

**REPORT TO THE JOINT REGIONAL PLANNING PANEL (SYDNEY WEST)**

JRPP Reference Number:	2015SYW111
Development Application:	DA/358/2015
Property Address:	153 Macquarie Street and Part 1A Civic Place, Parramatta
Property Description:	Lot 1 DP863571, Lot 303 DP 502198 and Part Lot 2 DP 1192394
Proposal:	Construction of a three level basement car park as well as ancillary essential services at ground level and land subdivision. The development is Nominated Integrated development under the provisions of the Water Management Act 2000. The proposal will be determined by the Sydney West Joint Regional Planning Panel.
Estimated Value:	\$17,504,945
Date Lodged:	15 June 2015 Further information received on: • 1 July 2015 – response to contamination issues raised by Council's Environmental Health Officer. • 17 September 2015 – response to Council's correspondence dated 26 June 2015 and 21 August 2015 and comments made by Council Officers, Joint Regional Planning Panel- Sydney West, Independent Consultant Planner, RMS and TfNSW. • 24 September 2015 – submission of Draft Plan of Subdivision. • 29 September 2015 – responses in relation to outstanding flooding, traffic and urban design issues. • 1 October 2015 – submission of amended Architectural Plans.
Owner:	Parramatta City Council
Applicant:	Parramatta City Council
Council Planner:	Myfanwy McNally – Manager City Significant Development
Report Author:	Claire Jones – Environmental Planner, WorleyParsons Services Pty Ltd; Robert Power – Principal, Statutory and Heritage Planning, Quality Assurance, WorleyParsons Services Pty Ltd



EXECUTIVE SUMMARY

This report is an assessment of Development Application DA/358/2015 (DA) submitted on behalf of Parramatta City Council (the Applicant).

The DA was originally submitted for the construction of a four level basement car park as well as ancillary essential services at ground level for future commercial development and land subdivision (the proposed development) at 153 Macquarie Street and Part 1A Civic Place, Parramatta (the site). The site comprises Lot 1 DP863571, Lot 303 DP 502198 and Part Lot 2 DP 1192394. The site is owned by Parramatta City Council (the Council).

An amended description of the proposed development was submitted by the Applicant on 17 September 2015. The amended DA is for the construction of a three level basement car park as well as ancillary essential services at ground level and land subdivision. The Applicant has advised that the revised Capital Investment Value (CIV) for the proposed development is \$17,504,945.

The DA is “*Integrated Development*” in accordance with Section 91 of the *Environmental Planning & Assessment Act, 1979* (EP&A Act) being an aquifer interference activity (dewatering) in accordance with **Section 91** of the *Water Management Act 2000*. General Terms of Approval were received from NSW Department of Primary Industries – Water (DPI Water) on 28 July 2015.

As the proposed development involves Council owned land, WorleyParsons Services Pty Ltd has been engaged by the Council to provide an independent planning assessment of the DA, including the preparation of this assessment report and associated recommended conditions of consent for the proposed development should the Joint Regional Planning Panel approve the application.

Written notice of the DA was sent to Roads and Maritime Services (RMS) on 17 June 2015. RMS provided its comments on 14 July 2015 in relation to the following matters:

- It is recommended that Council obtains a copy of the SIDRA modelling for further assessment.
- The traffic report relies on previous reports prepared by Traffic for commercial and civic facilities at 153 Macquarie Street. The current scheme has a greater gross floor area (GFA) than the report considered.
- Local network improvements have not been considered.
- Further consultation required with Transport for NSW in relation to the proposed light rail.

The Applicant's response to matters raised above was as follows:

- *As discussed in the updated Transport Impact Assessment report, comprehensive SIDRA modelling was completed to detail the traffic impacts over the medium term and future long term as part of the Parramatta Square Traffic and Pedestrian Access Strategy prepared by Traffix in 2013. A copy of this report has been submitted for information only.*
- *A copy of the Traffic Impact Assessment for the previously proposed commercial and civic facilities at 153 Macquarie Street Parramatta also prepared by Traffix in August 2013 has been submitted with this submission for information only.*
- *An updated Traffic Report prepared by GTA Consultants has been provided in response to the amended design.*
- *The PS3 development alone does not necessitate local road network improvements. The*



previous traffic impact assessments prepared by Traffix undertook detailed modelling for both PS3 and the whole of Parramatta Square, which have in turn informed the Updated Transport Impact Assessment prepared by GTA.

- *Swept paths ensuring access to Macquarie Street for Medium Rigid Vehicles has been provided.*
- *Refer comment above regarding the status of the Light Rail project. [see below]*

The DA public notification period was between 25 June 2015 and 27 July 2015. Two submissions were received from 1) Transport for NSW (TfNSW) and 2) Leighton Properties.

TfNSW raised the following matters in relation to the DA:

- Further consultation should occur to ensure compatibility between the proposed development and the light rail system.
- Horwood Place option for alternative access to the basement car park should be explored.
- Darcy Street Bus Layover shouldn't be used as part of secondary access ramps.
- A revised traffic and transport impact assessment needs to be undertaken to assess the proposed changes to the development.

The Applicant's response to matters raised above was as follows:

- *Consultation has occurred with Transport for New South Wales regarding compatibility between the proposed development and the light rail system. Macquarie Street has been muted as a possible route however there are no details available of the proposed route nor location of likely stops at this stage. Nonetheless the updated Transport Impact Assessment prepared by GTA Consultants identifies that the light rail system would contribute to reducing traffic capacity, noting that there would likely be one westbound traffic lane with no on-street parking proposed (page 15).*
- *A possible future connection from Macquarie Street to Horwood Place under Leigh Place has now been shown on the drawings.*
- *As detailed in the updated Transport Impact Assessment (refer page 15), the exact location of the Darcy Street ramp will be determined as part of future development for Parramatta Square in particular PS2, PS5 and PS6- it is not related to the subject development application. Consultation will be required with Transport for NSW, Roads and Maritime Services and adjoining land owners.*

The main issues raised by Leighton Properties, as the developer of 169 Macquarie Street, Parramatta concerned the following:

- The DA does not adequately assess the traffic impacts within the 'super basement' caused by vehicles from the developments at 2PSQ, 3PSQ, 4PSQ and 5&6PSQ all using the same basement, and the potential impacts on vehicular access to the 1PSQ basement. The design of the proposed basement has not been considered for its future use as an entrance to the 'super basement'.
- The potential impacts and delays caused by the proposed light rail alignment along Macquarie Street have not been considered in the material submitted with the DA.
- The operational management of the 'super basement' and the implications on the entrance to the 1PSQ basement are not considered in the DA material.
- The access arrangements to the End of Trip Facilities (EoTF) for the future developments in



Parramatta Square have not been considered in the DA.

- The location of the dive structure and temporary access arrangements to the 1PSQ site must be provided in accordance with the 1PSQ Key Stakeholders requirements.
- The location of the building core and services within the basement must be carefully considered as these will impact the future design of the building.
- The permissibility of the proposed DA must be carefully considered and made clear to ensure the DA can proceed to a determination.

It is noted that further consultation by Council with LPPL was undertaken following the submission of additional information. In relation to the first and third points above, LPPL has since advised the following:

"LPPL as the developer of 169 Macquarie Street (1PSQ) are generally supportive of the updated PS3 Early Works DA on the basis that no through site link will be allowed from the 'super basement' (PS2, PS4, PS 5+6, Sydney Water) into the PS3 basement until a full traffic study has been completed that assesses all of the issues raised in the 1PSQ Key Stakeholders Submission and they have all been fully addressed (specifically items 2.1 and 2.2)."

The design intent of the Parramatta Square basement car parks is to integrate all the sites as much as practical in terms of access, circulation and flood level planning requirements. This is consistent with 1) the requirements of Clause 22G of the *Parramatta City Centre Local Environmental Plan 2007*, in relation to the Section 4.3.3.7(b) *Parramatta Development Control Plan 2011* objective to "provide appropriate solutions for...an integrated approach to access, servicing and parking" and 2) the urban design and parking plan (UDAPP) concept drawings, prepared by Johnson Pilton Walker that were endorsed by Council on 28 September 2015.

The Transport Impact Assessment, prepared by GTA Consultants and dated 15 September 2015 indicates that:

"Several previous studies including the UDAPP have considered the effect that the broader Parramatta Square development would have on the surrounding road network and transport systems, taking into account the following key aspects:

- *existing road network*
- *traffic arrival and departure routes*
- *future transport networks*
- *pedestrian priority*
- *vehicles kept to the periphery*
- *visual connectivity*
- *future road network functionality.*

The UDAPP recommended that two separate site access ramps accommodate the traffic related demands associated with an indicative 1,500 private car parking spaces proposed as part of a future Parramatta Square.

The Parramatta Square Traffic and Pedestrian Access Strategy prepared by Traffix (2013) assessed the traffic based access opportunities associated with the Parramatta Square precinct as a whole. This report details the traffic and pedestrian implications with detailed SIDRA INTERSECTION modelling testing the medium term and future long term scenarios.



Traffix (and Mott McDonald) has also prepared several traffic impact assessments for the various Parramatta Square sites with the Traffix report (2013) detailing the transport impacts associated with the PS3 development. This included the construction of a commercial building over 16 levels including ground level retail, an attached atrium and civic building spanning up to 5 levels."

A condition of consent is recommended in relation to the no through site link for the 'super basement' and traffic study requirements.

Based on the above, the Transport Impact Assessment concluded that traffic generated from the proposed can be accommodated within the context of Parramatta Square redevelopment as follows:

"The PS3 Basement DA proposal has been considered in the context of the UDAPP and is similar to the development proposal detailed as part of the Traffix assessment. As such, the traffic related impact is considered consistent with the intent of Parramatta Square, with previous assessments largely concluding that the surrounding road network would be capable of supporting the anticipated levels development traffic."

In addition, as suggested by TfNSW above and Council's Traffic Engineer, a potential future access connection to Horwood Place has been considered by GTA as follows:

"To alleviate perceived and real constraints and potential traffic related issues, the access ramp has also been located and designed to permit a future basement car only link under Macquarie Street to directly connect with Horwood Place to the north. This presents several benefits as outlined in the UDAPP, including dispersing traffic relatively evenly across the site and a resultant greater distribution of traffic throughout the CBD."

In relation to the second point, refer to response above in relation to the TfNSW submission. Further, the Transport Impact Assessment has assumed an 8m width for the potential light rail corridor with:

"The ultimate alignment and design of the light rail is in its infancy however it is assumed that line would be level with Macquarie Street and 8.8m medium rigid vehicles would be able to traverse the track when exiting the site."

A swept path analysis confirms that services vehicles (small and medium rigid) can safely ingress and egress from the site under the proposed site access arrangements.

In relation to the fourth point, secure and adequate EoTF have been provided in the basement to service the future development at the PS3 site only. Any future access for the other developments in Parramatta Square would be considered as part of future DAs for Parramatta Square.

In relation to the fifth point, the permanent basement entry ramp to Macquarie Street has been relocated to the eastern side of the site approximately 8.4 metres from the PS1 property boundary. The proposed 7m wide two-way basement entry ramp will be located approximately 45 metres west of the intersection of Smith Street and Macquarie Street. It is considered that the ramp location is appropriate from a traffic safety and management perspective and is outside the zone of influence associated with the traffic signals at the Smith Street and Macquarie Street intersection.



Two options have been considered for the installation of a temporary construction ramp to PS1 from either Macquarie Street or Leigh Place. Further, the Construction Management Plan has considered three options to deliver a permanent access ramp on a staged basis for PS1. This ramp would be designed to be delivered *independently* of the adjoining basement and core structures, if required to meet the necessary project timeframes. A condition of consent is proposed in relation to the provision and maintenance of access to PS1.

