ADDENDUM REPORT TO THE JOINT REGIONAL PLANNING PANEL (SYDNEY WEST) 17/10/2014

JRPP Reference Number:	2014SYW053
Development Application:	DA 183/2014 as relevant to the basement component of DA 852/2013
Property Address:	189 Macquarie Street and part 34 Hassall Street, Parramatta
Property Description:	Lot 3A in DP 322453, Lot 4A in DP 322453, Lot 5 in DP 7809, Lot 1 in DP 128928, Lot 20 in DP 706341, Lot C in DP 390897, Part Lot 5 sec.88 DP 758829 and Lot 1 in DP 555756.
Proposal:	Tree removal, demolition of carpark, installation of retaining walls and bulk excavation (early works/site preparation).
Estimated Value:	$5,034,355 excluding GST
Date Lodged:	DA lodged 4 April 2014 Further information received following resolution of Joint Regional Planning Panel meeting held on 4 September 2014: • Owners consent to remove trees located on the adjoining property to the west of the site (183 Macquarie Street Parramatta) • Assessment of Construction Dewatering- Asset Geotechnical Engineering • Letter regarding Flooding impacts- KF Williams and Associates • Temporary Overland Flow Path Diversion Plan- Australian Consulting Engineers
Owner:	Parramatta City Council and a small part by the Department of Education (Part Lot 5 sec. 88 DP 758829)
Applicant:	Krikis Tayler Architects
Council Planner:	Anthony Newland – Acting Service Manager Development Assessment
Report Author:	Diana Brajuha – Senior Associate Planning, Meinhardt

1. PURPOSE OF REPORT

This addendum report has been prepared by Meinhardt (Council's independent planning consultants) in response to matters raised at the Sydney West Joint Regional Planning Panel meeting held on 4 September 2014 regarding Development Application 183/2014. Development Application 183/2014 seeks consent for the early works/site preparation phase as part of the redevelopment of Parramatta City Council's Macquarie Street carpark located at 189 Macquarie Street and part 34 Hassall Street Parramatta.

This addendum report is intended to assist with further consideration of the Development Application by the Panel and should be read in conjunction with the original development assessment report that was made available at the Joint Regional Planning Panel meeting on 4 September 2014 and attached in Schedule 1.

Should the Panel wish to approve the development application, an updated set of conditions (Schedule 2) has been provided with this report. The updated set of conditions include new or revised conditions for the overland flow drainage pipe (Condition 4), a Type A Hoarding (Condition 15) and Flood Management (Condition 22).

2. BACKGROUND

A Development Application to demolish the existing Council Macquarie Street carpark, construct a thirty storey mixed use building containing 425 apartments (split into two towers above a podium), retail space at both Macquarie and Hassall Street frontages, three (3) levels of basement carparking for 389 residential parking and seven (7) levels of public car parking contained within the podium for 715 vehicles was submitted to Council on 23 December 2013. This Development Application supercedes an earlier development application which was later withdrawn as the original proposal was not supported by an Architectural Design Competition in order to justify breaching Council's height and floor space ratio controls.

The main Development Application is accompanied by a Planning Proposal and proposes a variation to the height and floor space ratio development standards as contained in *Parramatta City Centre Local Environmental Plan 2007* (*PPCLEP 2007*) as well as an amended definition for floor space ratio which excludes floor space used for private/winter garden and communal purposes. Therefore the intent of the early works/site preparation development application is to progress the development whilst the Planning Proposal and main Development Application are under assessment.

The Development Application for early works/site preparation was referred to the Joint Regional Planning Panel for determination on 4 September 2014.

One objector (Mr Williams) addressed the meeting and raised concerns regarding the proposed development's impact on existing stormwater drainage. This matter is discussed in Section 3 of this report. The applicant (Krikis Tayler Architects) also addressed the meeting.

The Panel unanimously voted to defer the determination of DA 183/2014 until the applicant had resolved the following issues:

1. *Describe the progressive loss of parking that will occur as a result of the development and how this loss will be made up or otherwise addressed;*
2. *Provide an estimate of the volumes of groundwater that will be produced during excavation and demonstrate that a practical and acceptable method of disposal is available;*
3. *Describe how the New South Wales Office of Water's water quality requirements for groundwater discharge will be achieved;*
4. *Describe how appropriate stormwater drainage will be maintained on the neighbouring property (Mr Williams);*
5. *Resolve any land owner issues in relation to stormwater drainage and tree removal on Mr William's property and any other affected properties;*
6. *Describe measures that are proposed to provide flood protection from a 1% ARI event during excavation, as well as any contingency measures to dispose of flood waters that may still enter the excavation; and*
7. *Provide details of boundary fencing to ensure public safety over the full potential life of the excavation.*

Section 3 of this report provides an assessment of the above issues.

