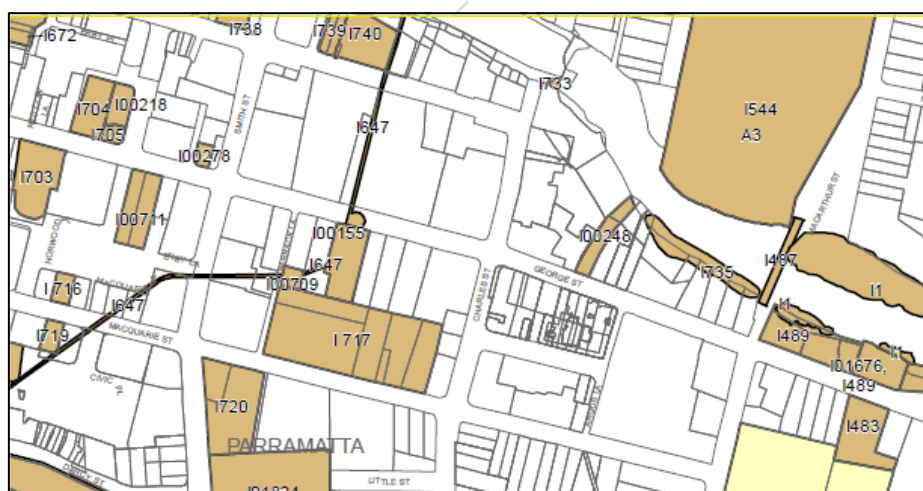


Contamination

The Clause 10.7 Certificate does not identify the site as being contaminated. This is further addressed in Chapter 5.

Heritage

Figure 4: Heritage Items within the vicinity of the subject site



The site is not identified as a heritage item, nor is it located in a Heritage Conservation Area.

There are, however, a number of Heritage Items and Heritage Conservation Areas within the vicinity of the site.

Context

In site is located at the northern-most boundary of the Parramatta CBD, in a location represented by a hybrid of architectural form, scale and design, that is generally dominated by commercial and retail development,

in conjunction with a serviced apartment/hotel offering. The visual representation of development along the river frontage is also diverse, with an increasing proportion of newer buildings beginning to dominate this frontage.

Such examples include the redevelopment of 330 Church Street, known as Altitude (Photograph 4).

Recent approval has been obtained for a 33 storey commercial development located at 130-150 George Street, fronting Charles Street and a four storey mixed use building fronting George Street.

Existing development located at 180-186 George Street provides varying forms from two storeys along George Street to 13 storeys provided along Charles Street. Other recent planning proposals located on part of 180 George Street, amended the LEP to remove a maximum height limit, required Clause 7.6 (Airspace Operations) to apply and an FSR of 11.5:1 (including design excellence).

A development application has subsequently been lodged for part of the site at the above address proposing the construction of two mixed use towers, of 57 and 66 storeys. Construction will include 767 residential units, 216 serviced apartments, 2,329m² of retail floor space, a child care centre, a commercial gymnasium, and 5 basement levels containing space for a total of 640 cars and 188 bicycles; and public domain upgrades including a pedestrian through-site link.

The UD Report provides a 3D city mapping contextual image of existing, proposed and approved developments in the vicinity of the site.

Accessibility

In terms of public transport which services the site, the ferry terminal is located less than 50m away and numerous bus services are located along Phillip, Charles and George Streets, all of which are immediate walking distance. In particular, a bus stop is located immediately in front of the site and is serviced by a free shuttle bus known as 'The Parramatta Shuttle Bus' that provides direct services between the rail, bus and ferry terminal and also provides a connection for tourist, residents and workers to the commercial part of the city.



Photograph 1: Physical form of existing development along the riverfront in the immediate vicinity of the site



Photograph 2: Existing development located along the north and south side of Phillip Street



Photograph 3: Physical form of existing development further east along the riverfront and the Ferry terminal



Photograph 4: Physical form of existing development further west along the riverfront



Design Considerations

Visual & Pedestrian Connectivity

Currently, the existing built form acts as an impediment to the degree of connectivity that is achievable between the foreshore and Phillip Street/Charles Street and then on to George Street. This PP seeks to dramatically change this, to enable the important role of achieving connectivity between the foreshore and George Street.

The draft *Charles Street Square Strategy* identifies this site as playing a pivotal role in revitalising Parramatta Quay. This PP endeavours to create a distinct arrival experience *via* the ferry and will act as a visual identification point between the foreshore area, Charles Street Square and the CBD. This will encourage enhanced connectivity between the north and south portions of the Parramatta River, substantially improving the amenity of the area and further increasing the visual connection and linkages between the CBD and the foreshore area.

Access & the Public Domain/Foreshore

The site, as identified in the draft *Charles Street Square Strategy*, presents certain impediments to improving public access around the site, due to existing vehicular access arrangements and rights of way. The Proponent is, however, willing to forego use of the existing arrangements on the eastern side of the building, for this space to be incorporated into the public domain and therefore without vehicular interference. While an existing constraint, this represents an opportunity to provide enhanced links and direct view lines between existing public transport networks, such as the ferry and bus service and a visual link from the CBD to the River itself. This ensures that the objectives of the draft *Charles Street Square Strategy* may be achieved, subject to support in association with this PP and any subsequent development application approved by the Council.

- The works that will also take place on Council land and as informed by the draft Strategy will result in an accessible landscaped public domain and a higher-level platform of steps which lead from street level to the River front. This will not only provide an enhanced public space which is consistent with the draft Strategy, but this will also provide a distinct evacuation point at a higher-level viewing point in the event of a flood. An evaluation of the draft Strategy and potential improvements to this have been considered in the LPD report and should be considered in the context of the FIA report. The intentions are, however, to continue to provide a walkway to maintain a connection to the wharf to ensure the retention of disabled access,
- provide access to the Charles Street steps in the forecourt and to the Ferry Terminal, and
- provide an attractive seating area and associated landscaping outcomes to enhance a cohesive relationship between private and public spaces along the foreshore.



Wind

In this location, there are three prominent wind locations. The following is contained in the WIA:

The interaction between the wind and the building morphology in the area is considered an important features taken into account including the distances between the surrounding buildings and the proposed building form, their overall heights and bulk, as well as the surrounding landform. Note that only the potentially critical wind effects are discussed in this report. Due to the overall massing of the subject development, the height of the building form and the exposure of the development to the prevailing winds, wind tunnel testing is recommended to be undertaken at a later detailed design stage to verify the wind conditions and enable more detailed feedback and design of the proposal and potential wind mitigation measures. This will provide a quantitative analysis of the wind conditions and determine the requirement for wind mitigation measures, including the size and extent of treatments to ensure suitable conditions are provided for the trafficable areas throughout the development.

While such matters will require detailed consideration as part of a future development application, having regard to the height of the building sought, the reference design has considered the potential constraint of wind effects on future development. This has been considered in terms of the:

- Ground level outdoor area
- Level 4 podium
- Private balconies
- Rooftop outdoor seating

Recommendations in the form of treatments such as the use of height screens, permeable awnings, impermeable balustrades and landscaping are described in the WIA and provided on the relevant plans to ensure acceptable wind conditions are at all key external areas that may otherwise be adversely effected. Therefore, through appropriate design technique, the height of the building and potential adverse amenity conditions can be suitably addressed, as demonstrated on the reference design.

Vehicular Access Arrangements

Given the Proponent's position of removing the existing access point at the eastern end, all vehicular access will be provided from the western end of the site, from Phillip Street. This will be provided *via* a combined entry/exit access point. The location of the vehicular access point for both cars and service vehicles has been strategically placed to limit conflict between car and pedestrian movement.

This matter is further addressed in the TIA.



In terms of servicing the site, as outlined in the accompanying TIA:

Loading / servicing for the future development is expected to be undertaken by a variety of commercial vehicles up to and including 8.8 metres long MRV trucks. A dedicated service area will be provided at the rear of the site configured with a truck turntable to allow these MRV trucks to enter and exit the site whilst travelling in forward gear at all times.

Access for the loading bay and waste collection area would be provided with a separate access point immediately adjacent the car park entry/exit point located on Phillip Street, as depicted on the accompanying plans.

Flooding

As discussed in the accompanying FIA, the levels, notably the crest level of the driveway ramp will provide suitable access, being 0.5m above the 100-year ARI flood level. Furthermore, in the event of a flood, a building emergency evacuation plan will be provided should the application progress to a development application.

Traffic Generation

The TIA addresses the traffic implications as a result of the proposal and states that:

That projected increase in the traffic generation potential of the site as a consequence of the planning proposal will clearly not have any unacceptable traffic implications in terms of road network capacity.

Maximum off street parking numbers have been discussed in the accompanying TIA and typical basement levels are proposed which will provide an automated car parking system to reduce the extent of excavation and achieve the most efficient outcome. Further details regarding parking numbers and rates may be addressed at the DA stage.



3. OBJECTIVES & INTENDED OUTCOMES

The principal objective of this PP is to increase formalise the density and amend the height and floor space ratio controls relating to the land known as 90-96 Phillip Street, Parramatta. This will facilitate a higher density of mixed use development and significantly improve the public domain areas on the northern edge of the Parramatta CBD, adjacent to the Parramatta River Foreshore.

Specifically, the intended outcomes are to:

- allow for an increased population density to ensure an *in-situ* community on the waterfront, that enhances activation during both daytime and night time, in accordance with the *draft Charles Street Strategy* and *draft CBD Planning Proposal*
- create employment opportunities through the inclusion of commercial floor space, including serviced apartments, again to reinforce shared daytime/night time activity
- provide a high-quality design outcome, that will be supported by the design excellence process, on this fundamental riverfront location, which forms part of the key entry to the Parramatta CBD
- provide activity frontages to both building facades to encourage pedestrian activity, particularly along the foreshore
- limit parking opportunities to avoid adverse pressure on the existing road network, while encouraging public transport usage within the vicinity of the site
- limit parking to minimise excavation, which is an important consideration in the context of the site's flood levels
- create a high quality, useable, accessible and activated public open space area that encourages people to access the waterfront and the CBD, while providing a directly accessible linkage between the two.