In relation to the sixth point, the submitted plans are satisfactory in terms of the proposed location of the building core and the provision of services within the basement, allowing suitable flexibility for the design of the future building.

In relation to the final point, the proposed development is defined as a “car park” which is **permissible** with consent in the B3 and B4 zones when it is “*public car parking provided by or on behalf of the Council*”.

An assessment of the likely impacts of the proposed development has been undertaken in accordance with Section 79C(1)(b) of the EP&A Act. The impacts evaluated are matters relating to:

- Pedestrian Access and Safety
- Traffic and Parking
- Urban Design
- Flooding
- Stormwater Management
- Soils
- Contamination
- Geotechnical
- Noise and Vibration
- Heritage
- Visual and Amenity
- Waste
- Construction Management
- Social and Economic

Comments on the application and recommended conditions of consent have also been provided from the respective Council departments.

This assessment report:

- a) concludes that the proposed development is able to be carried out in a manner that would not result in any significant environmental impacts to the amenity of surrounding land users; and
- b) recommends that the application be approved subject to the conditions contained in **Schedule 1**.



1. BACKGROUND

This report is an assessment of Development Application DA/358/2015 (DA) submitted on behalf of Parramatta City Council (the Applicant). The development is Nominated Integrated development under the provisions of the *Water Management Act 2000*. The DA will be determined by the Sydney West Joint Regional Planning Panel.

1.1 Parramatta Square Redevelopment

Parramatta Square is a 3 hectare major urban renewal precinct located in the heart of the Parramatta CBD. Delivery of the precinct is intended to be staged in individual development parcels (refer **Figure 1**).

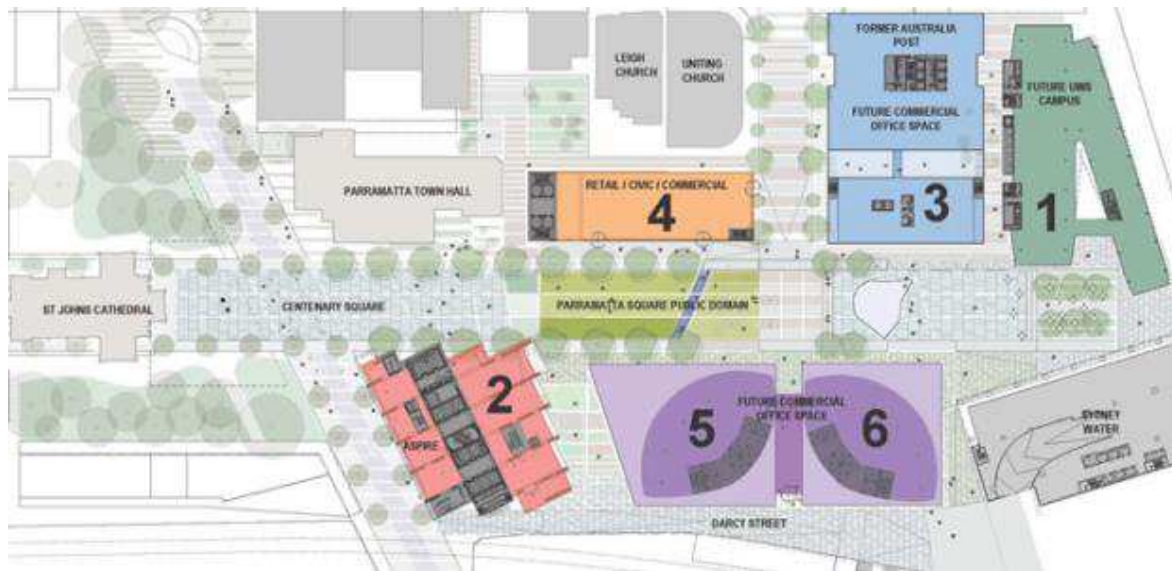


Figure 1 – Parramatta Square Development Sites (Source: Parramatta City, 2015)

Table 1 below provides a summary of the current status of development within Parramatta Square. The DA relates to the development of PS3.

Table 1: Status of Development in Parramatta Square

SITE	STATUS OF DEVELOPMENT
PS1	Development on PS1 (169 Macquarie Street) has commenced for a new University of Western Sydney building.
PS2	- A Planning Proposal was made (160 Church Street) in May 2015. - A demolition DA was approved by Council in June 2015. - A DA for the new mixed use building remains under assessment by Council.
PS3	- A DA for the demolition of the former Australia Post building (153 Macquarie Street) was approved by Council in March 2015. It was demolished in May 2015. - DA/414/2015 relating to PS3 was approved by Council in August 2015 permitting early works to facilitate the Aboriginal and European archaeological and cultural heritage investigations and salvaging.



SITE	STATUS OF DEVELOPMENT
	- The Current DA (DA/358/2015) relates to the basement stage of the development. - A Design Competition is to be undertaken in relation to the above ground levels.
PS4	- Demolition DA for the Council Chambers Building was approved by Council in June 2015. - A Design Competition is to be undertaken.
PS5 & PS6	- A Design Competition has been undertaken for PS5 and PS6. - Demotion DAs for 1A Civic Place (Parramatta City Library) and 30-38 Darcy Street (Council Administration Office) were approved by Council in May 2015. - Demolition DA for the Shops at 12-28 Darcy Street was approved by Council in June 2015.

On 28 September 2015, Parramatta City Council (the Council) endorsed the urban design and parking plan (UDAPP) concept drawings as a co-ordinated framework for the delivery of an integrated basement and services solution for Parramatta Square. The framework establishes vehicular access points at Macquarie Street and Darcy Street and a direct pedestrian link to the concourse at Parramatta Station. Each element of the integrated basement will be assessed with appropriate consultation as the DAs are submitted.

The Macquarie Street access will be provided as part of the basement works for PS3, which is the subject of this DA and has been designed to link directly with PS1 which is currently being constructed. The Darcy Street access will be provided as part of the redevelopment of PS5 and PS6 (former Council building and adjacent site).

1.2 Development Application

The DA was originally submitted for the construction of a four level basement car park as well as ancillary essential services at ground level for future commercial development and land subdivision (the proposed development) at 153 Macquarie Street and Part 1A Civic Place, Parramatta (the site). The site comprises Lot 1 DP863571, Lot 303 DP 502198 and Part Lot 2 DP 1192394. The site is owned by the Council.

The scheme was amended to reduce the number of basement levels from four to three by the Applicant on 17 September 2015. The amended DA is for the construction of a three level basement car park as well as ancillary essential services at ground level and land subdivision. The Applicant has advised that the revised Capital Investment Value (CIV) is \$17,504,945.

The DA public notification period was between 25 June 2015 and 27 July 2015. Two (2) submissions were received by Council. Three requests for additional information were submitted to the Applicant during the DA assessment stage. Responses were received from the Applicant on 1 July 2015, 17 September 2015, 24 September 2015 and 29 September 2015.



2. SITE LOCATION AND DESCRIPTION

The land to which this DA relates is known as 153 Macquarie Street and part 1A Civic Place, Parramatta. The site is located on the southern side of Macquarie Street and includes part of Civic Place and is approximately 50 metres west of the intersection with Smith Street. The site is approximately 100 metres by direct measurement to the north of Parramatta Railway Station which also connects to Westfield Shopping Centre in Argyle Street to the south. The site is described as Lot 1 DP 863571 and Part Lot 2 DP 1192394 and is owned by the Council. Refer to **Figure 2** below for a Location Plan.

The site is a square shaped parcel of land comprising a total site area of approximately 4,758m² (Lot 1 DP 863571 comprising an area of 1,947m², Lot 303 DP 502198 with an area of 6m² and Part 2 Lot DP 1192394 forming part of Civic Place comprising an area of 2,805m²). **Figures 3 to 6** provide photographs of the site.

The site has a frontage of approximately 70 metres to Macquarie Street. The site is bound by the boundary of the Leigh Memorial Centre at the western edge of Civic Place, the existing Parramatta Council Library to the south and the development at 169 Macquarie Street to the east upon which a new University of Western Sydney (UWS) campus is under construction (Stage 1, Parramatta Square – PS1).

The site previously contained the single storey 'Australia Post' Business Centre building with a small second storey plant facility. This building was demolished in May 2015 following the approval of a DA for demolition works (DA/865/2014 – Approved 9 March 2015). The building has been demolished to ground floor slab level with the existing hardstand car park on the eastern portion of the site remaining in situ.

There is no vegetation located on the site. Removal of a number of trees in the Civic Place car park was approved under the Development Consent for 169 Macquarie Street (DA/62/2013 – Approved 12 September 2013).

The site has the following land affectations:

Aboriginal Sensitivity:	High *
European Archaeological Potential:	State and Local *
Acid Sulfate Soils:	Class 5
Flooding:	Partly identified as flood prone land on the LEP Flood Prone Land Map. However, the site is located outside the 100 year ARI flood extent for both local catchment and Parramatta River flooding. It is located on the fringe of the Probable Maximum Flood extent for Parramatta River flooding.
Heritage:	Part of the listed area for the "Convict Drain" (Item 132) on the LEP Heritage Map. It is noted that it is also referred to as the "Parramatta Town Drain". *
Easements:	Nil

* Note: the affectations in relation to Aboriginal Sensitivity, European Archaeological Significance and Heritage were assessed separately under DA/414/2015, approved by Council on 10 August 2015.

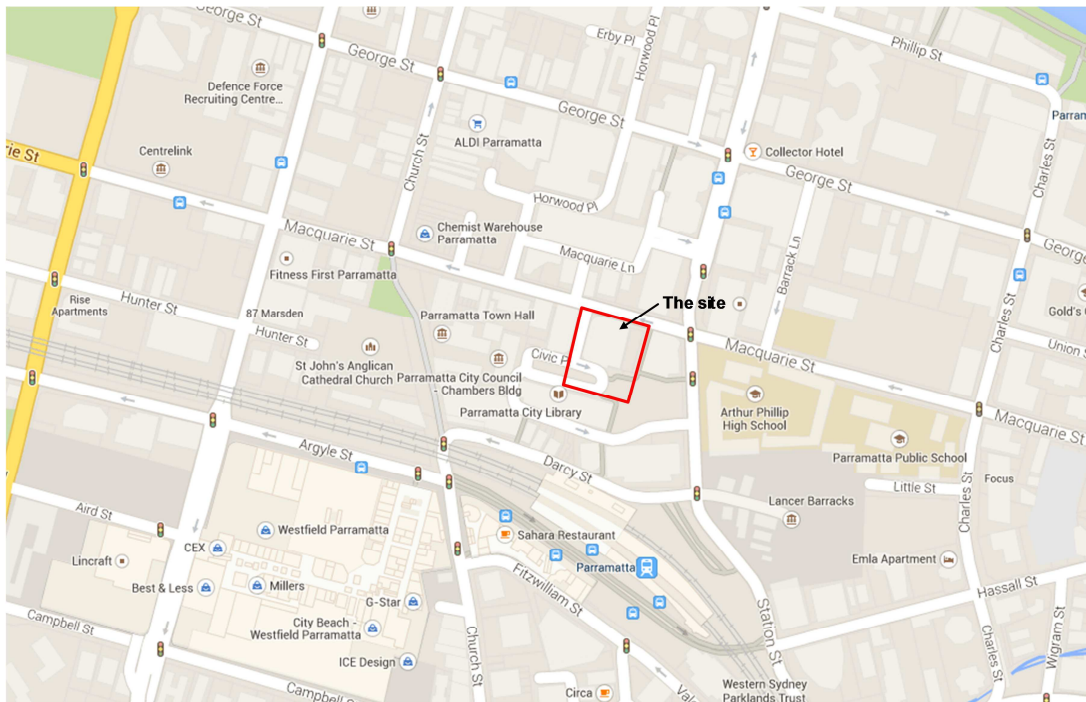


Figure 2 – Location map (Source: Google Maps, 2015)



Figure 3 – View looking east to the site and nearby Sydney Water Building from Macquarie Street post demolition of the Australia Post Building (Source: WorleyParsons, 2015)



Figure 4 – View looking west to the site, the Leigh Memorial Centre and Uniting Church from Macquarie Street prior to the demolition of the Australia Post Building
(Source: WorleyParsons, 2015)



Figure 5 – View looking north-east to the site from the Civic Place Car Park post demolition of the Australia Post Building (Source: Parramatta City Council, 2015)



3. SURROUNDING CONTEXT

Given its CBD location, the context of the site is composed of predominately commercial and civic uses, (refer to **Figure 7**) with a mix of two-to-three storey buildings as well as high rise commercial development along Macquarie Street and within Civic Place.