3. RESOLUTION OF ISSUES

LOSS OF COUNCIL CARPARKING (ITEM 1)

Straight Talk was engaged by Parramatta City Council to produce a Communication Strategy as part of Parramatta City Council's Car Parking Strategy. The Communication Plan follows from an earlier strategy prepared in June 2013 and takes into consideration Council's current carpark re-development agenda.

The Plan provides a communication approach that explains why Council is closing three Council-owned car parks, anticipates the overall impact the closure will have on the visitor experience and provides practical tools to minimise the impact following these changes.

A Survey undertaken by Micromex Research used to inform the preparation of the Communication Strategy (September 2014) found that:

- *The majority of car park customers use the car park for work and arrive between 7am and 8am and park all day;*
- *Customers are regular users of the car park and are more likely to be female workers aged under 40 years;*
- *The main destination for customers is the Police Headquarters located on Charles Street;*
- *43% of customers are aware of a possible closure; and*
- *The carpark has very few short-stay visitors due to the high level of all day parking.*

The Communication Strategy further outlines the following “key messages” for the site:

- *189 Macquarie Street Car Park will be closing in late November 2014;*
- *Redeveloping the site to build a 30-storey building with apartments, active retail and 715 public car parking spaces;*
- *715 car spaces coming to this site in 2017;*
- *The new public car park will have facilities for a range of commuters, including bicycle parking, lockers, shower facilities and recharge points for electric vehicles;*
- *There are many other options for convenient parking in Parramatta*
- *Alternative parking for all day parkers is at Wentworth Street Car Park (15 Wentworth Street, Parramatta or Horwood Place) which features:*
    - *Close to 800 available car parking spaces,*
    - *Lower parking fees than the carpark at 189 Macquarie Street,*
    - *The free Parramatta Shuttle Bus will connect commuters to commercial, retail and recreational landmarks in the city centre; and*
- *For short stay parkers, the next best car park is Horwood or Wentworth Place which features:*
    - *Just over (750 / 1,100) car parking spaces*
    - *The same parking fees as the existing carpark at 189 Macquarie Street*
    - *The free Parramatta Shuttle Bus, connecting commuters to commercial, retail and recreational landmarks in the city centre.*

It is evident from the above that communication initiatives are required in order to inform existing users of the pending carpark closure as well as advise of the location of alternate Council carparks which are currently under capacity that could adequately cater for the existing users of the Macquarie Street carpark.

The communication initiatives that are outlined in the Communication Strategy prepared by Straight Talk include media announcements, advertisements in local papers, social media campaigns, letters to neighbours, flyers at carparks, updating Council websites, visitor ambassadors at entrance/boom gates to alert car park users of the last day of carpark operation, revamping the “Parramatta Smart Park App” and utilising the hoarding/screening around the construction site to communicate that the carpark capacity will increase by 250% when completed as well as utilising the opportunity to promote the changing nature of Parramatta.

Council’s Property Development Group have advised that they are committed to ensuring that customers receive suitable communication given the pending closure of the Macquarie Street carpark, as well as other carparks in the CBD.

It is also understood that the excavation/shoring works on this site are likely to be staged into two parts (over a one (1) month period), however it is likely that the carpark will be closed at the one time rather than partly operate whilst works commence.

GROUND WATER/ NEW SOUTH WALES OFFICE OF WATER'S WATER QUALITY REQUIREMENTS (ITEM 2 AND 3)

Dewatering Volume

An assessment of the volumes of groundwater that will be produced during excavation has been prepared by Asset Geotechnical Engineering.

It is anticipated that excavation of up to about 12 metres depth is required for the basement level car parking. A groundwater level at five (5) metres depth below the existing ground surface level was adopted based on previous geotechnical tests. Potential groundwater inflows into the excavation were calculated based on assumptions of a gravity groundwater regime and on an equivalent radial inflow model.

The assessment concludes that the groundwater dewatering volume would be within the range of 0.1 to 2.0 ML per year, assuming contiguous or closely spaced (not more than (1) one metre centres) semi-contiguous pile shoring support founded within bedrock. The assessment notes that the calculations are conservative and assumes that groundwater is free to enter the excavation with no impediment caused by shoring. This level of groundwater inflow is less than the Office of Water *trigger of 3 ML or more for a groundwater take authorisation*.