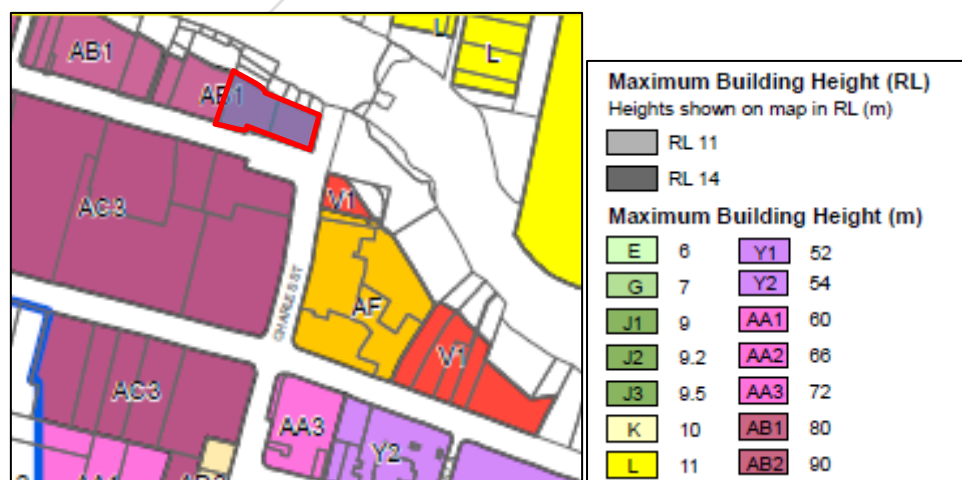
4. EXPLANATION OF PROVISIONS

The PP seeks to amend PLEP 2011 in relation to the height (Clause 4.3) and floor space ratio (Clause 4.4) controls. The purpose of these amendments is to align with the draft LEP controls which are yet to achieve a Gateway Determination. However, the strategic intent of this PP is to ensure that the end outcome is consistent with the controls intended by the draft LEP.

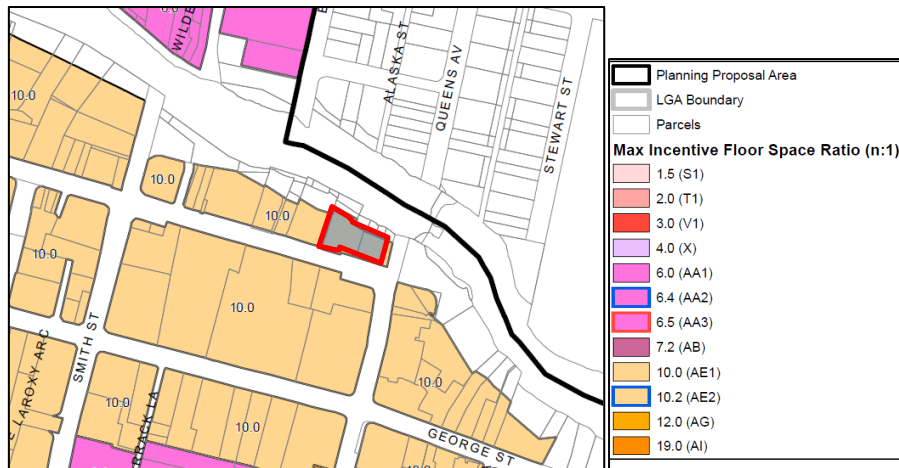
In order to achieve this, the following amendments to PLEP 2011 would need to be made:

1. Insert a new clause in Part 7, generally consistent with the following:
Development at 90-96 Phillip Street, Parramatta, being Lot 2 of DP 706033 and Lot 10 of DP 773452.
 - (1) This clause applies to land marked “Area #” on the Special Provisions Area Map.
 - (2) Despite clauses 4.4 and 7.2, the consent authority may grant consent to development on land to which this clause applies that has a floor space ratio that exceeds the maximum floor space ratio for the land on the Floor Space Ratio Map and a maximum floor space ratio of 15:1 (including any design excellence bonus granted pursuant to Clause 7.10) is permitted.
 - (3) The minimum floor space ratio for any commercial premises floor space of any development on land to which this clause applies is 1:1.
 - (4) Any additional commercial premises floor space provided in excess of the minimum specified in subclause (3) will be exempt from the overall maximum floor space ratio specified in clauses 4.4, and 7.2 (where community infrastructure is included with the development), but only where the site has a minimum area of 1,800 square metres.
 - (5) Despite Clause 4.3, the consent authority may grant consent to the erection of a building that exceeds the height for this site specified on the Height of Building Map and may consent to a building that does not exceed a building height of 210m above natural ground level.

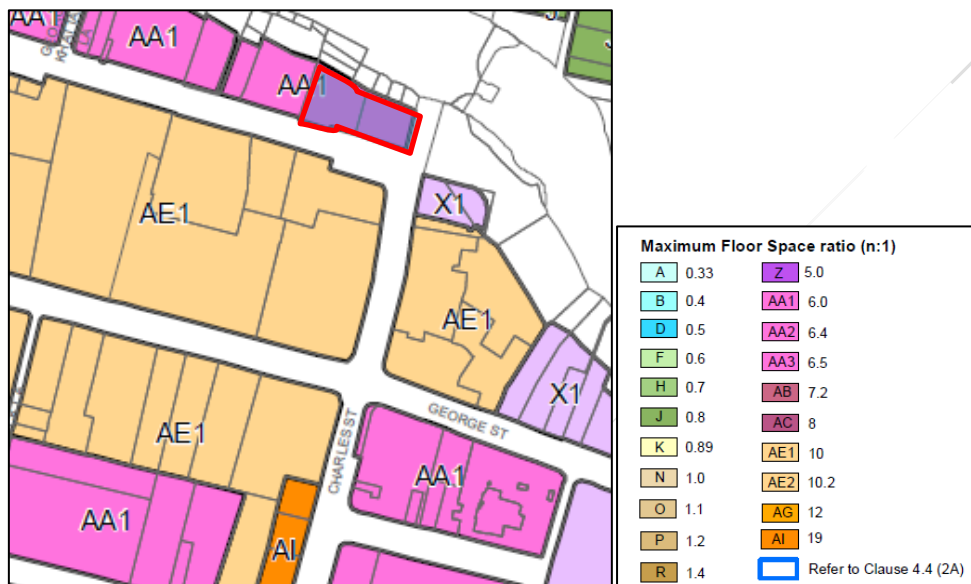
Map Extract 1: Existing Floor Space Ratio - PLEP 2011



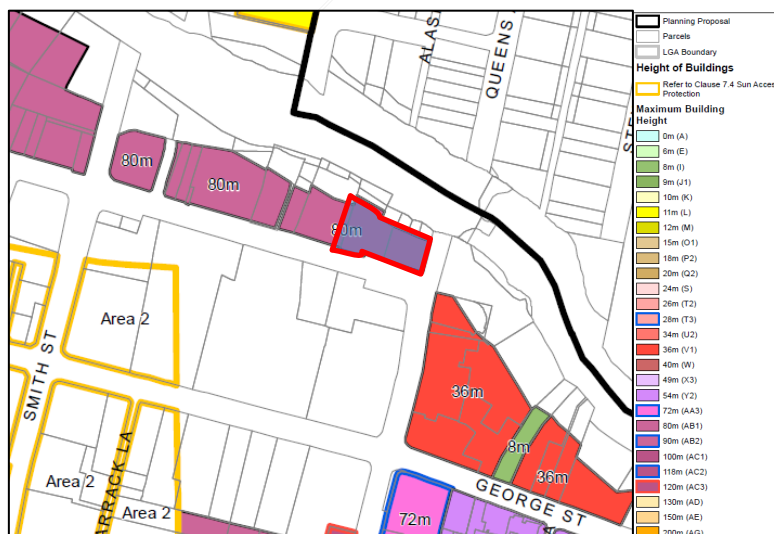
Map Extract 2: Max Incentive Floor Space Ratio (n:1) – Parramatta CBD Planning Proposal



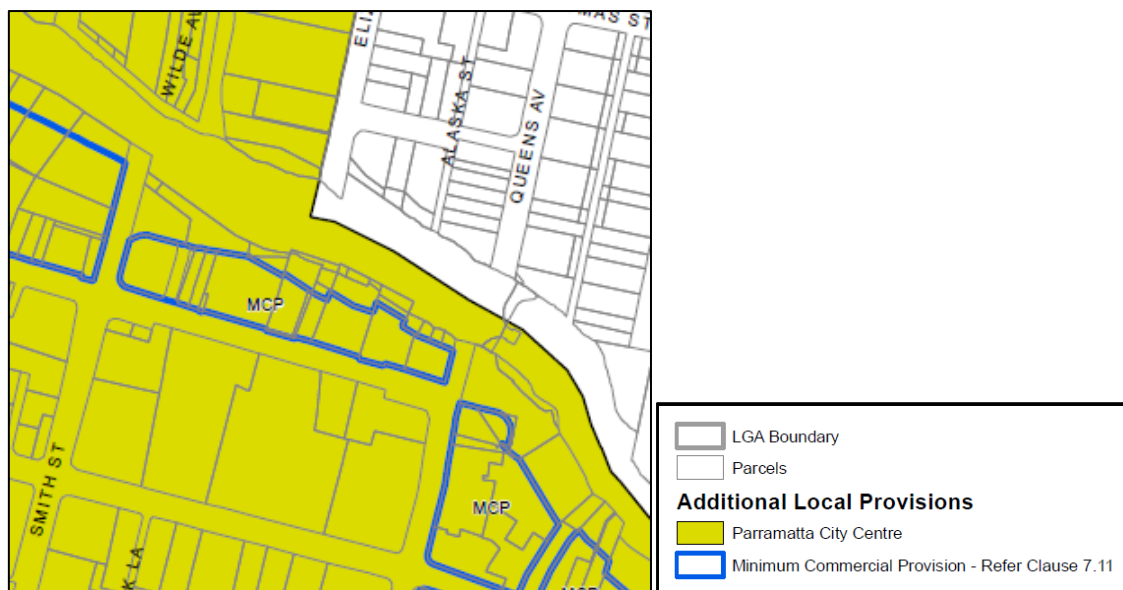
Map Extract 3: Height of Buildings – PLEP 2011



Map Extract 4: Height of Buildings (HOB) - Parramatta CBD Planning Proposal



Map Extract 5: Additional Local Provisions Map- Parramatta CBD Planning Proposal



5. JUSTIFICATION FOR THE OBJECTIVES, INTENDED OUTCOMES AND PROVISIONS

'A guide to preparing planning proposals' provides detailed guidance on the matters that need to be considered when preparing a planning proposal. These matters are addressed below.

Section A – Need for the planning proposal

Is the planning proposal the result of any strategic study or report?

Yes, the Planning Proposal is a direct response to, the draft LEP, the Parramatta City River Strategy and the *draft Charles Street Square Strategy*. In particular, this PP articulates a form of development in this waterfront location having regard to its strategic position at the riverfront entrance to the Parramatta CBD.