To the immediate east of the site is 169 Macquarie Street which is currently being developed as a new UWS campus. To the immediate west is the three storey Leigh Memorial Centre and the heritage listed Leigh Memorial Church, which are accessed from Macquarie Street.

Civic Place is, in essence, an internal “loop road” with public car parking and landscaping at the centre. It currently remains the location of the Council Chambers. Civic Place was the former location of Council’s Administrative Offices and Parramatta City Council Library, which have been approved for demolition. There is a pedestrian access connection from Civic Place leading west, alongside the Council Chambers and Town Hall to the open public spaces of Church Street Mall and to St John’s Pro-Cathedral to the west.

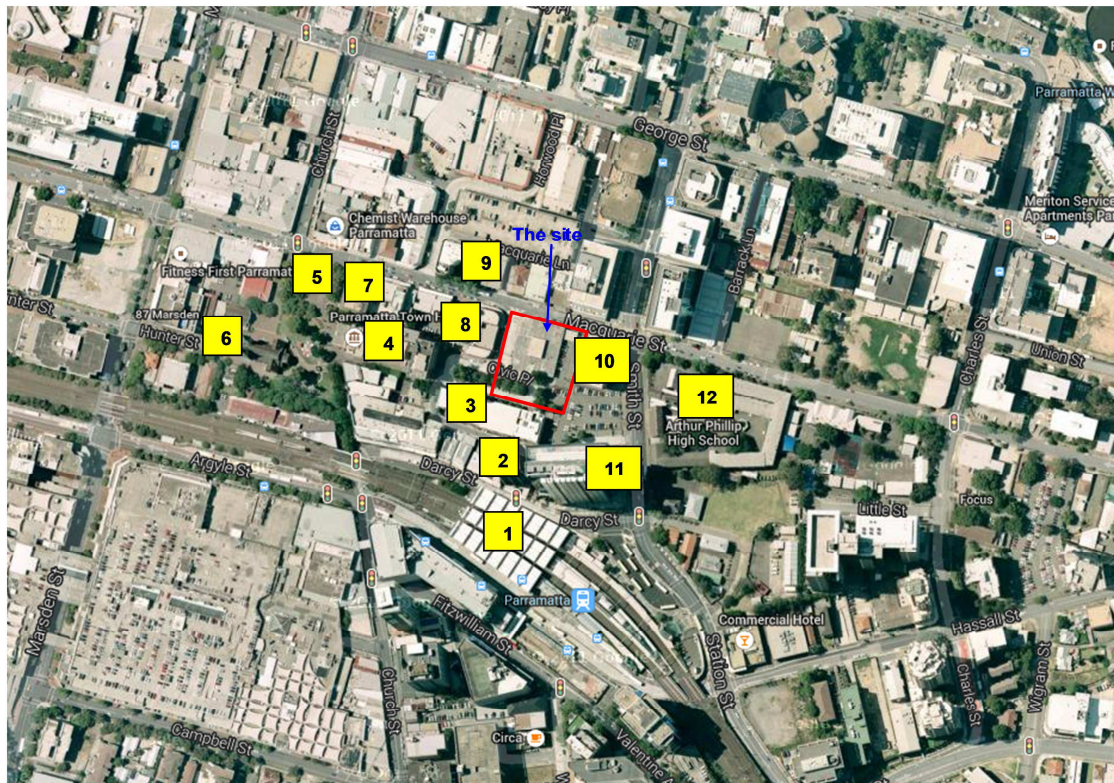


Figure 7 – Site Context (Base map source: Google Maps, 2015)

- | | | |
|---|-----------------------------------|---------------------------------|
| 1 = Parramatta Railway Station | 2 = Council office | 3 = Library |
| 4 = Parramatta Town Hall and Chambers | 5 = Memorial Clock | 6 = St John's Pro-Cathedral |
| 7 = Murray's Building & Bicentennial Square | 8 = Leigh Memorial Uniting Church | 9 = Kia Ora |
| 10 = UWS Development | 11 = Sydney Water office | 12 = Arthur Phillip High School |
- * Note the extent of the “Convict Drain” (Item 132) is shown on Figure 8.

The site is located in the vicinity of the following heritage items listed in **Schedule 5** of the *Parramatta City Centre Local Environmental Plan (LEP) 2007* and as shown on **Figure 8**:



- Kia Ora and potential archaeological site, 64 Macquarie Street (Item 109);
- Leigh Memorial Uniting Church, 119 Macquarie Street (Item 46);
- Convict Drain (Item 132);
- Arthur Phillip High School and potential archaeological site, 175 Macquarie Street (Item 47);
- Lancer Barracks group (Item 61);
- Parramatta Railway Station (Item 29);
- Parramatta Town Hall and potential archaeological site (Item 6); and
- St John's (Anglican) Pro-Cathedral (Item 8).

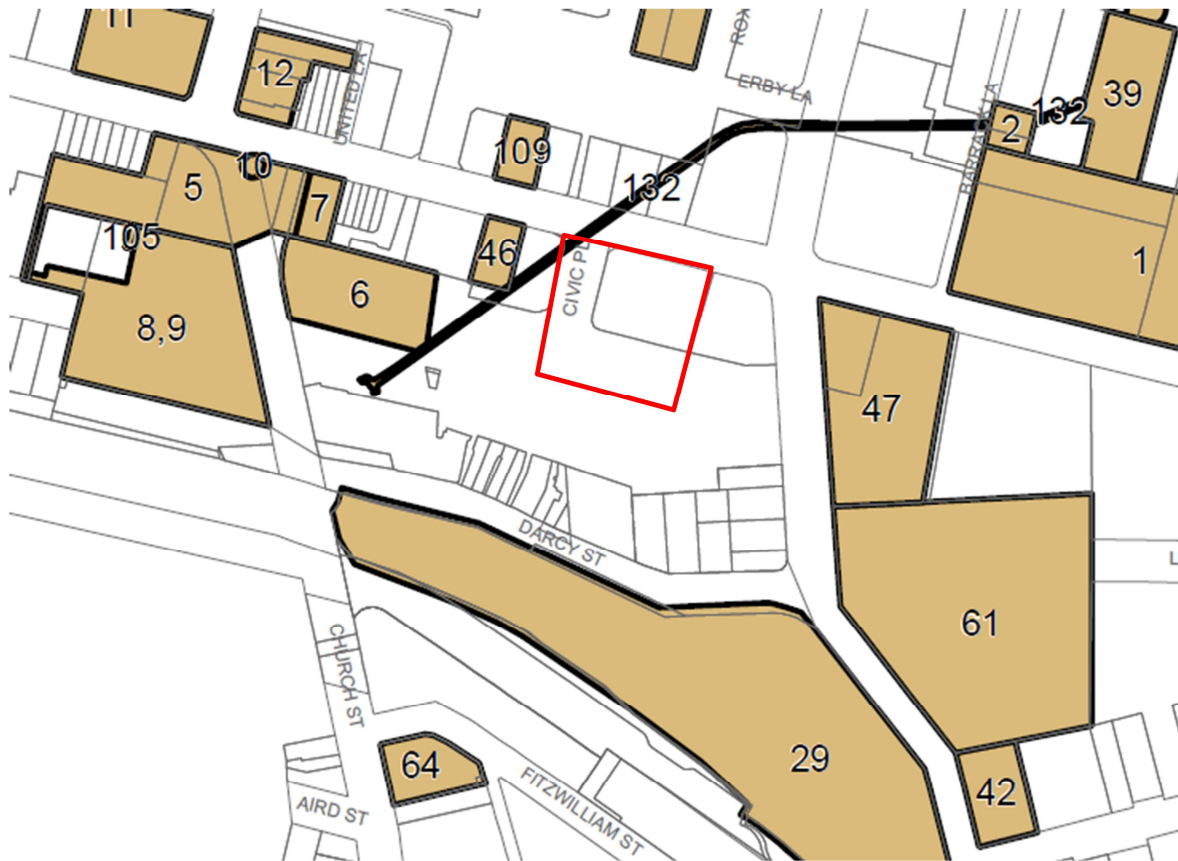


Figure 8 – Extract from the Parramatta City Centre LEP 2007 Heritage Map, showing that the site (outlined in red) is located in the vicinity of listed local heritage items
(Source: Parramatta City Council, 2015)



4. PROPOSED DEVELOPMENT

The DA was originally submitted for the construction of a four level basement car park as well as ancillary essential services at ground level for future commercial development and land subdivision.

An amended description of the DA was submitted by the Applicant on 17 September 2015. The amended DA seeks approval for the construction of a three level basement car park as well as ancillary essential services at ground level and land subdivision.

The proposed development foreshadows the future development of the site for a 14 storey commercial office building. This future building will indicatively provide 36,708m² of commercial office gross floor area (GFA) and ground floor retail GFA of 1,920m². Concept plans for the commercial building were submitted with the DA for information only and will be the subject of a Design Competition and a separate DA.

The DA comprises the following scope of works:

1. Site preparation works, bulk excavation and shoring.
2. Construction of below ground shoring walls.
3. Construction of three basement levels comprising:

Ground Floor

- Construction of essential services structures on part of the ground floor slab, required for the function of the basement levels including gas meter room, plant room, fire stairs, slab and temporary infill slab over lift voids.

Basement Level 1

- Plant Services
- Building Manager and Security Offices
- Substation
- Mail Room
- Waste Room
- Sprinkler Tanks
- Loading Bays
- Carpark and Goods Lifts
- 10 Shared Courier Parking Bays
- End of Trip Facilities including bicycle racks, change rooms and lockers
- Provision for grease arrestors and diesel pumps

Basement Level 2

- Car Parking – 73 commercial tenant spaces (incl. 6 disabled).
- Motor Bike parking – 8 spaces
- Carpark and Goods Lifts
- Plant
- Sub Station Trenches
- Cleaners Storage



Basement Level 3

- Car Parking – 87 commercial tenant spaces (incl. 6 disabled).
 - Motor Bike parking – 8 spaces
 - Carpark and Retail Goods Lifts
 - Diesel Tank
 - Plant
 - Subsoil Pit
4. Installation of ancillary essential services to part of the ground floor to enable the operation of the basement levels.
5. Subdivision of Part Lot 2 DP 1192394 because part of the site is to form part of the PS3 development. The area to be excised is 2,805m², which results in an overall site area of 4,758m². Lot consolidation will also be undertaken as part of the development process following the subdivision of Lot 2 DP 1192394.

It is noted that the 'Easement Deed' between Council and Leighton Properties requires PS3 to allow construction access to the PS1 site via PS3. There are two options that could be employed subject to construction timing and involves the installation of a temporary ramp from either Macquarie Street or Leigh Place. Further, the Construction Management Plan has considered three options to deliver the access ramp on a staged basis for PS1. This ramp would be designed to be delivered *independently* of the adjoining basement and core structures, if required to meet the necessary project timeframes.