Groundwater Quality

Asset Geotechnical note that the groundwater may contain elevated zinc concentrations and trace concentrations of hydrocarbons.

The collection of groundwater seepage would be undertaken using a series of sump and pump drains to a central drainage system.

Asset Geotechnical consider that precipitation (using chemical dosing) and a settlement treatment step would be suitable for the treatment of zinc and other heavy metals (if any) and a filtration step though activated carbon granules would likely to be effective in treating the trace concentrations of hydrocarbons. The collected water would be tested and filtered/treated to a quality suitable to the NSW Office of Water for discharge to Council stormwater.

The above matters will be further addressed as part of the Terms of Approval issued by the NSW Office of Water. Condition 5 of the General Terms of Approval requires the total volume of groundwater to be extracted to be provided to the NSW Office of Water in support of the dewatering license. Condition 7 of the General Terms of Approval requires groundwater quality testing to be completed by a National Association of Testing Authorities Certified Laboratory where the results and certificates are provided to the NSW Office of Water.

STORMWATER DRAINAGE (ITEM 4)

There is an existing stormwater drain located on the lower western site boundary which diverts overland stormwater flow from 183 Macquarie Street to the existing drainage system located in Macquarie Street. The neighbor (Mr Williams) has raised concerns regarding its removal or damage during excavation.

A detailed survey has been undertaken in order to confirm the location and relative levels of required stormwater pipes and pits on the western boundary.

A temporary overland flow diversion plan prepared by Australian Consulting Engineers has now been submitted and has been designed for all storm events up to and including the 1 in 100 ARI event without impact to adjoining land owners.

Council's Drainage Engineer supports the temporary overland flow diversion. A draft condition (General Matters Condition 4) has been recommended to ensure that the temporary overland flow drainage pipe remains in place until the approval and construction of a replacement system which specifically and solely drains the property to the west of the site (at 183 Macquarie Street Parramatta), is completed.

LAND OWNERS CONSENT (ITEM 5)

At the time of the Joint Regional Planning Panel meeting on 4 September 2014, Owners Consent to remove four (4) trees located on the adjoining property to the west in order to facilitate the proposed development was not received. Granting of this consent was contingent on the resolution of the stormwater drainage matters, as outlined in Item 4.

Owners consent from the property owner has now been received given the stormwater drainage issues have been resolved.

Owners Consent has also been received for the purposes of removing trees located between the eastern boundary fence and the facade of the house located on that property (183 Macquarie St).

Council is satisfied that for all properties which are affected by the proposed development, the consent of all owners has now been received.

FLOOD PROTECTION (ITEM 6)

A letter prepared by KF Williams and Associates has been submitted with the revised documentation and confirms that the 100 year ARI flood level in Macquarie Street is RL 6.16 and that the surface level in Macquarie Street adjacent to the site is between RL 6.04 and RL 5.90. Accordingly the depth of flood water during a 100 year ARI flood will be up to 0.26 metres deep.

KF Williams and Associates note that flood waters can be prevented from entering the excavation by installing a flood impermeable barrier above the Macquarie Street frontage to the site. Given that there are no habitable rooms as part of the proposed development, a 200mm freeboard will be adequate. Any run off from Hassall Street will not affect the site.

The advice recommends that the impermeable barrier be set at RL 6.36 and that the maximum height will be approximately 0.5 metres. It is recommended that a sandbag wall or segmental block with impermeable membrane such as polyethylene film would be a satisfactory barrier.

Council's Flood Engineer has agreed to the above excavation flood protection measures.

The above flood measures have been incorporated in the draft set of conditions (Condition 49).

BOUNDARY FENCING (ITEM 7)

Concern was raised by the Panel regarding the safety of the site during construction. The applicant has agreed to the erection of a Class A Hoarding at 1.8m height clad with plywood for all areas that are accessible along any of the boundaries. This type of fencing will deny easy footholds to persons who wish to scale the fence.

Revised draft conditions has been imposed to this effect (conditions 15 and 43).

4. CONCLUSION

The amendments to the proposed development have addressed the matters raised by the Sydney West Joint Regional Planning Panel at its meeting on 4 September 2014.

We reiterate our recommendation that Development Application No.183/2014 for early works/site preparation at 189 Macquarie Street and part 34 Hassall Street Parramatta, be approved pursuant to Section 80 of the *Environmental Planning and Assessment Act, 1979*, subject to the conditions of consent contained in Schedule 2.

5. RECOMMENDATIONS

That:-

A. That Development Application 183/2014 be approved subject to the conditions in Schedule 2; and
B. That those two persons who made a submission be notified.