These studies also affirm that the subject site has significant strategic and site-specific planning merit. The draft Strategy initiates a revitalisation of Parramatta Quay to provide a highly connected location which promotes and enhances the public domain and supports liveability within the CBD. Further, the draft LEP identifies the site as an "Opportunity site" (draft Clause 7.16), which encourages a greater quantum of floor space, subject to the inclusion of community infrastructure, design excellence and high performance buildings.

In addition, the *Parramatta City River Strategy* identifies part of the site as a "marker building" and the whole site as an "active building edge".

The PP is critical to achieving the intent of the aforementioned strategies and controls, as set out below.

Employment & Housing Targets

The PP will provide a significant increase in employment as a result of the proposed quantum of commercial floor space, including serviced apartments, as well as assisting to achieve desired housing targets for the area generally. This PP achieves the intentions and is generally consistent with the recommendations of the draft strategy and draft PP.

Transport and access

The benefit of a high density, *in situ*, population so close to the significant investment in public transport infrastructure, including the Parramatta Ferry terminal is a key driver for increased population density around transport nodes. In addition to the existing ferry terminal, the frequently serviced bus stop located on Phillip Street and the short walk to Parramatta train station all demonstrate the fundamental role that this site has to play in the broader context of the CBD. The proposal is consistent with the principle of transport oriented development and will enhance sustainability by providing additional residential accommodation, commercial floor space and an enhanced public domain which benefits from its proximate location to transport infrastructure.



The proposed development encourages sustainable transport opportunities, including walking and cycling, by maximising access to, and connectivity with, surrounding areas *via* the more clearly delineated pedestrian walkway and thoroughfare. Vehicular access is proposed from Phillip Street, which will further provide a clear distinction between pedestrian and vehicular access arrangements that are far improved over the existing situation.

Riverfront location

The site is situated within the Parramatta CBD boundary and will be consolidated to support a redevelopment outcome for a high density, mixed-use development in line with the revitalisation of Parramatta Quay. The reference design allows for the implementation of the intentions of the draft LEP and provision of enhanced links between the CBD and ferry terminal, while presenting the significant opportunity to enhance the public domain with a new pedestrian plaza and connection between the retail component of the proposed building and the adjacent public domain area. This PP is in line with the Council's vision for the precinct in this riverfront location.

Public Benefit and Public Domain

The proposal provides the opportunity for a new public activity hub at the River interface, with significantly improved pedestrian connectivity and clear sight lines between the CBD and the ferry wharf. The public spaces will enhance residential amenity of the area and will be a catalyst for the strategic upgrade of this part of the foreshore from a public benefit perspective. The proposal will represent a landmark development on this opportunity site at this prominent location where the Parramatta CBD meets the foreshore.

Opportunity to Align Various Planning Positions

The development integrates with the future vision for surrounding built form, improves amenity and access, encourages design excellence and supports housing supply, commercial activity and lower ground activation of the foreshore and public plaza. The rejuvenation of the site would inject vibrancy into the Parramatta foreshore whilst enhancing the role of the ferry terminal as a preferred mode of transport.

Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

This PP is to enable a higher density mixed-use development on an amalgamated site, greater than 1,800m² in area, that will allow for the objectives of the policies and strategies discussed above to be achieved. The objectives may only be achieved through a PP that amends the height and FSR controls contained in the current LEP 2001, as proposed. Further, the proposed changes align with the future strategic direction that has been established by the draft LEP for the Parramatta CBD and this PP does not derogate from those intentions.

While the draft LEP is on foot, the quantum of time that this has taken without resolution (or even an initial gateway application) means that the only means to progress a project of this nature, is with a planning



proposal. The draft LEP, at the time of writing, is not at a point that is imminent for certain, for the purpose of considering a development application. Despite this, this PP aligns with the planning controls in the draft LEP and therefore achieves the objectives or intended outcomes for the subject site at a broader and anticipated strategic direction.

The consolidation of the site enables the objectives to be achieved in a commercially viable manner and will result in a development that is consistent with Council's overall aspirations for this area as articulated in the draft Charles Street Strategy and the draft LEP.

The draft *Charles Street Square Strategy* and draft LEP define the economic benefits that would derive from mixed-use development on this amalgamated site, therefore enabling an enhanced public domain and improved connectivity, while assisting in the overall revitalisation of the foreshore and providing a diligent contribution to creating a vibrant precinct. Without amending the development standards for FSR and height, these positive outcomes could not be achieved.

Therefore, in absence of this draft LEP being resolved, this PP is the only, and best, means of achieving the objectives of the draft Charles Street Strategy, the draft Parramatta CBD PP and the Parramatta River Strategy in a timely manner.

Section B – Relationship to strategic planning framework

Is the planning proposal consistent with the objectives and actions of the applicable regional, sub-regional or district plan or strategy?

The guidelines provide the assessment criteria in relation to consideration of the strategies that apply to the site. These are as follows:

- *Does the proposal have strategic merit? Is it:*
 - *consistent with the relevant regional plan outside the Greater Sydney Region, the relevant district plan within the Greater Sydney Region, or corridor/precinct plans applying to the site, including any draft regional, district or corridor/precinct plans released for public comment, or*
 - *consistent with a relevant local council strategy that has been endorsed by the Department, or*
 - *responding to a change in circumstances, such as investment in new infrastructure or changing demographic trends that have not been recognised by existing planning controls.*
- *Does the proposal have site-specific merit having regard to the following:*
 - *the natural environment (including known significant environmental values, resources or hazards)*
 - *the existing uses, approved uses and likely future uses of land in the vicinity of the proposal*



- *the services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision.*

In this regard, NSW 2021, *A Metropolis of Three Cities – The Greater Sydney Region Plan (GSRP)* and the *Central City District Plan* are the relevant considerations and are considered below.

NSW 2021

NSW 2021 is the NSW State government's strategic plan for setting priorities for action and guiding resources. The goal of the plan is to rebuild the economy, provide quality services, renovate infrastructure, restore government accountability, and strengthen local environment and communities.

The PP will create new employment and residential accommodation opportunities by providing a mixed-use development in the Parramatta CBD with access to numerous modes of transport, services, facilities and educational establishments. This will contribute to the State's wider goal of achieving housing choice within close proximity to existing transport infrastructure, centres and services. The proposed development will enable unused residential capacity to be realised in an area with more than adequate existing infrastructure and facilities to meet the needs of future residents.

A Metropolis of Three Cities – The Greater Sydney Region Plan (GSRP)

The Greater Sydney Commission (GSC) has prepared the GSRP which sets a 40-year vision, to 2056, and a 20 year plan to manage growth and change for Greater Sydney to inform local council planning outcomes and influence the decision-making of State agencies.

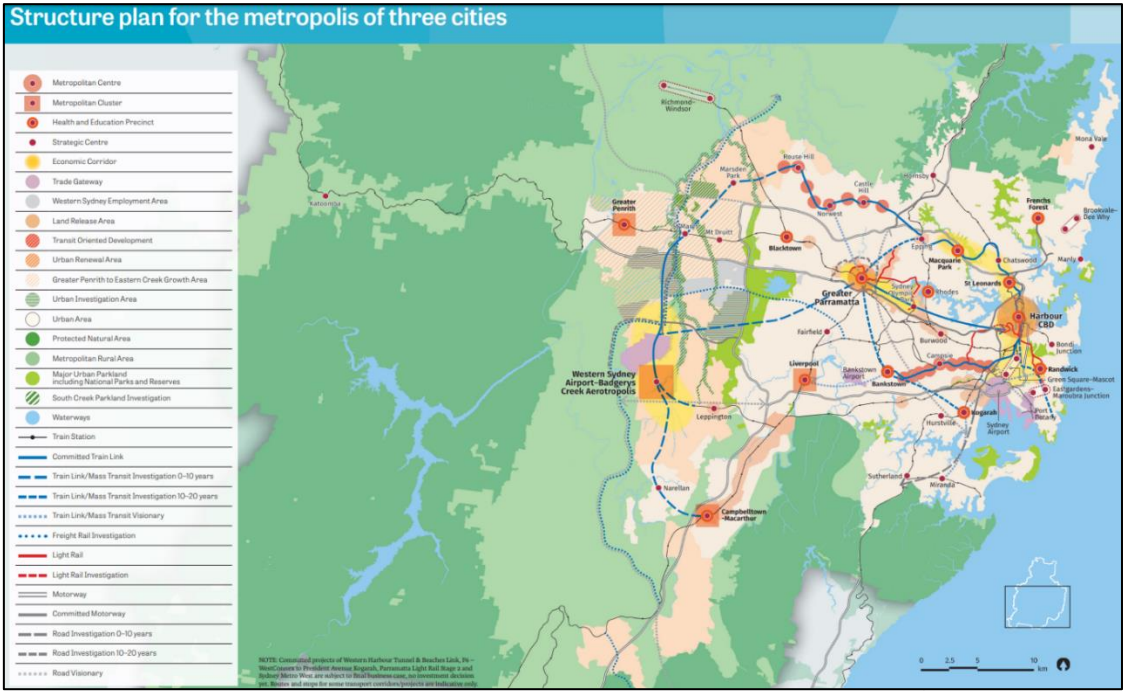
The plan is guided by 10 directions which provide Objectives to establish the goals of the plan. The vision the GSC has stipulated is for three cities, where most residents live within 30 minutes of their jobs, services and education and health facilities. The three cities of this metropolis are:

- the Western Parkland City
- the Central River City
- the Eastern Harbour City.

This is illustrated below (Figure 5).