Refer to the Site Plan in **Figure 9** and the Basement 1 Floor Plan in **Figure 10**.

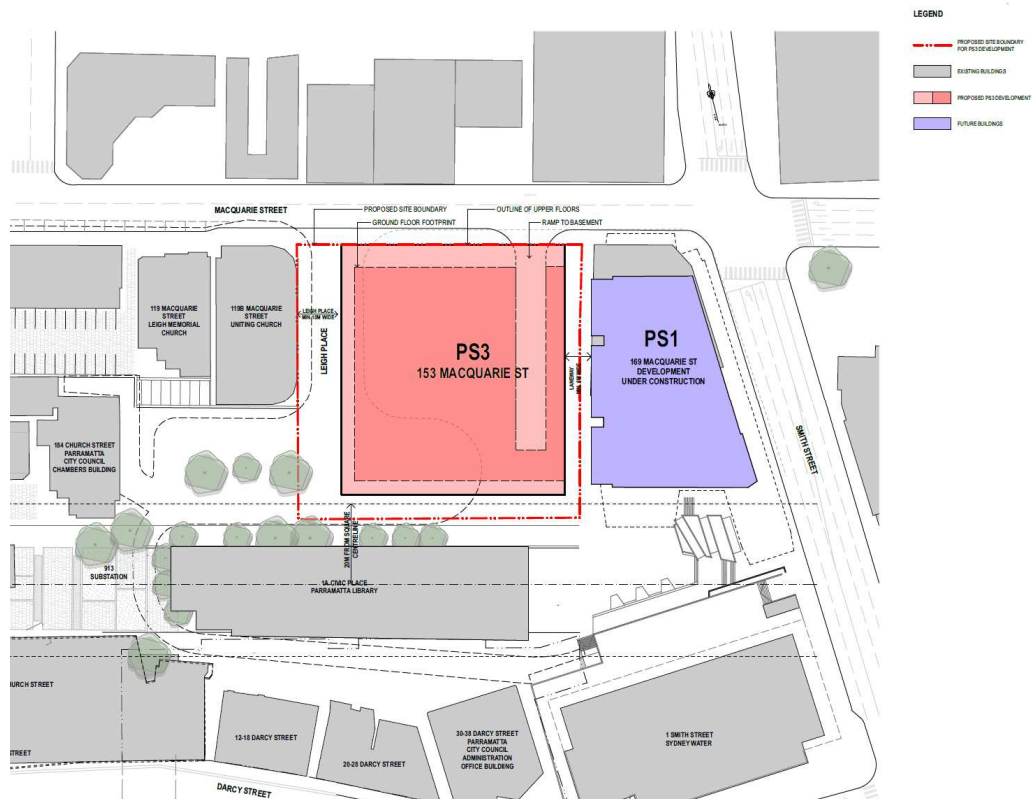


Figure 9 – Site Plan (Source: FJMT, Drawing No. DA1002, 16.09.15)

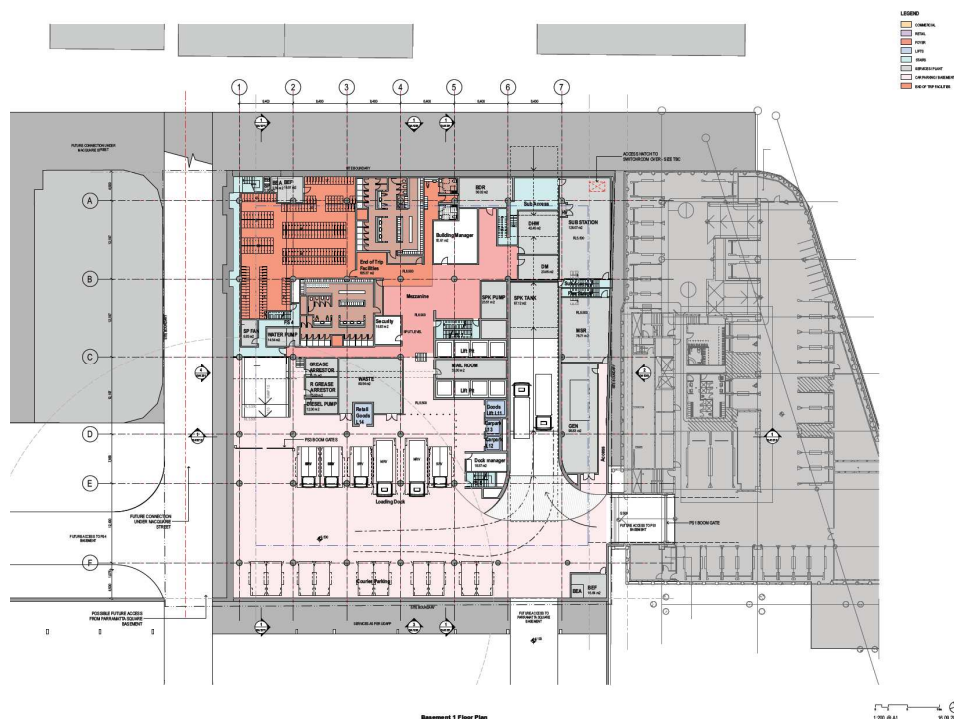


Figure 10 – Basement 1 Floor Plan (Source: FJMT, Drawing No. DA1012, 16.09.15)



5. REFERRALS (EXTERNAL/INTERNAL)

5.1 External Referrals

NSW Department of Primary Industries – Water (DPI Water)

The DA was referred to DPI Water pursuant to Section 91 of the *Water Management Act 2000* as the proposed development involves an aquifer interference activity (construction dewatering).

On 28 July 2015, DPI Water raised no objections and issued indicative General Terms of Approval.

Roads and Maritime Services

Written notice of the DA was sent to Roads and Maritime Services (RMS) on 17 June 2015 pursuant to Clause 104 and Schedule 3 to *State Environmental Planning Policy (Infrastructure) 2007* as the proposed future development will include approximately 40,000m² of commercial floor space with direct vehicle access to Macquarie Street.

RMS provided its comments on 14 July 2015 in relation to the following matters:

- It is recommended that Council obtains a copy of the SIDRA modelling for further assessment.
- The traffic report relies on previous reports prepared by Traffic for commercial and civic facilities at 153 Macquarie Street. The current scheme has a great gross floor area (GFA) than the report considered.
- Local network improvements have not been considered.
- Further consultation required with Transport for NSW in relation to the proposed light rail.

The Applicant's response to matters raised above was as follows:

- *"As discussed in the updated Transport Impact Assessment report, comprehensive SIDRA modelling was completed to detail the traffic impacts over the medium term and future long term as part of the Parramatta Square Traffic and Pedestrian Access Strategy prepared by Traffix in 2013. A copy of this report has been submitted for information only.*
- *A copy of the Traffic Impact Assessment for the proposed commercial and civic facilities at 153 Macquarie Street Parramatta also prepared by Traffix in August 2013 has been submitted with this submission for information only.*
- *An updated Traffic Report prepared by GTA Consultants has been provided in response to the amended design.*
- *The PS3 development alone does not necessitate local road network improvements. The previous traffic impact assessments prepared by Traffix undertook detailed modelling for both PS3 and the whole of Parramatta Square, which have in turn informed the Updated Transport Impact Assessment prepared by GTA.*
- *Swept paths ensuring access to Macquarie Street for Medium Rigid Vehicles has been provided.*
- *Refer comment above regarding the status of the Light Rail project."* [see below]

The issue in relation to the future light rail was raised in the submission from Transport for NSW. The following response was provided.



- *“Consultation has occurred with Transport for New South Wales regarding compatibility between the proposed development and the light rail system. Macquarie Street has been muted as a possible route however there are no details available of the proposed route nor location of likely stops at this stage. Nonetheless the updated Transport Impact Assessment prepared by GTA Consultants identifies that the light rail system would contribute to reducing traffic capacity, noting that there would likely be one westbound traffic lane with no on-street parking proposed (page 15).”*

5.2 Internal Referrals

There were five internal referrals made for this DA as follows:

Traffic Engineer

Council's Traffic Engineer provided initial comments in relation to the following key issues:

- Plan showing future arrangement for link under Macquarie Street to the north, including ramp to the surface so that its feasibility can be assessed and concept used as a basis for future development of this site. A link from George Street to Parramatta Square without using Smith Street will be required in future with increased development and parking in the CBD. The intersection of Macquarie Street and Smith Street currently has a poor level of service. This link would reduce traffic turning right at from Smith into Macquarie.
- Plan showing access and security gates within the site
- Methods to manage and regulate/enforce different areas (degrees of public access) within the car park, eg Post Office customers, Child Care Centre, Commercial Office Staff. The child care lifts on the first basement level do not seem the safest option.
- Traffic report should note that in future there may be no on-street parking in Macquarie Street if the proposed light rail proceeds.
- Plan to show location of PS1 security gate
- Previous Traffix report should be submitted formally as part of this DA (refer to Section 7 of the traffic report). The current DA has no modelling and relies on Traffix report.
- Bike parking is more than required, is surplus to be made available to public for a fee?

The Applicant submitted a response to the above issues on 17 September 2015 including an updated Transport Impact Assessment. Council's Traffic Engineer has reviewed the additional information received and has provided a set of recommended conditions.

Urban Design

Council's Urban Design team provided initial comments in relation to the following key issues:

- Setbacks for the formation of the Leigh Place north south link (minimum 10m).
- Dimension laneway between Site 1 and Site 3 (minimum 3m wide).
- Relocation of entry ramp allowing for preferred 4m retail.
- Site boundaries and building set outs which are to be 20m setback and extend up vertically and the upper levels be set back as per the UDAP plan.
- The buildings need to present welcoming and interesting edges at the ground floor.
- The Applicant should provide an Alignments Plan for the concept ground level plan which has



been amended to reflect this advice. This is to relate to the current Macquarie Street level.

Further comments were provided by Council's Urban Designer team in relation to the amended architectural drawings that were submitted by the Applicant to address the above comments:

- A discrepancy between the plans and the North-South Section in the location of the building face on Parramatta Square relative to the 20m building line from the centre of the square.
- Concern about the edges at ground level as shown on the concept submission. Parramatta Square and Leigh Place frontages have the retail frontage set back under narrow colonnades (with inconsistent column spacing to Leigh Place), the Lane on the east has the retail edge flush with the building above and no awning, and Macquarie St has an undercroft with columns set back in front of the retail edge.
- No Alignments Plan has been submitted.

Amended plans have been prepared to address the discrepancy identified above, to move the western column grid to a point more in line with the retail space, increasing the setback to Leigh place, ensuring any built form above can provide appropriate setbacks from the urban design and the relocation of the retail floor space to meet the northern and western grid lines. With these amendments, Council's Urban Design team is satisfied that this will facilitate a flexible design approach to the delivery of the upper levels of the future commercial building.

Alignment plans for the ground floor and sections have been provided showing the proposed ground floor levels to interface with the public domain. The alignment plans have been considered by the Urban Design team who have raised concerns in relation to the finished levels and how they will interact with the adjoining public domain. The Applicant has provided a revised concept alignment plan showing that there is flexibility in the finished levels. Given that the final public domain plans are still being prepared, a condition has been recommended requiring the Applicant to submit revised slab levels for approval prior to the release of the construction certificate.