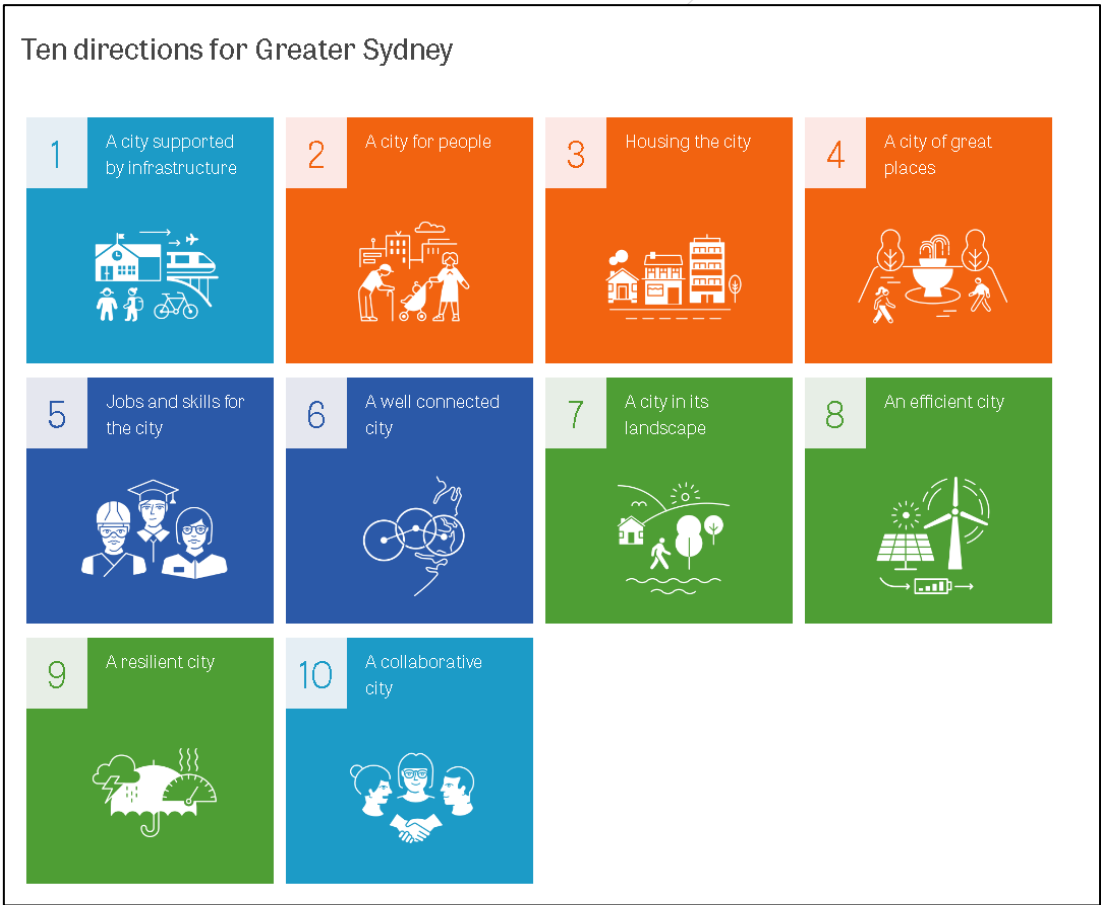
Figure 5: Structure Plan for the Metropolis of Three Cities



Source: Greater Sydney Commission

The ten directions which guide this plan are outlined below in Figure 6.

Figure 6: Directions for a metropolis of three cities



Source: Greater Sydney Commission

The PP supports each of the 10 directions for Greater Sydney as detailed below.

1. A City supported by Infrastructure

The location of the site, in close proximity of existing modes of transport, will ensure that future residents will have access to everything needed to live, work and socialise within walking distance of their home. The location of the site, immediately adjacent the Ferry Terminal, will ensure that infrastructure use is optimised and will result in an increased *in-situ* population. This will assist to increase patronage of the services available and thus lead to likely increases in the frequency of services over time. The location of bus stops and the proposed Parramatta light rail, in addition to the proximity of the site to the Parramatta train station will all deliver integrated land use and transport planning and 30-minute access to the metropolitan centre.

2. A City for People

The existing buildings on the subject site presently consist of dated architectural forms, which do not provide active streets, activate the foreshore, nor provide creative public spaces. This PP will improve the amenity and presentation of the streetscape by providing a high quality built form and a public plaza with enhanced connections thus improving the amenity and streetscape presentation of the foreshore.

3. Housing the City

The proposal is capable of accelerating housing supply and choice in a high demand area of Sydney, as it seeks to provide 320 apartments. A sustained population growth will require a minimum of 36,250 new homes each year. This PP will enable substantial new residential accommodation on a site within the Parramatta CBD area close to employment opportunities and social and recreational facilities, as well as social infrastructure such as schools, medical facilities and government services. The PP essentially responds to meet Sydney's growing needs and provides housing options and affordability for people who wish to live and work in the area, while supporting the economic functions of the commercial core of the CBD with the provision of both commercial offices and serviced apartments within the development.

4. A City of Great Places

The basis of the public domain areas associated with this proposal is to provide a more clearly defined space that separates pedestrian and car activity. This includes the removal of the existing vehicular access *via* Charles Street to enable this to be used as a fully accessible pedestrian plaza and public domain area, while providing an upper level connection between the public domain and Phillip Street. This area will maximise access to open space and encourage people to come together, providing a more creative, healthy and culturally rich and socially connected community.

5. Jobs and Skills for the City

This PP proposes to provide commercial and retail space as part of the development. This will further to drive economic growth and contribute to job targets. The provision of serviced apartments will provide continuous jobs associated with building services and maintenance, in addition to jobs which will be generated during



the construction process for the whole of the building, as well as continuous employment associated with the retail and commercial uses. All these employment factors are more attractive when considering the context, the enhanced connections proposed and the highly accessible location of the site.

6. *A Well Connected City*

As previously outlined under Direction 1, delivering integrated land use and transport planning with 30-minute access to a centre and public transport are the objectives of this direction. The location of the site increases walkability, as a result of its accessible location. Further, the proposed architectural design will provide an attractive environment anticipated for this area, directly responding to Council strategies to revitalise and develop a more accessible and walkable city.

7. *A City in its Landscape*

Valuing green spaces and landscape are a critical delivery element of this PP, given its strategic location on the foreshore.

The provision of a significantly enhanced public domain, and associated landscaping works at the interface with the River foreshore, as shown in the LD report, demonstrate the Proponent's commitment to delivering a first class outcome in association with this development. The design will endeavour to **seduce** people to maximise use of the foreshore area, for both active and passive recreational purposes, thereby encouraging a healthy lifestyle. This will be in conjunction with public spaces designed for interaction, as meeting places for the community to utilise in a highly favourable location that maximises use of the River foreshore. This level of activity will create a favourable experience to entice future residents within the development to experience this attractive and inviting area aligning the riverfront.

The public domain design also contributes to providing a clear connection between the foreshore and the CBD, from both Charles Street and Phillip Street, which will encourage not only residents along the foreshore but the wider community of the city and surrounds. The PP will revitalise the Quay, in a landmark location along the riverfront at the northern, entry perimeter to the Parramatta City Centre, while respecting the area's natural landscape and Riverfront.

8. *An Efficient City*

The site's immediate adjacency to the Ferry terminal and other public transport modes, means that the reliance on car ownership is increasingly less attractive. This contributes to providing less greenhouse gas emissions generated *via* transport related uses.

9. *A Resilient City*

The PP address soil and groundwater contamination and careful design outcomes having regard to flooding constraints. The provision of more green areas in the existing public domain will contribute to providing a greener and cooler city, from a temperature perspective. The choice of materials and light-coloured paving will be considered to ensure the urban heat island effect is mitigated.



10. A Collaborative City

The design of the proposal is a direct response to the *draft* Charles Street Strategy, providing increased housing and affordability. It will also establish a quality public domain area, in an accessible location, that provides an activated building along the Riverfront. These outcomes are essential to realising the development potential of this Riverfront location. The outcomes that are achieved from this proposal require a collaborative approach between government and key stakeholders to deliver improved planning outcomes.

This PP seeks to achieve this vision by enabling additional height and density, appropriate for the site, to provide a high quality mixed-use development in close proximity to existing infrastructure, numerous modes of public transport and comprehensive existing social infrastructure and services, all of which will support the liveability and economic stability of the immediate and surrounding area. The residents of the proposed development will have access to everything needed to live, work and socialise within walking distance of their home.

The site also presents a profound opportunity to provide jobs and skills to the city under the ten principles. The Applicant will continue to provide commercial space whilst also providing retail, residential and serviced apartments to cater for the transient tourist market in an excellent location. The development will benefit from sweeping views of the Parramatta River and surrounds in a highly accessible location of CBD. Whilst the commercial and retail component will provide employment and services to the area, the location of tourist accommodation will also continue to be an employment generator due to the required building services.

Under the ten principles, it is intended that the proposal will also be in line with providing a *City of Great Places* as the development will offer more than just homes and employment; it will also contribute to providing a transition between the River and the City, a highly connected area and a defined destination as opposed to a confusing wharf battling between private and public space.

District Plan – Central River City

The site is located within the Central River City District and, as evidenced by Figure 7 below, Parramatta (including the subject site) is nominated as:

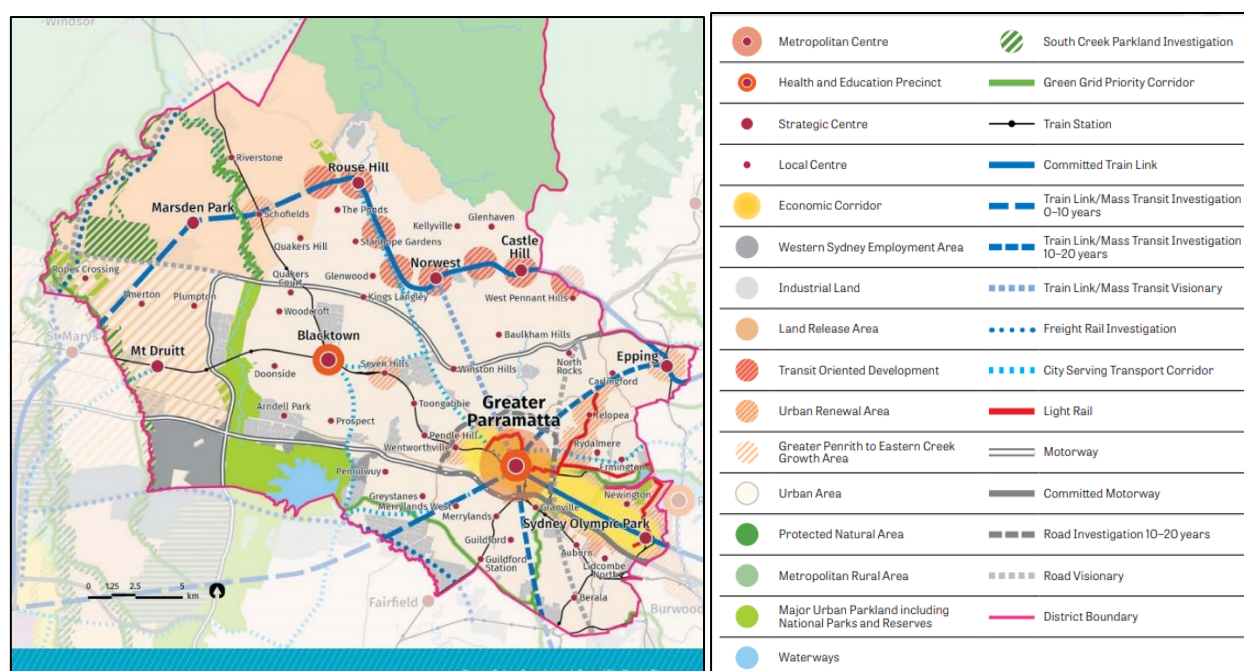
- the Metropolitan Centre,
- economic corridor,
- being serviced by light rail,
- city serving transport corridor and committed train link, and
- future train links (0-10 & 10-20 years)

A Metropolis of Three Cities identifies that:



At the heart of Greater Sydney, the Central River City will provide a greater choice of housing, major entertainment and cultural facilities and green spaces, within enriched waterways and restored landscapes.