Development Engineer

Council's Development Engineer provided initial comments in relation to the following stormwater management and flooding issues:

- The current proposal to pump to the ground floor is unacceptable.
- All invert and outlet levels of the proposed and existing stormwater pits and the diameter of the proposed stormwater discharge outlet pipe to be provided.
- Cross sections of the OSD tank need to be provided
- A concept on-site detention plan needs to be prepared by a suitably qualified Hydraulic Engineer.
- The site needs to be flood proofed for at least the 1 in 100 year (1% AEP) event plus 500mm freeboard with perimeter bunding to RL 10.7m AHD minimum including access ways.
- Adequately manage (minimise, capture, store, treat and dispose of) stormwater and floodwater runoff that is transporting sediments and colloidal soil particles and possibly contaminants.
- Adequately manage contaminants exposed during the site works to minimise their transport by stormwater runoff or floodwaters (and also by airborne transmission).

The Applicant submitted a response to the above issues on 17 September 2015 including updated Stormwater Concept Plans.



The Development Engineer indicated general support for the DA subject to conditions except in the area of flood proofing levels for the basement and adjoining interconnected 'super basement' and PS1 basement and the consequent redesign of the access driveway and bunding. The view of the Development Engineer was that whilst the scheme has been designed at 510mm above freeboard, the site (given the connection to the broader basement) should be better protected.

The response from the Applicant on this issue is as follows:

"Specific site constraints limit the design of the Macquarie Street ramp to Parramatta Square. This includes retaining the layout and width of Macquarie Street, future light rail, achieving RL5.5 at the bottom of the ramp, being able to tie into PS1 and PS3 basements, connections with the broader PS basement at RL4.1 and retaining adequate area on ground level to ensure a PS3 retail tenancy facing the square.

The current ramp design meets all of the above criteria while also reaching the required RL10.65 for flood purposes. As such, no change to the current ramp design is possible without significant implications on many (if not all) of the above criteria."

Environmental Health – Contamination

Initial comments were provided by Council's Environmental Health Officer in relation to site contamination as it related to this DA and DA/414/2015. Further assessment was undertaken having regard to the contents of the overarching Remedial Action Plan that was submitted. It was considered that the:

"The report concludes that the site can be made suitable for its intended uses and that the risks posed by the contamination can be adequately managed as provided in the report. It is recommended that the site be remediated and validated in accordance with this report."

Appropriate conditions to manage areas of environmental concern as recommended by Council's Environmental Health Officer have been adopted in the proposed conditions of consent.

Heritage

The Council's Heritage Advisor provided joint comments in relation to this DA as well as another DA for the site that was approved by Council in August 2015 (DA/414/2015). It is noted that the affectations in relation to Aboriginal Sensitivity, European Archaeological Significance and Heritage were assessed separately under DA/414/2015. The relevant permits for both European heritage and Aboriginal Archaeology have been issued by the Office of Environment and Heritage.



6 RELEVANT LEGISLATION

6.1 Commonwealth Environment Protection Biodiversity Conservation Act 1999

The proposed development will not impact on any matters of national environmental significance under the Commonwealth *Environment Protection Biodiversity Conservation Act* (EPBC Act).

6.2 Environmental Planning and Assessment Act 1979

The *Environmental Planning and Assessment Act 1979* (EP&A Act) is the principal planning and development legislation in New South Wales.

Section 5 – Objects

The objectives of Section 5 of the EP&A Act relevant to the proposed development are:

(a) to encourage:

- (i) the proper management, development and conservation of natural and artificial resources, including agricultural land, natural areas, forests, minerals, water, cities, towns and villages for the purpose of promoting the social and economic welfare of the community and a better environment,
- (ii) the promotion and co-ordination of the orderly and economic use and development of land, and
- (vii) ecologically sustainable development, and

The proposed development is consistent with the above stated objects of the EP&A Act, especially Section 5(a)(ii) in that it will facilitate orderly basement construction works to be undertaken to prepare the site for its redevelopment as a stage of the Parramatta Square urban renewal precinct.

Section 79C – Evaluation

Section 79C of the *EP&A Act, 1979* requires Council to take into consideration such of the matters referred to in Section 79C(1) of the Act as relevant to the application.

Refer to **Section 9** of this report for the detailed evaluation of the DA.

Section 91 – Integrated Development

Section 91 of the *EP&A Act, 1979* defines Integrated Development as matters which require consent from Council and one or more approvals under nominated legislation. In those circumstances, prior to granting consent Council must obtain from each relevant approval body their General Terms of Approval (GTA) in relation to the development.

As set out in **Section 5.1**, the proposed development is “integrated development”. GTAs have been received from DPI Water.

6.3 Protection of the Environment Operations Act 1997

The appointed Contractor will be responsible for adhering to the requirements of the *Protection of the Environment Operations Act 1997* during works to reduce the risks to human health and prevent the



degradation of the environment. Appropriate conditions of consent are proposed to manage potential impacts.

6.4 Water Management Act 2000

An activity approval is required under Section 91 of the *Water Management Act 2000* given that the excavation for the basement levels will transect the water table and therefore dewatering is required.

Section 91 of the *Water Management Act 2000* provides for two types of approvals: namely, controlled activity approvals and aquifer interference approvals.

The construction dewatering is deemed to be an aquifer interference activity in accordance with the definition in the *Water Management Act 2000*. The NSW Office of Water have provided their comments and have issued General Terms of Approval appropriate to the proposed aquifer interference activity as required by Section 91A(2) of the EP&A Act.



7 STATE ENVIRONMENTAL PLANNING POLICIES (SEPPs)

7.1 SEPP 55 – Land Contamination

The provisions of SEPP 55 have been considered in the assessment of the DA. SEPP 55 provides a framework for the assessment, management and remediation of contaminated land. Clause 7(1) of the Policy prevents the consent authority from approving a development unless:

- (a) it has considered whether the land is contaminated, and*
- (b) if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be) suitable, after remediation) for the purpose for which the development is proposed to be carried out, and*
- (c) if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.*

A Site Contamination Assessment prepared by JBS&G has been submitted with the DA and has identified no significant indicators of potential contamination during site inspection or soil sampling activities (staining or odorous soil conditions, ACM fragments, slag/ash inclusions, etc). There are no underground fuel/chemical storage facilities. It is noted that a geotechnical report prepared by Douglas Partners has identified fragments of asbestos containing materials in samples of the filling in other parts of the Parramatta Square precinct but not on the site. Therefore, there are no significant widespread asbestos impacted soil conditions. Given the proposed development involves excavation of the entire site, it is anticipated that all fill material and underlying shallow soil will be removed. Fill material to be excavated and disposed of from the site will be appropriately characterised.

An overarching Remedial Action Plan has been prepared for the Parramatta Square precinct (Stages 2 to 6) in order to provide guidance for both the management of excavated material and requirements for validation of the site to ensure that the site will be suitable for future commercial development.

Appropriate conditions to manage areas of environmental concern have been adopted in the proposed conditions of consent.

7.2 Deemed SEPP Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005

The site is located within the hydrological catchment of Sydney Harbour and is subject to the provisions of the Deemed SEPP. However, the site is not located within any of the identified Foreshores and Waterways Areas. Therefore, Part 3 does not apply to the site. In addition, the site is not identified as a strategic foreshore site, and there are no heritage items (listed under the Deemed SEPP) which are located in the vicinity of the site. Therefore, Parts 4 and 5 of the SEPP do not apply to the site. As there are no identified wetlands in the vicinity of the site, Part 6 of the SEPP also does not apply.

Part 2 of the Deemed SEPP does apply to the site. This Part establishes the Planning Principles that must be considered and where possible achieved in the carrying out of development within the catchment. The Applicant's Planner provided an assessment of the relevant Planning Principles. Upon review and assessment of the proposed development, it is considered to be consistent with the relevant Planning Principles of the Deemed SEPP.



8 LOCAL ENVIRONMENTAL PLANNING INSTRUMENTS

8.1 Parramatta City Centre Local Environmental Plan 2007

At the time of DA lodgement, the total site area was zoned **B4 Mixed Use (Figure 10)**. The LEP amendment of 19 June 2015 changed the zoning to being **part B3 Commercial Core** and **part B4 Mixed Use (Figure 11)**.

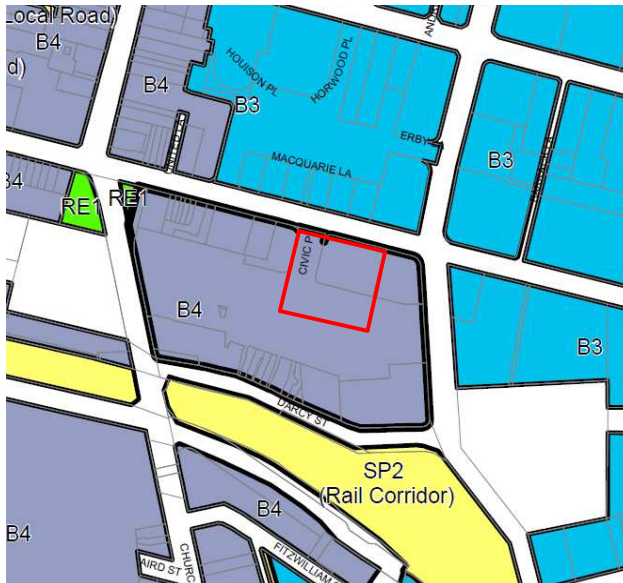


Figure 10 – Extract from the former *Parramatta City Centre LEP 2007* Zoning Map
(Source: Parramatta City Council, 2015)

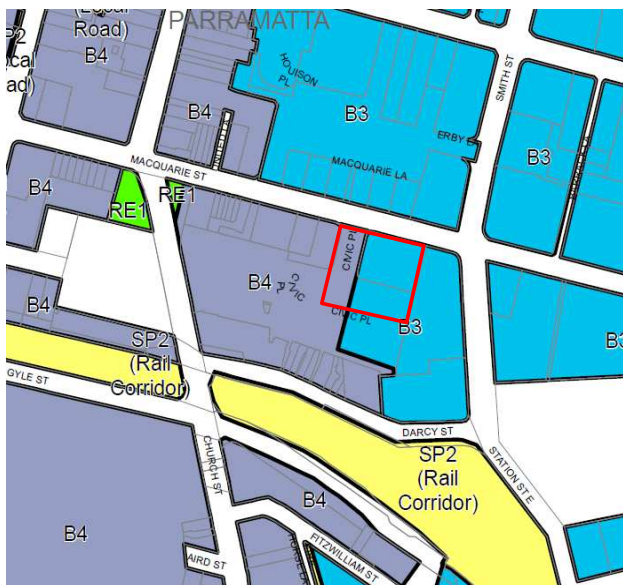


Figure 11 – Extract from the current *Parramatta City Centre LEP 2007* Zoning Map
(Source: Parramatta City Council, 2015)



The proposed development is defined as a “car park” which is **permissible** with consent in the B3 and B4 zones when it is “*public car parking provided by or on behalf of the Council*”. It is proposed that the basement car park will operate as a public car park, to be owned and managed by Council until such time that the commercial building component to be erected above this subject development has been approved and constructed.

The objectives for the B3 Commercial Core zone are:

- *To provide a wide range of retail, business, office, entertainment, community and other suitable land uses which serve the needs of the local and wider community, including:*
 - o *commercial and retail development,*
 - o *cultural and entertainment facilities that cater for a range of arts and cultural activity, including events, festivals, markets and outdoor dining,*
 - o *tourism, leisure and recreation facilities,*
 - o *social, education and health services.*
- *To encourage appropriate employment opportunities in accessible locations.*
- *To maximise public transport patronage and encourage walking and cycling.*
- *To strengthen the role of the Parramatta city centre as the regional business, retail and cultural centre, and as a primary retail centre in the Greater Metropolitan Region.*
- *To create opportunities to improve the public domain and pedestrian links throughout the Parramatta city centre.*
- *To provide for the retention and creation of view corridors.*
- *To protect and enhance the unique qualities and character of special areas and heritage values within the Parramatta city centre.*
- *To protect and encourage accessible city blocks by providing active frontages to streets, and a network of pedestrian-friendly streets, lanes and arcades.*

The objectives for the B4 Mixed Use zone are:

- *To provide a mixture of compatible land uses.*
- *To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.*
- *To create opportunities to improve the public domain and pedestrian links within the Mixed Use Zone.*
- *To support the higher order Commercial Core Zone while providing for the daily commercial needs of the locality, including:*
 - o *commercial and retail development,*
 - o *cultural and entertainment facilities that cater for a range of arts and cultural activity, including events, festivals, markets and outdoor dining,*
 - o *tourism, leisure and recreation facilities,*
 - o *social, education and health services,*
 - o *high density residential development.*
- *To protect and enhance the unique qualities and character of special areas within the Parramatta city centre.*

The proposed development is consistent with the above objectives satisfying Clause 12(2) of the LEP being a necessary step in the development of the site for the purposes for which it is zoned.



In accordance with Section 79C91)(a)(ii) of the EP&A Act a Planning Proposal that has been publically exhibited should be taken into consideration by the consent authority. Draft Amendment No. 10 to Parramatta LEP 2011 seeks to consolidate the current City Centre LEP 2007 with PLEP 2011.

Under this amendment parking for any purposes is permitted with consent. The proposal is therefore consistent with Draft Amendment No. 10 PLEP, which is currently with the Department for gazettal.

Compliance with the relevant LEP provisions is addressed in **Table 2**.

Table 2: Compliance with the relevant LEP provisions

PROVISION	COMPLIANCE AND COMMENT
Clause 15 Subdivision Subdivision requires consent.	Yes – subdivision of part of Lot 2 DP 1192394 as a portion of this land forms the site (PS3).
Clause 21 Building Height Maximum 54m.	Yes – 5m (structures for essential services only).
Clause 22 Floor Space Ratio Maximum 8:1.	Not applicable – this DA is only for basement and essential services. Construction. It is noted that the Area Schedules indicates that the future DA for the building is proposed to use the provisions of Clause 22B(6) of the LEP where up to an additional 10% gross floor area may be granted.
Clause 22C Car Parking Parking rates nominated in LEP are expressed as a maximum.	Yes – based on the concept design for a future PS3 commercial building, would requires provision for a maximum of 431 on-site car spaces. It is proposed to provide 170 on-site spaces within the basement levels which would be available for public car parking prior to the construction of the commercial building. 10 spaces are proposed to be dedicated for use by couriers/ vans etc. and located close to the loading dock. The commercial and retail uses would therefore share 160 spaces. The Transport Impact Assessment recommends that 10 spaces be dedicated to retail tenants, leaving 150 spaces for the commercial uses.
Clause 22E Ecologically sustainable development Consent authority must have regard to the principles of ESD based on a “whole of building” approach relative to nominated matters.	Yes – an ESD Report has been submitted with the DA which provides a sustainability strategy for the site. Car parking dependency has been minimised with only about 40% of the maximum on-site car parking being provided.
Clause 22G Objectives for development within Parramatta city centre Special Areas Development is to be compatible with the significance and character, specific attributes and qualities of the built form of the Special Area.	Yes – the proposed development is consistent with the broad objectives of Section 4.3.3.7(b) of the DCP for Parramatta Square as they relate to this DA including providing an appropriate solution for the future building and its retail and commercial uses, public domain interface and the integration of access, parking and servicing. Concept plans have been submitted for the commercial building and will be the subject of a Design Competition.
Clause 29D Ground level development on land zoned B3 Commercial Core Ground floor of any development that is a building on land zoned B3 Commercial core is to have active street frontage for one of the specified purposes.	Not applicable – this DA is only for basement and essential services construction. However, it is noted that the concept design allows for ground floor retail along Macquarie Street, Leigh Place, the lane between PS1 and PS3 and future Parramatta Square for future activation of the site.



PROVISION	COMPLIANCE AND COMMENT
Clause 33A Development on flood prone land Consent not to be granted until a range of nominated matters are considered.	Yes – the submitted Construction Management Plan contains appropriate provisions in relation to the management of stormwater run-off and flood mitigations during excavation and construction. A Flood Emergency Management Strategy Report was submitted with the DA and further responses have been provided by the Applicant to address the issues raised by Council's Development Engineer (refer to Section 5.2).
Clause 33B Acid sulfate soils Consent to be granted for works involving class of land shown on the Acid Sulfate Soils Map.	Yes – a Detailed Site Investigation Report and accompanying Site Contamination Assessment Cover Advice were prepared for DA and indicated that the site is located within an area of "no known occurrence" of acid sulphate soils.
Clause 35 Heritage conservation Conservation of the environmental heritage of Parramatta city centre including heritage items, heritage conservation areas, archaeological sites and relics, and places of Aboriginal heritage significance.	Yes - The site is located in the vicinity of a number of items that are either on the State Heritage Register and/or on Schedule 5 to the LEP. The proposed development will not result in any adverse impacts on these heritage items. Matters relating to Aboriginal and Historic archaeology were assessed under DA/414/2015.

8.2 Parramatta Development Control Plan 2011

The relevant sections of Parramatta Development Control Plan 2011 as they relate to the proposed development are addressed in **Table 3** below.

Table 3: Compliance with the relevant Parramatta DCP 2011 provisions

PROVISION	COMPLIANCE AND COMMENT
2.4.2 Water Management	Yes – refer to response above in relation to Clause 33A of the LEP.
2.4.3 Soil Management	Yes – a Sediment and Erosion Plan has been prepared in accordance with Landcom's 'Managing Urban Stormwater: Soils and Construction and Council's Design and Development Guidelines' (the 'Blue Book') and Section 2.4.3.1 of DCP in order to ensure the protection of Parramatta's waterways. Refer to response above in relation to Clause 33B in terms of acid sulfate soils.
2.4.4 Land Contamination	Yes – matters relating to land contamination have been addressed in Section 7.1 above.
2.4.5 Air Quality	Yes – the Construction Management Plan includes site controls for during and after demolition and excavation to ensure that the development does not contribute to increased air pollution in the surrounding area.
3.3.6 Water Sensitive Urban Design	Yes – a Site Stormwater Management Report was submitted which nominates various water sensitive urban design measures to be included in the stormwater collection and disposal system for the project.
3.3.7 Waste Management	Yes – the Construction Management Plan provides general principles for the management of waste. A condition of consent will be incorporated that will require the submission of a Waste Management Plan prior to works commencing.
3.4.2 Access for People with Disabilities	Yes – An Access Review was submitted which has made recommendations to satisfy the requirements of Australian Standards and Building Code of Australia.



PROVISION	COMPLIANCE AND COMMENT
3.4.4 Safety and Security	Yes – the principles of Crime Prevention Through Environmental Design (CPTED) have been considered in the design of the proposed development. Conditions are recommended in relation to the management of public access to the ground floor and basement levels prior to the construction of the commercial building above.
3.5 Heritage	Yes – refer to response above in relation to Clause 35 of the LEP.
3.6.1 Sustainable Transport	Yes – the proposed development actively encourages the use of sustainable forms of transport and viable alternatives to support the reduction of car trips. This includes easy access to public transport services, motorbike parking and cycling and walking facilities.
3.6.2 Parking and Vehicular Access	Yes – vehicle access to the site is proposed via a new minimum 7m wide two-way vehicular access ramp from Macquarie Street, located towards the eastern site boundary. The proposed development will provide a total of 170 car parking spaces broken down as follows: • Basement level 1 – 10 courier spaces • Basement level 2 – 73 spaces (incl. 6 accessible) • Basement level 3 – 87 spaces (incl. 6 accessible). The 160 spaces will be utilised as public car parking and will then become commercial and retail tenant car parking once the new commercial building is constructed on the site. A total of 16 motorbike spaces are also provided within basement levels 2 and 3 (8 on each level). A total of approximately 243 bicycle racks are proposed within the secure end of trip facility within basement 1, with added provision for 26 showers and 250 lockers in three separate change locations. An additional 29 bicycle racks are also proposed within the ground level lobby for use by visitors. The basement level 1 loading dock and service area is proposed to be centrally located and adjacent to the two goods lifts. Direct and convenient access will be via the site access ramp. The proposed loading dock and service area includes provision for the following: • 2 loading bays for access by 8.8m long medium rigid vehicles • 4 loading bays for access by 6.4m long small rigid vehicles • 10 courier/ delivery bays along the southern boundary. The Transport Impact Assessment indicates that <i>“the loading areas have been designed in accordance with the relevant Australian Standard (AS2890.2:2002) and to cater for service vehicles to reverse into and exit in a forward direction.”</i>
3.6.3 Accessibility and Connectivity	Yes – it is proposed that Parramatta Square will be connected underground by a ‘super basement’ which will provide integrated vehicle access to each site within Parramatta Square. A number of access points are proposed from Basement Level 1 of PS3 including to PS1 to the east, PS4 to the west and the super basement / public domain and PS2, PS5 and PS6 to the south.
4.3.3 Parramatta City Centre	Yes – refer to response above in relation to Clause 22G of the LEP. The plans submitted for the basement and the concept plans submitted for the future building are consistent with the relevant controls in relation to building form, sustainability, access, parking and servicing, heritage and utilities. Refer to further discussion under ‘Urban Design’ in Section 9.7 .



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9 COUNCIL POLICIES, STRATEGIES AND GUIDELINES

9.1 Parramatta City Centre Integrated Transport Plan 2009/10-2014/15

The Council's **Integrated Transport Plan** adopted in 2010 is designed to promote sustainable transport options in the Parramatta City Centre to accommodate its projected future employment and residential growth to 2031. Relevant strategies include:

- Continue Land Use Planning techniques including the Residential Development Strategy to create developments that encourage and support sustainable transport use.
- Prepare a Pedestrian Access & Amenity Plan to upgrade crossings, reduce street clutter, improve lighting, improve lanes and create a network of pedestrian routes.
- Provide more Cycle Parking within the city centre that is secure and weather protected.
- Increase Motorcycle Parking Spaces.

The proposed development is consistent with the above strategies as it will encourage sustainable forms of transport with dedicated bicycle and motor cycle car parking facilities, reduced car dependency and future integration with the Parramatta Square public domain.

9.2 Parramatta City Centre Car Parking Strategy 2011

In 2011, the Council adopted the **Parramatta City Centre Car Parking Strategy 2011** for the purpose of clearer rationalising, utilising and managing the existing public and private car parking facilities within Parramatta City Centre. The Car Parking Strategy sets out the concept for closure of selected Council owned car parks and for their redevelopment and replacement with long stay multistorey car parks on existing at-grade car park sites.

The Strategy identifies the Civic Place Car Park as a temporary public car park with 81 spaces that would be closed once the Parramatta Square redevelopment commences. The Horwood Place Car Park has also been identified to be closed to accommodate a future commercial development.

The proposed development will see the full closure of the Civic Place Car Park which is consistent with the recommendations of the **Car Parking Strategy**. Utilising the findings and recommendations of the Strategy, there is sufficient capacity within the nearby Erby Place to offset the loss of the short stay public car parking and after such time that Horwood Place closes.

9.3 Public Domain Guidelines

The **Parramatta Public Domain Guidelines** were adopted by the Council in August 2011. The objectives for the **Guidelines** are to define design principles and provide a standard palette of materials and elements to:

- Establish a clear and consistent public domain image for Parramatta
- Provide clarity in design requirements and construction standards for the public domain
- Facilitate asset management, maintenance and repairs by reducing the number of different elements and requirements
- Uphold required technical, engineering and environmental standards
- Provide equitable access



- Improve the sustainability of Parramatta
- Reinforce the streetscape hierarchy
- Promote pedestrian priority
- Build upon existing public domain treatments and experience.