Figure 7: Central City District Structure Plan



Greater Sydney's three cities reach across five districts being Western City District, Central City District, Eastern City District, North District and South District. The Central City District is the central and major component of the Central River City. Greater Parramatta is the core of the Central River City and Central City District (Figure 8).

The Central City District is the fundamental component of the Central River City. The Central City District Plan contains key planning priorities and indicators that are relevant to this PP which recognises the importance of the 20 year plan to assist in managing growth relating to economic, social and environmental matters to achieve the Greater Sydney 40 year vision. This district level plan is referenced to act as *the bridge between regional and local planning* which will inform the assessment of planning proposals.

Planning Priority C7, *A well connected City*, specifically addresses *Growing a stronger and more competitive Greater Parramatta* and the reinforcing the role of Parramatta CBD. The District Plan identifies that *Parramatta CBD is already the fifth largest office market in Greater Sydney and that Parramatta's position as the Metropolitan Centre of the Central River City*, provision of new jobs and A-grade office space, which is currently at capacity according to the District Plan, are all vital to ensure the City's role for continued economic growth.

Figure 8: The Central River City Plan



Source: Greater Sydney Commission

As discussed in the District plan, the Parramatta CBD PP is to be amended to increase density controls to allow for the creation of long term employment which will be supported by residential accommodation.

The proposed development directly supports this requirement by providing an additional 14,333m² (6.54:1) of non-residential space in the form of commercial, retail and serviced apartments. An additional 30,756m² (14:1) of residential space will also be provided as part of the development to meet the ever-increasing housing needs of the City.

The proposed redevelopment will also be consistent with the Parramatta City River Strategy, which seeks to revitalise the River frontage to provide a functional place for exercise and leisure pursuits. The Parramatta City River Strategy is a document prepared for Parramatta Council which focuses on the river being the central component to northern perimeter of the Parramatta CBD.

Enhanced connectivity is proposed between the ferry wharf and the existing bus services which have dictated the location of the building footprint of the proposed reference design. This ensures that there will be clearly defined private and public spaces, thus encouraging greater use of water-based transport, thus both revitalising and utilising the aspect of the site that forms the river frontage. The proposal will contribute to shaping a coherent, activated and accessible shared private and public space.

The relationship between infrastructure, businesses and people is vital to the functionality and balanced growth of an area. In particular, the revitalisation of this area through an enhanced and defined public domain adjacent to the Charles Street Square will rightfully enhance local opportunities, inclusion and connection to services through the site and across the River and further utilise the existing natural amenity for existing and proposed development sites, consistent with the visions of local site specific studies at a Local Government Planning level.

Parramatta City River Strategy

The District Plan recognises that the Parramatta City River Strategy places Parramatta River at the heart of the CBD's redevelopment. This defines part of the site as being a "marker building" and the whole site as an active building edge. This Strategy provides plans to inform and guide the anticipated built form and to improve the River address. The Strategy also provides plans to inform the proposed pedestrian plaza and a landscape plan which this PP has duly considered, to enable vibrancy, while creating an inviting space along the foreshore which is currently underutilised.

The proposed development will further support this important status as it will provide an increase in the number of residents and workers being able to utilise the public domain *via* landscaping works and the new Charles Street steps, which will provide a visual connection between the water and the CBD. The steps, in addition to the placement of built form, will create accessible connectivity and views to the River. This PP is in keeping with the vision for the site and the River foreshore as outlined in the Strategy and provides an integrated vision for the River, including a diver and active riverfront. The Parramatta City River Strategy provides a basis for the more advanced vision provided as part of the draft Charles Street Square Strategy. This PP achieves the intentions of all of these.

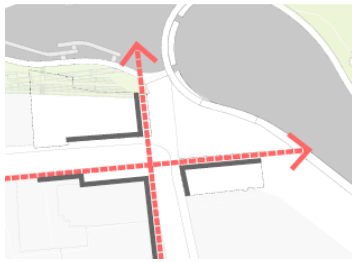
Is the planning proposal consistent with a council's local strategy or other strategic plan?

Charles Street Square Strategy



Yes, the Charles Street Square Strategy (the Strategy) has been drafted to enhance and support the redevelopment of the Quay.

Whilst this plan still remains in draft form, the *Strategy* has been relied upon as a direct response to the site-specific study which encourages the much needed redevelopment and revitalisation of the Parramatta Quay.

Principles	Description	Comment	Compliance
Principle 1:			
Align building setbacks with Charles and Phillip Streets	Align building setbacks with Charles and Phillip	Recommended setbacks as outlined in	✓, Although some numerical



<p>Streets to create strong view corridors and maximise views between the city and the river</p>	<p>the Strategy have been provided on the building envelope reference design. The view corridors in the strategy will be provided <i>via</i> the provision of appropriate setbacks. A slight variation is sought on the northern, eastern and western façades, from the recommended 6m setback, by 1.5m. This space would be used for balconies and will assist to articulate the building edges. Despite the encroachment, the intent of this control will be achieved as appropriate sight lines along Charles Street, towards the river, will be maintained.</p>	<p>non-compliance presents, the proposed encroachment seeks to facilitate balconies only and provide visual interest and articulation to the facades of the building. Therefore, the minor variation is acceptable.</p>
<p>Aligning building setbacks along Phillip Street will strengthen the connection to the Ferry Terminal, reinforcing a principle established in the Parramatta City River Strategy</p>	<p>The proposal seeks to align the setbacks to strengthen the transport interchange and remain consistent with the land acquisition map which identifies the front protruding portion of 90 Phillip Street to be</p>	<p>✓</p>

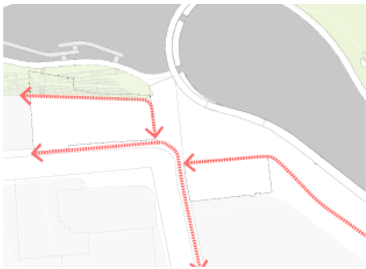
		<p>acquired. The proposal will align and reinforce the Parramatta City River Strategy by creating a heart to Parramatta River, whilst connecting and enhancing the River to establish a destination area which also activates the foreshore.</p>	
Principle 2:			
<p>Activate edges at street and river levels</p> 	<p>Provide an active edge at the street and foreshore level, recognising the limitations due to the existing flood plain</p>	<p>The ground floor plan provides retail development along the north, east and part of the southern frontages to promote active street frontages. The 6m setback provided here, in association with the recommended setback required allows for upper level connections, while the ground floor is able to be opened up and interact with the public domain surrounding the site.</p> <p>A FIA accompanies the application which provides appropriate levels to ensure a minimum 0.5m above the recommended</p>	

		flood level is provided, while still enabling an appropriate relationship with the desired public spaces.	
	Extend the principles set up by the Parramatta City River Strategy, to create a network of land and water based activation points along the foreshore	The PP will be consistent with the Parramatta River City Strategy as it will provide a sense of arrival to the Quay. The built form will act as the focal point for the Ferry terminal. The identification of the water based infrastructure will be identified by the land based development and will also be enhanced <i>via</i> the provision of a pedestrian plaza. In addition, the provision of retail space on the ground floor level and the proposed upper level pedestrian link will provide interaction between the public and private realm along the foreshore, to result in a cohesive, activated and attractive environment.	✓

	Create additional destinations for engagement and recreation	This will be provided by the provision of the proposed amphitheatre and street furniture which will allow for additional active and leisure spaces. The influx of residential development along the foreshore will increase the use of this for passive and active activities, providing a valuable facility for the workers and residents of the proposed development while also having beneficial impacts for the wider community. The increasing opportunities for activation and surveillance of the area will result in improved safety outcomes and greater use of this valuable resource.	✓
Principle 3:			
Establish a clear and continuous foreshore path	Extend the foreshore path to enhance lower level movement along the river edge	The proposed development will further contribute to this principle by providing a direct visual connection between the CBD and the	✓




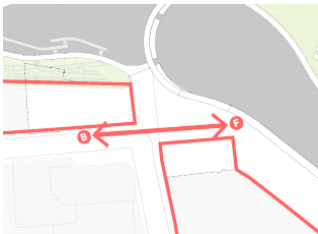
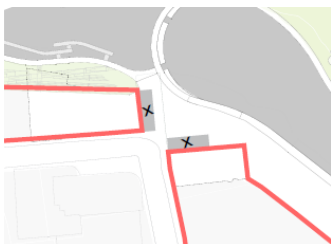


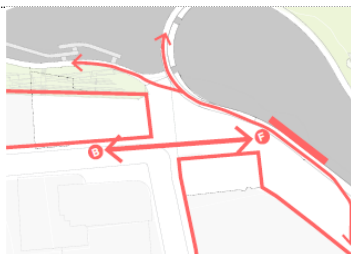
		foreshore to ensure a safer and more inviting public space.	
	Ensure the lower level path is unobstructed to facilitate views along the foreshore	Noted.	✓
	Address the potential for cycle and pedestrian conflict at key areas of the strategy	Whilst at this stage, final plans have not been detailed in relation to cycle paths, the paths which are currently existing and which will be provided as part of the public domain works will ensure sufficient dimensions are provided to facilitate the functional use of the foreshore which caters for both pedestrians and cyclists.	
Principle 4:			
Integrate upper level walkways and establish continuous setbacks	Extend the upper level connection at RL7.6 set up by the Parramatta City River Strategy, through Charles Street Square and along adjacent properties	RL7.6 is provided for the upper level connection.	✓
	Address the potential to activate parts of this new connection with outdoor dining, to increase	The new upper level connection is directly connected to the retail component of the	✓

	amenity at the new Charles Street Square	building which provides outdoor seating that opens out into the public domain and continues down <i>via</i> the proposed steps to the riverfront area.	
	Utilise the upper level connection as a safe place for people to retreat in a flood	The difference in levels are easily identified and provided <i>via</i> the proposed steps from the lower part of the river front to the proposed upper level plaza.	
Principle 5:			
Provide a clear delineation between public and private	Establish clearly defined boundaries between private outdoor dining/activation areas and public space to ensure clear paths of movement	The proposal will provide clear differentiation between private and public space. As the vehicular access to the existing building will be relocated, the public domain area and can be clearly defined. These can be also marked by street trees, different paving materials and street furniture treatment to ensure a clear delineation between private and public space.	✓
Principle 6:			



<p>Establish clearly defined public space</p> 	<p>Improve the shape of the public for clear definition</p>	<p>This will be clearly defined <i>via</i> level differences, established steps, the provision of upper level connections and the removal of vehicular access to the site <i>via</i> Charles Street.</p>	<p>✓</p>
	<p>Maintain the 25m foreshore zone along the river for public access</p>	<p>Setback has been provided.</p>	<p>✓</p>
	<p>Consider different landscape treatments for the upper level, foreshore and transition spaces to articulate public and private land</p>	<p>As detailed in the accompanying Landscape Concept Plan and above, the public and private lands will be clearly defined <i>via</i> different materials, levels additional landscaping and the provision of street furniture.</p>	<p>✓</p>
	<p>Address local needs and riverside location for event use and programming of the foreshore, to extend principles set up by the Parramatta City River Strategy</p>	<p>The proposal will be consistent with the Parramatta City River Strategy as it will further enhance the envisioned cultural and entertainment precincts. This will be done <i>via</i> the provision of an attractive, activated public domain which will contribute to recreational and</p>	<p>✓</p>

		cultural activity in the area.	
Principle 7:			
Create an equitable interchange	Create a direct path of movement from the street to the river foreshore, that provides accessibility to all users	As previously outlined above.	✓
	Where possible, paths of travel should arrive at the same destination to promote Universal Design best practice	As previously outlined, direct visual sightlines between existing public transport options are proposed to be facilitated as part of the design.	✓
Principle 8:			
Remove vehicular access	Remove vehicular access to minimize conflicts between pedestrians, cyclists and vehicles	The proposed vehicular access along the eastern elevation is proposed to be removed.	✓
	Address the potential for vehicular entries to be relocated when the adjacent land parcels are redeveloped	As a result of the proposed amalgamation of the sites, the access will be provided from Phillip Street and will not provide any conflict between public and private use. This is a material improvement over the existing situation	✓
Principle 9:			
Optimise ferry location	Utilise the Parramatta Ferry Wharf project to	The location of the ferry will be provided with a	✓



	optimise the location of the ferry wharf for improved connections to bus and light rail	direct sight line from the existing bus station. The footprint of the building has been designed around this concept, to ensure that connectivity from the CBD to the Quay is achieved from numerous points.	
	Locate the ferry wharf to achieve optimum visual and physical connections to the streets	The reference design ensures visual and physical connections from the CBD are provided.	✓
	Ensure the ferry wharf location is accessible and travel distance from streets are not excessive	The ferry wharf is located in a highly accessible location in close proximity to future high-density developments along George Street and connected to existing development located on the northern side of the River. The public domain area will further enhance its visibility by more clearly defining the location of the River from the CBD.	✓
Principle 10:			
Consistent built form to address foreshore	Create consistent built form to address the foreshore and river	The built form of the reference design is consistent with the vision of the Strategy as	✓





through podiums and setbacks	it provides upper level connections, appropriate setbacks to the foreshore and other boundaries consistent with the redevelopment options and testing provided in the Strategy. The sites have been successfully amalgamated to allow for greater flexibility, enhanced public domain outcomes and a commercially feasible development.
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Therefore, the PP is a direct response to the draft Strategy and consistent with the above-mentioned principles.

Parramatta CBD Planning Proposal (DRAFT)

The Draft Parramatta CBD Planning Proposal (draft PLEP), is currently with the Department of Planning for Gateway determination.

The site is identified as an **opportunity site**, where a minimum site area of 1,800m² and a minimum site frontage of 40m is available. This encourages tall slender buildings, the enhancement of the public domain and facilitation of additional community infrastructure.

Gazettal of the draft PLEP (in its current form) would result in the same controls being applied to the site as proposed in this PP.

While there are some differences between the site specific Strategy, the proposed amalgamation of the allotments will allow for greater flexibility in building form, that allows for an increased height and floorspace particularly reinforcing the opportunity as part of the City River Strategy, to achieve a “marker building”.

Due to the delays in the draft PLEP, submitting a site-specific PP will result in a quicker assessment process and therefore facilitate the development of a high quality mixed use development on the site earlier than awaiting gazettal of the draft instrument.

Is the planning proposal consistent with applicable State Environmental Planning Policies (SEPPs)?

The consistency of this PP with applicable State Environmental Planning Policies (SEPPs) is outlined in the below table. Those SEPPs which have been repealed, or were never finalised, are not included in this table.

The following table comprises the SEPPs and their applicability to this PP.

SEPP	Consistency	Comment
1. Development Standards	N/A	
14. Coastal Wetlands	N/A	
19. Bushland in Urban Areas	N/A	
21. Caravan Parks	N/A	
26. Littoral Rainforests	N/A	
30. Intensive Agriculture	N/A	
33. Hazardous and Offensive Development	N/A	
36. Manufactured Home Estates	N/A	
44. Koala Habitat Protection	N/A	
47. Moore Park Showground	N/A	
50. Canal Estate Development	N/A	
52. Farm Dams and Other Works in Land and Water Management Plan Areas	N/A	
55. Remediation of Land	Yes	A Preliminary Site Investigation Report accompanies this PP.
62. Suitable Aquaculture	N/A	
64. Advertising and Signage	Yes	Development application matter
65. Design Quality of Residential Apartment Development (SEPP 65)	Yes	The ten quality design principles have been considered and applied in the proposed design, which has been undertaken by PTI.
70. Affordable Housing (Revised Schemes)	N/A	
71. Coastal Protection	N/A	
SEPP (Affordable Rental Housing) 2009 (ARH SEPP)	N/A	
SEPP (Building Sustainability Index: BASIX) 2004	Yes	Any future development application would be accompanied by the relevant BASIX certificate.



SEPP (Educational Establishments and Child Care Facilities) 2017	N/A	Not applicable
SEPP (Exempt and Complying Development Codes) 2008	N/A	
SEPP (Housing for Seniors or People with a Disability) 2004	N/A	
SEPP (Infrastructure) 2007	Yes	<p>The proposal will be subject to the following sections:</p> <p>Clause 104 – Traffic Generating Development.</p> <p>The proposal will comprise more than 300 dwellings and the site will provide more than 10,000m² in commercial premises. Therefore, referral to the Roads & Maritime Services (RMS) will be required.</p>
SEPP (Integration and Repeals) 2016	N/A	
SEPP (Kosciuszko National Park – Alpine Resorts) 2007	N/A	
SEPP (Kurnell Peninsula) 1989	N/A	
SEPP (Mining, Petroleum Production and Extractive Industries) 2007	N/A	
SEPP (Miscellaneous Consent Provisions) 2007	N/A	
SEPP (Penrith Lakes Scheme) 1989	N/A	
SEPP (Rural Lands) 2008	N/A	
SEPP (State and Regional Development) 2011	Yes	<p>The proposal is for regionally significant development, in accordance with Schedule 7, Clause 2 as General Development over \$30 million in capital investment value. In accordance with section 4.5(b) of the EP & A Act, the relevant Sydney district planning panel is the consent authority for the purpose of any future application.</p>
SEPP (State Significant Precincts) 2005	N/A	
SEPP (Sydney Drinking Water Catchment) 2011	N/A	
SEPP (Sydney Regional Growth Centres) 2006	N/A	



SEPP (Three Ports) 2013	N/A	
SEPP (Urban Renewal) 2010	N/A	
SEPP (Vegetation in Non-Rural Areas) 2017	N/A	
SEPP (Western Sydney Employment Areas) 2009	N/A	
SEPP (Western Sydney Parklands) 2009	N/A	

SEPP 55 – Remediation of Land

The relevant provisions of SEPP 55 are addressed below.

As part of the PP, a preliminary investigation regarding possible contamination of the site accompanies the application. In summary, the following has been provided:

The objectives of the investigation were to assess the likelihood of contamination to be present on the site as a result of past and present land use activities and provide conclusions regarding the suitability of the land for future land use consistent with 'Residential B' in the National Environment Protection (Assessment of Site Contamination) Amendment Measure 2013 (No.1) (NEPC, 2013).

To achieve this objective, DLA Environmental Services carried out a Site walkover and a desktop review of readily available current and historical information.

Background information indicates that the site has been used for mixed commercial and residential purposes since at least the 1950s. Progressive redevelopment of the Site for commercial purposes (office buildings) continued until the site was redeveloped in its current layout in the late 1980s. There is the potential for an underground storage tanks to remain within the footprint of 90-92 Phillip Street, however this was not able to be confirmed during the Site walkover.

Based on a review of the available desktop search data and observations made during the site walkover, DLA, consider that there is a moderate to low likelihood of localised unacceptable contamination to be present on the site as a result of the past and present land-use activities.

The report concludes that:

Investigation and reporting are considered to be adequate for assessment purposes to assess the likelihood of contamination on the Site as a result of past and present land use activities in accordance with the general requirements of State Environmental Planning Policy No. 55 (SEPP 55). As reporting has been undertaken in accordance with the Contaminated Sites: Guidelines for Consultants Reporting on Contaminated Sites (NSW OEH, 2011) and the Contaminated Sites: Guidelines for the NSW Site Auditor Scheme (NSW EPA, 3RD ed. 2017).



DKLA recommends that further investigations be carried out to confirm the presence, or otherwise of the UST at 90-92 Phillip Street through visual inspection of the basement car park and where necessary, use of Ground Penetrating Radar.

Where the UST is confirmed to remain on-site, intrusive soil and groundwater investigations should be carried out on-site to assess the presence of petroleum hydrocarbon contamination.

Where the presence or absence of the UST cannot be confirmed, it is recommended that an Unexpected Finds Protocol (UFP) be prepared by a suitably qualified and experienced environmental professional. The UFP would provide directives to be followed in the case that the UST, or other previously unidentified contamination, is encountered during building demolition and/or earthworks.