The **Guidelines** require the submission of an Alignment Plan at the development stage and the submission of a Public Domain Plan before the construction stage.

Alignment Plans

The Application was referred to Council's Urban Design Manager who considered the accompanying Alignment Plans. Additional elements were requested to carry out an adequate assessment as discussed in **Section 5.2**.

A condition is proposed requiring the submission of a revised **Alignment Plan** with revised slab levels prior to the release of the construction certificate.

Public Domain Plans

Public Domain Plans would be prepared as part of the DA for the future commercial building.

9.4 Parramatta CBD Planning Strategy

The Parramatta CBD Planning Strategy was adopted by Council on 27 April 2015. It draws on work completed by Architectus and SGS Economics and Planning for the Draft Planning Framework Study relating to development of the Parramatta City Centre. The Vision is:

"Parramatta will be Australia's next great city, defined by landmark buildings and high quality public spaces with strong connections to regional transport. It will respect its heritage, be an exemplar in design excellence, facilitate job growth and ensure its streets are well activated."

The proposed development will contribute to the realisation of Council's vision as it will facilitate the early stages of this part of the Parramatta Square redevelopment, which is an integral component of the Parramatta City Centre.

9.5 Parramatta s94A development Contributions Plan

On 19th August 2015 the Parramatta Civic Improvement Plan (Amendment No. 4) which applies to the Parramatta CBD was updated to apply to all development over \$250,000 irrespective of changes to gross floor area. As the cost of works exceeds this amount a Section 94A development contribution of 3% is required to be paid.

A condition of consent will require payment prior to the issue of the Construction Certificate.



10 SECTION 79C EVALUATION

10.1 Section 79C(1)(a)(i) – Environmental Planning Instruments

An assessment of the compliance of the proposed development against the relevant State and Local Planning Instruments has been carried out in **Sections 7 and 8** respectively.

10.2 Section 79C(1)(a)(ii) – Proposed Environmental Planning Instruments

A Planning Proposal is under final assessment by the Department of Planning and Environment to amalgamate the LEP into *Parramatta Local Environmental Plan 2011*. The Planning Proposal impacts the site in relation to the permissibility of “car parks” within the B4 Mixed Use zone.

10.3 Section 79C(1)(a)(iii) – Development Control Plans

An assessment of the compliance of the proposed development against the relevant State and Local Planning Instruments has been carried out in **Section 8**.

10.4 Section 79C(1)(a)(iiia) – Planning Agreements

There are no planning agreements relevant to the proposed development.

10.5 Section 79C(1)(a)(iv) – Regulations

Clause 92 of the Regulations prescribes certain matters to be considered by a Consent Authority in its determination of a DA. There are no matters that are relevant to the proposed development.

10.6 Section 79C(1)(a)(v) – Coastal Zone Management Plan

This matter is not applicable to the application.

10.7 Section 79C(1)(b) – Likely Impacts of the Proposed Development

Section 79C(1)(b) of the *Environmental Planning and Assessment Act 1979* specifies the matters which a consent authority must consider when determining a DA. These matters are addressed below.

Pedestrian Access and Safety

During Excavation and Construction

The proposed development will be part of concurrent developments within the Parramatta Square. To protect the safety of pedestrians, the existing thoroughfare in Civic Place will be closed down to the public and perimeter hoardings, fences and signage will be erected to establish a secure construction site and for the redirection of pedestrians.

The existing public pedestrian access along Civic Place will be closed and made redundant during the course of construction. This will be facilitated by redirection and relocation of the existing pedestrian access from Civic Place, Library and Parramatta Railway Station as shown on **Figure 12**.



Due to the nature of the site and the close proximity to the general public, the main site personnel/office access shall be from Macquarie Street and the southern western corner of the site.

A condition of consent is proposed that will require the preparation of a site specific Pedestrian Management Plan detailing how access for pedestrians and vehicles will be managed, including approach paths and holding locations, if required.

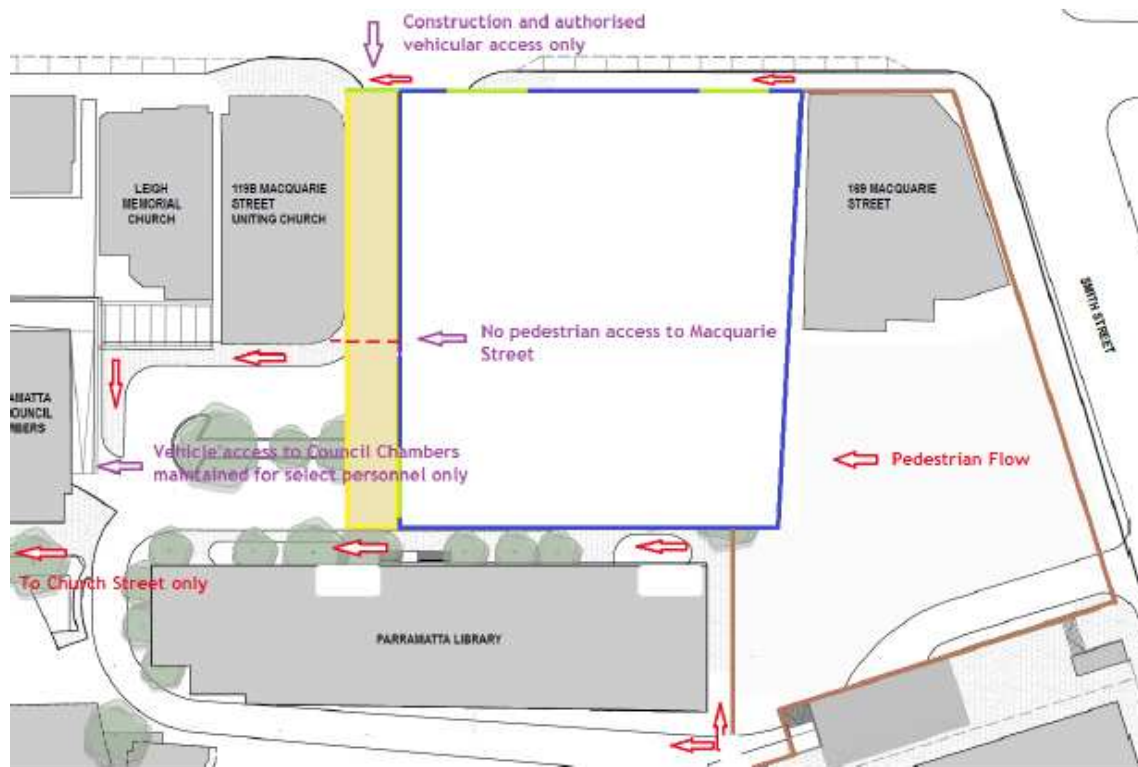


Figure 12 – Proposed Pedestrian Management (Source: Aver, 2015)

During Operation

Public access will be available to the site including the basement level car parking. The principles of Crime Prevention Through Environmental Design (CPTED) have been considered in the design of the proposed development. Conditions are recommended in relation to the management of public access to the ground floor and basement levels prior to the construction of the commercial building above.

Traffic and Parking

During Excavation and Construction

As discussed above, coordinated approach is required for the installation of perimeter hoardings, fences and signage strategically erected to establish secure construction site(s) and for the redirection of vehicles and pedestrians.



The Principal Contractor and works contractors shall ensure that all drivers responsible for the transport of Dangerous Goods and contaminated materials from the site are trained in the procedures to be implemented in the event of any incident involving the escape of Dangerous Goods or contaminated materials from their vehicles.

GTA Consultants completed an overview assessment (dated 2 July 2015) of the anticipated construction traffic impacts on the surrounding road network. This assessment indicated that:

“Overall, construction vehicle activity associated with all construction sites is estimated to be moderate and peaking at approximately 130 vehicles per day throughout August 2016 and mostly associated with PS2, PS3 and PS 5&6.”

“The surrounding intersections have been assessed using SIDRA Intersection modelling software. The modelling indicates that the Civic Place/ Macquarie Street intersection would continue to operate at a Level of Service (LOS) A, with minimal queuing anticipated. The intersection of Smith Street and Macquarie Street, while currently being somewhat constrained and operating at LOS D, would not be significantly impacted by construction vehicles. The modelling results confirm that the intersection would continue to operate similar to existing conditions, albeit with a minor-moderate increase to vehicle queues and delays on all approaches.”

It is anticipated in the Construction Management Plan that the construction and excavation works at PS3 will involve up to 50 vehicle movements a day (subject to confirmation of the contractor's programme and sequencing activities being undertaken on site). The activities of bulk load out of excavated material may involve a higher level of vehicular movements of up to 100 movements per day. It is anticipated that bogie tippers, semitippers and truck and trailer type heavy vehicles would be used in undertaking these works.

Traffic peaks will occur in the early morning, and late afternoon, coinciding with travel times for site workers. The earthworks phase is expected to generate the largest volume of traffic due to the volume of material to go off site for recycling and disposal.

The number of construction workers will vary throughout each works phase with an estimate of up to 50 workers during the construction phase.

Road occupancy licences will be utilised where interruptions to traffic and pedestrian flow are anticipated in public areas. Any material removed from the Site shall be transported by the Contractor in accordance with government regulations and the requirements of the WorkCover Authority. All trucks will be loaded to their prescribed weight limits, within the site boundary and be covered with a tarp (rubbish loads only) prior to exiting the Site.

The impacts to traffic and parking are to be managed in accordance with a detailed Construction Traffic Management Plan to be prepared prior to the issue of a Construction Certificate.



During Operation

Trafix prepared a **Parramatta Square Traffic and Pedestrian Access Strategy** (the Strategy), dated 26 September 2013 on behalf of Council to identify and assess access options to service the whole of Parramatta Square. Traffic generation projections were established by Trafix for the various development scenarios and the distribution of traffic onto the network for each option under consideration.

Indicative car parking provisions were included based on the relevant DA submissions for the various sites and assumptions provided by Council officers (as at 2013). At least 1265 car parking spaces were anticipated across the total Parramatta Square as shown on **Figure 13** below.

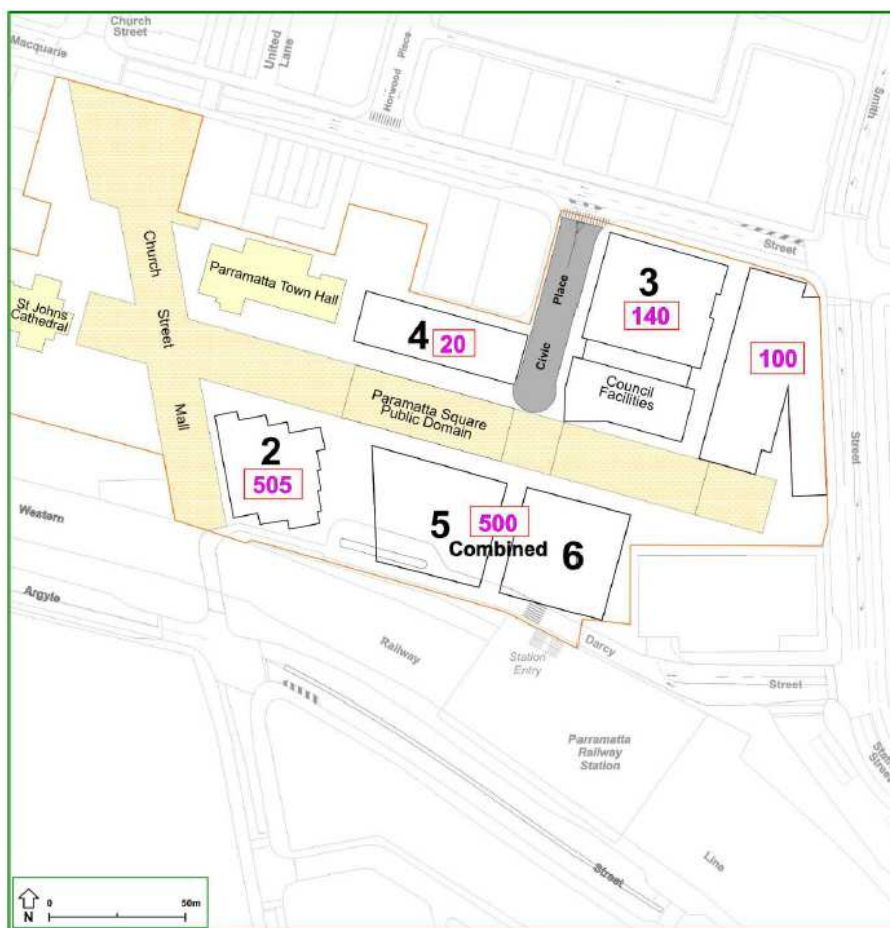


Figure 13 – Indicative Parramatta Square Car Parking Provision in 2013 (Source: Trafix, 2013)

In relation to traffic generation, traffic volumes for the respective stages of development were estimated as shown in the following extract from Section 5.1.1 of the Strategy. For PS1-3, a total of 212 and 226 vehicles are generated per hour during the AM and PM peak periods, respectively. This would increase to 420 and 434 vehicles per hour across Parramatta Square with the addition of the PS4-6 car parking under the Longer Term scenarios.