Further, due to the high probability of the presence of ASS within the adjacent Parramatta River, it is recommended that an Acid Sulfate Soil Management Plan (ASSMP) be prepared by a suitably qualified and experienced environmental professional for implementation during any earthworks carried out during the redevelopment of the Site. The objective of the ASSMP would be to appropriately identify and manage potential and actual ASS to allow treatment and off-site disposal, as required.

Principle / Requirements	Comments	Comply
6. Contamination and remediation to be considered in zoning or rezoning proposal		
1) In preparing an environmental planning instrument, a planning authority is not to include in a particular zone (within the meaning of the instrument) any land specified in subclause (4) if the inclusion of the land in that zone would permit a change of use of the land, unless:		
a) the planning authority has considered whether the land is contaminated, and	See accompanying Preliminary investigation.	Yes
b) if the land is contaminated, the planning authority is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for all the purposes for which land in the zone concerned is permitted to be used, and	Yes, if the presence of a UST is confirmed or if this cannot be confirmed, an Unexpected Finds Protocol (UFP) will be prepared.	Yes



<p>c) if the land requires remediation to be made suitable for any purpose for which land in that zone is permitted to be used, the planning authority is satisfied that the land will be so remediated before the land is used for that purpose.</p> <p><i>Note. In order to satisfy itself as to paragraph (c), the planning authority may need to include certain provisions in the environmental planning instrument.</i></p>	Noted.	
<p>2) Before including land of a class identified in subclause (4) in a particular zone, the planning authority is to obtain and have regard to a report specifying the findings of a preliminary investigation of the land carried out in accordance with the contaminated land planning guidelines.</p>	<p>Preliminary Investigation Report</p> <p>accompanies the PP.</p>	Yes
<p>3) If a person has requested the planning authority to include land of a class identified in subclause (4) in a particular zone, the planning authority may require the person to furnish the report referred to in subclause (2).</p>	Noted.	
<p>4) The following classes of land are identified for the purposes of this clause:</p>		
<p>a) land that is within an investigation area,</p>	Not applicable.	
<p>b) land on which development for a purpose referred to in Table 1 to the contaminated land planning guidelines is being, or is known to have been, carried out,</p>	Preliminary Investigation report outlines that there may have been a UST	
<p>c) to the extent to which it is proposed to carry out development on it for residential, educational, recreational</p>	Mixed Use development proposed and therefore applicable.	

or child care purposes, or for the purposes of a hospital—land:		
(i) in relation to which there is no knowledge (or incomplete knowledge) as to whether development for a purpose referred to in Table 1 to the contaminated land planning guidelines has been carried out, and	Refer above	
(ii) on which it would have been lawful to carry out such development during any period in respect of which there is no knowledge (or incomplete knowledge).	As outlined in the accompanying Preliminary Investigation Report, the land use history of the site outlines the sites were used as mixed commercial and residential uses since at least the 1950s.	
5) In this clause, planning authority has the same meaning as it has in section 145A of the Act.	Noted.	

SEPP 65 – Design Quality of Residential Flat Development

The relevant provisions of SEPP 65 are addressed in the below table prepared by PTI. It is relevant to note that the SEPP has no effect until such time as a development application is lodged with the consent authority. However, for the purpose of considering the reference design, as part of this PP, it is important that this demonstrates the ability to achieve the intentions of SEPP 65 at the development application stage.

SEPP 65 & ADG Design Quality Principles		
Requirement	Comments	Compliance
Principle 1: Context & Neighbourhood Character		
Good design responds and contributes to its context. Context is the key natural and built features of an area, their relationship and the character they create when combined. It also includes social, economic, health and environmental conditions.	This PP responds to the special characteristics of this site to provide a landmark scheme. The site is considered special for a number of reasons: 1/ location on the Parramatta Riverfront 2/ at the key node point of the Ferry Terminal 3/ is in the midst of the CBD 4/ at the junction of 2 major road and circulation axes being Phillip Street and	Yes



	<p>Charles Street 5/ north facing and 6/ with considerable views along the waterfront and to the north and east in particular.</p> <p>Accordingly, our design works to create a significant restaurant and café, retail and commercial, hotel and residential development to provide an iconic, landmark development for the city of Parramatta. One that can assist the City to further establish itself as a major Australian and world City.</p>	
<p>Responding to context involves identifying the desirable elements of an area's existing or future character. Well-designed buildings respond to and enhance the qualities and identity of the area including the adjacent sites, streetscape and neighbourhood.</p>	<p>This proposal takes its place proudly as part of the vision for the new Parramatta River Waterfront. As such it has been designed to facilitate significant public interaction at the lower levels and to provide a range of facilities to mark the importance of this site and area within the city of Parramatta. It has been designed to further develop the Phillip St area as the pre-eminent tourism precinct for the city.</p>	Yes
<p>Consideration of local context is important for all sites, including sites in established areas, those undergoing change or identified for change.</p>	<p>This is addressed in the above comments.</p> <p>The proposal works to capitalise on the existing clear potential of the site to provide a major asset for the City.</p>	Yes
Principle 2: Built Form and Scale		
<p>Good design achieves a scale, bulk and height appropriate to the existing or desired future character of the street and surrounding buildings.</p>	<p>The site being of an area and street frontage which qualifies it as an Opportunity Site utilises the FSR and height limits available for the development of such a site. These being 14:1 Residential + a minimum of 1:1 Commercial and with a height limit set by the Aviation Height Limit. Being its particularly appropriate location for a Hotel type facility, being in the central</p>	Yes



	<p>area of the CBD, along the river front, near other hotels, at a major transport interchange and with a north facing orientation, the proposal takes advantage of the provisions that enable a higher than 1:1 commercial FSR to be provided.</p> <p>With the recent approval of the major development close to this site along Charles St of a similar height, scale and usage this proposal will continue the emphasis being provided on this area of the city.</p>	
<p>Good design also achieves an appropriate built form for a site and the building's purpose in terms of building alignments, proportions, building type, articulation and the manipulation of building elements.</p>	<p>Our proposal has been more than 1 year in the making where many issues have been considered as part of the long-term strategies of the Owners of this site. All elements of which have been considered in some detail. This can be seen also in the degree of the resolution of the plans.</p>	Yes
<p>Appropriate built form defines the public domain, contributes to the character of streetscapes and parks, including their views and vistas, and provides internal amenity and outlook.</p>	<p>Particular attention has been provided to the design of the street level and other public areas. These areas will implement and reinforce the vision of the Charles Street and Riverfront Strategies.</p>	Yes
Principle 3: Density		
<p>Good design achieves a high level of amenity for residents and each apartment, resulting in a density appropriate to the site and its context.</p>	<p>This has been addressed in the comments above. The proposal complies with the planning provisions provided for an Opportunity Site which in discussions with Council it was confirmed that this site would qualify for. It is also in context with and consistent with the scale and density of other major developments proposed for the immediate area and along the Phillip St Parramatta River frontage.</p>	Yes



Appropriate densities are consistent with the area's existing or projected population. Appropriate densities can be sustained by existing or proposed infrastructure, public transport, access to jobs, community facilities and the environment.	This has been addressed in the comments above. The development capitalises on the site particularly appropriate location for a major development of this type. With the establishment and growth of Parramatta as a major city it needs developments like this on major sites to actualise and further establish and promote its vision for the future.	Yes
Principle 4: Sustainability		
Good design combines positive environmental, social and economic outcomes.	The proposal has been designed to further foster and actualise the aspirations of Parramatta as a major social and economic centre. Being its location and north facing orientation it will provide for apartments, hotel rooms and public areas that provide a high level of amenity and utilise Environmentally Sustainable Design Principles.	Yes
Good sustainable design includes use of natural cross ventilation and sunlight for the amenity and liveability of residents and passive thermal design for ventilation, heating and cooling reducing reliance on technology and operation costs. Other elements include recycling and reuse of materials and waste, use of sustainable materials and deep soil zones for groundwater recharge and vegetation.	As noted above the design of the proposed development works to capitalise on the high degree of sunlight and ventilation available for the components of the development. As part of the proposal a VPA will be provided to assist with the provision and development of attractive landscaped areas to the waterfront in accordance with the Charles Street and Riverfront Strategies and Visions.	Yes
Principle 5: Landscape		
Good design recognises that together landscape and buildings operate as an integrated and sustainable system, resulting in	A preliminary Landscape Design has been provided with this proposal. It is based on, is in accordance with and develops the	Yes



attractive developments with good amenity. A positive image and contextual fit of well-designed developments is achieved by contributing to the landscape character of the streetscape and neighbourhood.	intent of the Charles Street and Riverfront Strategies and Visions.	
Good landscape design enhances the development's environmental performance by retaining positive natural features which contribute to the local context, co-ordinating water and soil management, solar access, micro-climate, tree canopy, habitat values and preserving green networks.	As above	Yes
Good landscape design optimises useability, privacy and opportunities for social interaction, equitable access, respect for neighbours' amenity and provides for practical establishment and long-term management.	As above	Yes
Principle 6: Amenity		
Good design positively influences internal and external amenity for residents and neighbours. Achieving good amenity contributes to positive living environments and resident wellbeing.	The proposal provides for a high standard of amenity to all areas. This being in terms of outlook, sunlight, ventilation and quality of space.	Yes
Good amenity combines appropriate room dimensions and shapes, access to sunlight, natural ventilation, outlook, visual and acoustic privacy, storage, indoor and outdoor space, efficient layouts and service areas and ease of access for all age groups and degrees of mobility.	All the items listed have been considered and are, are intended to and are able to be incorporated into the development.	Yes
Principle 7: Safety		
Good design optimises safety and security within the development and the public	The various areas and spaces of the proposed development are designed to	Yes



domain. It provides for quality public and private spaces that are clearly defined and fit for the intended purpose. Opportunities to maximise passive surveillance of public and communal areas promote safety.	provide the appropriate high level of safety and security.	
A positive relationship between public and private spaces is achieved through clearly defined secure access points and well-lit and visible areas that are easily maintained and appropriate to the location and purpose.	All public and circulation routes will be well lit and signposted where necessary.	Yes
Principle 8: Housing diversity and social interaction		
Good design achieves a mix of apartment sizes, providing housing choice for different demographics, living needs and household budgets.	The proposal provides for a range of apartment types and sizes as sought by SEPP65, ADG, Council and the market.	Yes
Well-designed apartment developments respond to social context by providing housing and facilities to suit the existing and future social mix.	The apartments having a high degree of access to waterfront recreation areas, Cafes and Restaurants as well as working areas will provide for a vibrant and dynamic living environment providing for a high degree of social interaction	Yes
Good design involves practical and flexible features, including different types of communal spaces for a broad range of people and providing opportunities for social interaction among residents.	A range of recreational and relaxing areas are provided for the residents and others in the proposed development.	Yes
Principle 9: Aesthetics		
Good design achieves a built form that has good proportions and a balanced composition of elements, reflecting the internal layout and structure. Good design uses a variety of materials, colours and textures.	The design proposal although in its preliminary stages and form has been considered in some detail to provide an attractive and appropriate design and building form. This would be further	Yes



	developed and refined in the stages of the project moving forward.	
The visual appearance of a well-designed apartment development responds to the existing or future local context, particularly desirable elements and repetitions of the streetscape.	This has been covered in all of the points above. We have worked to provide a proposal that meets the considerable potential and opportunities of this site for the residents of Parramatta, for visitors to the area, for the occupants of the development and for the owners.	Yes

Source: PTI Architects

Is the proposal consistent with applicable Ministerial directions?

Section 9.1 of the EP & A Act confers on the Minister the right to impose directions for the preparation of PPs. Those relevant to this PP are addressed below.

Section 9.1 Directions

Ministerial Directions	Comments	Comply
1. Employment and Resources		
1.1 Business and Industrial Zones	This PP does not propose to change the existing zoning of the site. The site is zoned B4 Local Centre under the PLEP 2011 with commercial/retail and residential accommodation permitted with development consent. The PP is consistent with the objectives and requirements of this direction as the proposed development concept provides the provision commercial uses, residential accommodation and will contribute towards improving the vitality of the Quay.	Yes
2. Environment and Heritage		
2.3 Heritage Conservation	The subject site does not contain any heritage items. However, the subject site is located within the vicinity of a number of heritage listed items, as identified in Schedule 5 of the PLEP. Additionally, the subject site is not located within a heritage conservation area. However, it is located within close proximity to numerous Heritage Conservation Areas. The redevelopment of the site is designed to respect the character and built form of the adjoining heritage items and conservation areas.	Yes

	Given that the site is not identified as a Heritage Item or located within a HCA, a Heritage Impact Statement is not considered necessary to accompany the PP.	
3. Housing, Infrastructure and Urban Development		
3.4 Integrated Land Use and Transport	<p>This proposal will help facilitate a mixed-use development that will encourage the use of public transport reducing motorised traffic and facilitate walking trips as well as the provision of services, housing and an enhanced public domain area.</p> <p>It is also noted that Stage 1 of the Parramatta Light Rail has now been approved and is due to commence works soon. This provides for a stop located less than 400m from the site. This, combined with the location of the site adjacent the Ferry terminal, and the location of the existing bus stops along with the CBD location, provides for a suitably located site which will contribute to the activation of the Quay.</p>	Yes
4. Hazard and Rise		
4.1 Acid Sulfate Soils	The site is affected by Class 4 acid sulfate soils and is located within 500m of Class 1 land. As a result of the likeliness that acid sulfate soils (ASS) are present within the Parramatta River, the DLA Environmental report identifies that an ASS Management Plan should be prepared in response to any excavation works. The report goes on to further outline that the presence of ASS between 1-3m below ground level is probable. This should not inhibit the PP and can be dealt with a DA stage.	Yes
4.3 Flood Prone Land	As the site is identified as being located on flood prone land and falls within the Upper Parramatta River Catchment Trust (UPRCT), an FIA accompanies the PP. The FIA provides details regarding the recommended flood levels, the implementation of the requirements of PDCP 2011 and the effects of the 1% Annual Exceedance Probability (AEP). The	
6. Local Plan Making		
6.3 Site Specific Provisions	The proposal does not introduce any restrictive site specific controls. Rather, the PP introduces provisions that will provide greater flexibility in order to achieve better development outcomes, consistent with strategic planning objectives	Yes



	addressed in this report and the desired future character of the area.	
7. Metropolitan Planning		
7.1 Implementing of A Plan for Growing Sydney	As discussed above, the PP is consistent with the principles and objectives of this document.	Yes
7.5 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Again, as discussed above, the PP will provide development in a strategic location which is immediately connected to numerous forms of transport, in particular the ferry terminal which provides a direct route to Sydney Olympic Park which will provide additional housing to increase housing affordability.	Yes

Section C – Environmental Social and Economic Impact

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 an existing urban environment and has not been identified as containing critical habitat or threatened species, populations or ecological communities, or their habitats.

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

In order to ensure that the result of the PP would mitigate environmental impacts as much as possible, the following studies and assessments were carried out and accompanies the PP:

- Urban Design and Architecture Analysis by PTI Architecture;
- Traffic Impact Assessment by Varga Traffic Planning Pty Ltd;
- Flood Risk Assessment by S&G Consultants Pty Ltd;
- Pedestrian Wind Environment Statement by Windtech Consultants Pty Ltd
- Transient Tourist Accommodation Review by AHS Advisory Pty Ltd;
- Preliminary Site Investigation by DLA Environmental Services; and
- Survey Plan by Norton Surveyors.

It is considered these studies confirm that the PP would not result in unreasonable environmental impacts and the development would be suitable and presents site-specific merit for support.

Has the planning proposal adequately addressed any social and economic effects?

Redevelopment of the site will contribute to the revitalisation of the Parramatta Quay area which is eagerly anticipated. This PP will offer a range of social and economic benefits including improving the quality, safety



and amenity of the public domain along the riverfront. It will also increase activity to the area, provide additional employment opportunities, activate the foreshore, create an outdoor pedestrian plaza and provide residential accommodation to play an important role in achieving many of the strategic objectives of the development of Parramatta as Sydney's Central River City.

The subject site has been identified in the *draft* Charles Street Strategy as an **opportunity site** and in the Parramatta City River Strategy as a "marker building". This PP will enable the realisation of the opportunities presented by the site to benefit its occupants, as well as the wider community.

The proposal will increase the commercial and retail uses to the area, introduce serviced apartments to the site to benefit from the natural amenity on its doorstep and provide residential accommodation to contribute to the housing supply which is currently in crisis especially in terms of housing affordability. The public benefits will ensure the provision of a high quality and vibrant public domain with much needed housing supply and commercial space.

Section D – State & Commonwealth Interests

Is there adequate public infrastructure for the planning proposal?

In consideration of the site's proximity to existing and recently approved public transport infrastructure, the site is capable of accommodating the demand generated by the proposal. As such, this proposal will use existing transport infrastructure, providing highly efficient services to Sydney Olympic Park, Western Sydney and Sydney CBD. The existing transport infrastructure strengthens the site's connectivity and accessibility with Sydney CBD and the greater Sydney and Parramatta region.

As a result of the proposed basement car parking, which proposes to facilitate maximum permissible off-street parking as outlined in the accompanying TIA, the subject site would not result in any unacceptable implications in terms of the road network capacity.

Social infrastructure close to the site includes retail, commercial, education, medical and other community services and various public open space areas.

All utility services including electricity, telecommunications, water, sewer and stormwater are currently available on the site. The Proponent may upgrade these services to support the proposed development. Vehicular access will be provided from Phillip Street only, which will ensure a substantial enhancement of the public domain compared to the existing development.

- a. What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway Determination?

The State and Commonwealth authorities will be consulted in accordance with Section 57 of the EP&A Act, following the outcomes of the gateway determination.



6. MAPS

Site identification, zoning and details of key development standards are discussed above in Chapter 4 of this report.

Maps of the proposed amendments to the PLEP would be applied in due course as directed.

7. WHAT HAPPENS NEXT – GATEWAY DETERMINATION

Public consultation will take place in accordance with the requirements of the Gateway Determination made by the Minister for Planning. It is proposed that, at a minimum, this involves the notification of the public exhibition of the PP:

- on the Council's website;
- in newspapers that circulate widely in the Parramatta LGA; and
- in writing to the owners; the adjoining and nearby landowners and the relevant community groups.

Consultation with relevant the government agencies and authorities will be undertaken in accordance with the Gateway Determination.

The Proponent is willing to undertake extensive community engagement to assist Council in ensuring that all matters and concerns of the community, as well as Council, and relevant government agencies, are adequately addressed.

The project timeline for the project is set out in the table below.

Table 4: Project Timeline

Stage	Stage Description	Timeframe
1	Anticipated commencement date (Gateway determination)	Gateway determination date
2	Anticipated timeframe for completion of required technical information	Technical information has been provided and accompanied with the subject PP; further information will be supplied as required.
3	Timeframe for government agency consultation (pre and post exhibition as required by Gateway Determination)	As specified in the Gateway determination; Anticipated timeframe is 21 days and to run concurrently with public exhibition period.
4	Commencement and completion dates for public exhibition period	Subject to the date of the Gateway Determination.

		Anticipated timeframe for public exhibition is 28 days.
5	Dates for public hearing (if required)	Not applicable at this stage
6	Timeframe for consideration of submissions	To be determined by Council
7	Timeframe for the consideration of the proposal post exhibition	To be determined by Council
8	Date of submission to the Department to finalise the LEP	Not known
9	Anticipated date RPA will make the plan (if delegated)	Not known
10	Anticipated date RPA will forward to the Department for notification	Not known



8. CONCLUSIONS & RECOMMENDATIONS

This PP has been prepared pursuant to Section 3.33 of the EP & A Act as well as the DPE's guidelines 'A Guide to Preparing Local Environmental Plans' and 'A Guide to Preparing Planning Proposals'.

The purpose of this report is to seek justification for the proposed amendments to the principal development standards of PLEP on land at 90-96 Phillip Street, Parramatta, for the purposes of a mixed-use development and an improved public domain.

This PP provides a magnificent opportunity for redevelopment of a prime site on the Parramatta foreshore which will contribute to the revitalisation of this part of the CBD. There is sufficient evidence and strategic planning merit provided in the PP to support the proposed amendments to the PLEP to:

- establish a floor space ratio of 15:1
- provide a maximum building height of 210m

Detailed investigations have been carried out on the subject site by the Proponent and the greater area by the Council and DPE, which have informed the content of this PP.

The studies and assessments accompanying the PP confirm that the site is capable of accommodating the proposed development without unreasonably impacting on the surrounding environment. These studies also demonstrate that the development will fulfil the strategic planning objectives for the area and be consistent with the desired future character of the area. As such, the proposed development will support the economic and social benefits envisaged by the rejuvenation of the Parramatta foreshore area and is in the public interest.

We look forward to working with the Council in progressing toward a successful outcome on this site and request that Council forward this PP to the DPE for a Gateway Determination.