Direction	AM Peak		PM Peak	
	IN	OUT	IN	OUT
PS1 & 3 - Commercial ¹	77	19	19	77
PS2 – Residential ²	14	56	49	21
PS2 – Hotel ³	23	23	30	30
PS4-6	166	42	42	166
Total	280	140	140	294

Notes: 1) Adopts a trip generation rate of 0.4 trips per space for commercial spaces. A total of 240 spaces included within PS1 and PS3.

2) Based on updated RMS survey data included in Technical Direction 2013/04 which includes a high density traffic generation rate of 0.15 trips per space and applied to the 466 resident space proposed

3) This traffic will primarily be associated with taxi and other drop-off movements within the proposed Darcy Street loop. Adopts a traffic generation rate of 0.3 and 0.4 trips / room during the AM and PM peak, respectively, applied to the 150 rooms proposed.

The results of the traffic modelling scenarios by Traffix concluded that whilst using Civic Place as the vehicular access (now replaced with the access ramp from Macquarie Street), *“the existing road network is considered sufficient to accommodate the additional traffic generation associated with the Medium Term projects envisaged within Parramatta Square (PS 1, 2 and 3)”*.

It is noted that prior to the finalisation of the Strategy, Traffix prepared a **Traffic Impact Assessment**, dated 27 August 2013 to accompany a previous DA at PS3 for a 16 storey commercial/civic building proposing a total of 135 car parking spaces (five less than indicated in **Figure 13** above) comprising 62 Council parking spaces, 73 Commercial building parking spaces, including 25 spaces to be leased back to Council and 4 service vehicle spaces, including 2 spaces suitable for use by medium rigid trucks. A total of 116 bicycle spaces were proposed.

The relevant conclusions of this Traffic Impact Assessment were:

- *“A total of 135 parking spaces are proposed which therefore satisfies Council’s controls which permit a maximum of up to 314 spaces. This reduced provision is considered supportable having regard for the relatively low demand for retail customer parking, the proximity of the site to a range of public transport services and the implementation of a parking policy that seeks to reduce car dependency and alter travel behaviour over time. In this regard, the proposed parking provision is consistent with State Government objectives which seek to promote the use of public transport for work related travel.*
- *Having regard for the reduced car parking provision proposed, the development will generate in the order of 54 veh/hr during peak periods which has been adopted as a net increase above existing traffic associated with the current use of the site and can be readily accommodated by the surrounding road network.”*



A **Transport Impact Assessment (TIA)** has been prepared by GTA Consultants and dated 15 September 2015 which has assessed the operational traffic impacts of the proposed development. The TIA concludes the following:

- *"A future PS3 development for 14 levels, inclusive of commercial space and retail uses has been considered at a concept design level to ensure appropriate planning.*
- *The proposed supply of 170 car spaces satisfies the maximum statutory parking rates specified in LEP 2007 and supported by guidance in DCP 2011.*
- *The proposed parking layout is generally consistent with the dimensional requirements as set out in Australian/New Zealand Standard for Off Street Car Parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2009).*
- *The provision of 6 loading bays and 10 courier bays to accommodate access by service vehicles up to 8.8m medium rigid vehicles is appropriate for the floor areas.*
- *A dock management plan would ensure efficient dock operations are maintained throughout and to minimise any potential conflicts between basement users.*
- *The provision of 243 bicycle parking spaces within a secure and dedicated area, with end of trip facilities including 26 showers, change rooms and 250 lockers is appropriate for the building uses and meets the objectives of DCP 2011. A further 29 bicycle racks within the ground floor lobby will also be provided and for use by visitors.*
- *The proposal is consistent with previous detailed traffic studies which determined that the surrounding road network would be capable of supporting the anticipated levels of development traffic from all Parramatta Square land uses. The assessments investigated both the medium term and future long term scenarios and should be referenced in the context of this report."*

Having regard to the above commentary, it is recognised that the proposed development will provide an additional 30 car parking spaces than what was assessed in the Strategy. As assessed under Clause 22C of the LEP in **Section 8.1**, the car parking provision represents approximately 40% of the "maximum" permitted car parking on the site based on the indicative building GFA. This reduced supply of on-site car parking will encourage the site users to utilise the sustainable forms of transport that service this site including walking, bus, bicycle and trains. Further, it is noted that this DA proposes more than double the amount of bicycle parking spaces compared to the previous DA. It is considered that the proposed increase of car parking can still be readily accommodated on this site and in the context of the overall anticipated Parramatta Square traffic generation levels.

It is recommended that conditions of consent are imposed in relation to the design of the basement car park layout, the provision of the accessible, bicycle and motor cycle spaces and the preparation of a loading dock management plan.

Further information was also submitted by the Applicant's firstly by GTA Consultants and secondly Council's Director Property & Significant Assets in relation to the details of the proposed appropriate integration and access arrangements for the car parks for Parramatta Square as follows:

"The design intent of the Parramatta Square basement car parks have always been to integrate all PS sites as much as practical. An integrated basement car park would present the following benefits: maximise parking supply and circulation efficiency:

- *provide a well-defined and linked car park for all site uses;*
- *potentially minimise the extent of excavation and associated construction costs;*



- allow for the efficient separation of cars and service vehicles; and
- accommodate the needs of individual sites, if required.

Specific PS site requirements and desired RL's have ensured that the basement 1 levels of both PS1 and PS3 (and potentially PS4) are to be maintained at RL5.5. With the basement 1 levels of PS2 and PS5&6 set at RL4.1, the separation between the respective areas ensure the change in RL can be achieved for the largest design vehicle (12.5m large rigid truck) over a distance of less than 20m. Allowing for a central zone of services, including the Central Energy Plant and various building cores, there is potential for PS2 and PS5&6 to combine basement parking to achieve some of the above efficiencies. Access to separate uses can then be security controlled at specific locations and outside the main circulation routes and loading dock areas (assuming the docks will be located along the southern boundary). Public parking would likely be most practical on the first car parking level, with commercial and residential tenants on the lower levels and/or beyond further security control points".

- "Sydney Water: Will be accessed from existing Darcy St ramp to their building and will not have any access to the shared PS basement
- PS1: As per the DA and will access via the PS3 ramp on Macquarie St or into the shared basement under the public domain
- PS2: Subject to future DA. With access via the shared basement using ramps on Darcy St (via Ps5&6), Macquarie St (via PS3) or Horwood Place in the future. 81 car parks will be in Council ownership for public use. Apartment car parks will be as per DCP and likely to be 750.
- PS3: as per current DA with access via ramp from Macquarie St and access to shared basement
- PS4: Yet to be designed Council facilities and will be a Commercial / Public building in the order of 8000m2. Will require car parking in accordance with DCP, plus public access and drop off for Library, access via the shared basement using ramps on Darcy St (via Ps5&6), Macquarie St (via PS3) or Horwood Place in the future. Will be built by Council and will include the area adjacent the existing town hall, the PS4 footprint and the basement below Leigh Place as the future below ground connection to Horwood Place. The below ground connection will stop at the south side of Macquarie St and will only extend under Macquarie St, Batman Lane and Horwood Place car park as part of the Horwood Place car park redevelopment completed in approx 2025.
- PS5&6: A 90,000m2 GFA commercial office development with DA yet to be lodged and car parking in accordance with DCP to be under the building footprint and primarily accessed via Darcy St ramps.
- Public Domain: 100 public car parking spaces to be accessed and shared basement zone to be accessed via Darcy St (through PS5&6) ramp and Macquarie St (through PS3) ramp. Also provide circulation space for access to PS2 and PS4 car parking.
- All access and ramps will be managed via a shared facilities agreement and easements between the various land owners including Council. Each will contribute to maintenance, repairs, insurance etc.

Urban Design

The key urban design considerations for this basement DA are focussed on any implications that it may have for possible outcomes at ground level and the future building above. The intent is to ensure that any design problems that are apparent in the concept drawings for a future building are noted at this stage. This is important for two reasons: firstly, so that these issues are considered as part of the brief for the future Design Competition for the building; and more importantly, that nothing in the DA itself for the



basement will render desired outcomes above ground difficult or impossible to achieve in the next phase of development at the site.

The Parramatta Square public domain design team provided advice on design principles that should be incorporated into the buildings fronting Parramatta Square. The relevant recommendations relating to PS3 are as follows:

- An activated edge is to be provided at ground floor to the maximum extent possible on all four elevations.
- This ground floor edge condition is “to provide passive surveillance and ensure the buildings present welcoming and interesting edges at ground floor. Its success will also depend on the fine scale design of the retail edge...”
- The carpark ramp is to be sleeved with ideally 4m, and a minimum 3m, of retail activation.
- Leigh Place is to be a minimum 10m wide.
- The upper levels of PS3 are to be setback to the original dimension as shown in the UDAPP to allow better solar penetration to Parramatta Square throughout the year.

It is considered that the submitted DA plans for the basement provide a structure that will ensure sufficient flexibility is allowed for the upcoming Design Competition. Further, the submitted concept plans have satisfactorily addressed the objectives of the Parramatta Square City Centre Special Area (Clause 22G of the LEP) and the key urban design components of Section 4.3.3.7(b) of the DCP for the future use and development of the site. As noted in **Sections 5.2** and **9.3**, a condition of consent is proposed in relation to the slab levels.

Flooding

Part of the site is identified as being flood prone land. A Flood Emergency Management Strategy Report was submitted with the DA to address the range of matters to be addressed under Clause 33A of the LEP. Refer to Sections

The submitted **Construction Management Plan** (CMP) contains provisions in relation to the management of stormwater run-off and flood mitigation during the excavation and construction works, which are considered to be appropriate for the site.

Stormwater Management

Stormwater Concept Plans have been prepared for the proposed development which aims to minimise the quantity of stormwater run-off from the site and to protect and enhance the existing natural drainage networks surrounding the site. The Plan now includes an on-site detention (OSD) facility to be installed below ground level.

Soils

A **Sediment and Erosion Plan** has been prepared in accordance with Landcom's 'Managing Urban Stormwater: Soils and Construction and Council's Design and Development Guidelines' (the 'Blue Book') and Section 2.4.3.1 of DCP in order to ensure the protection of Parramatta's waterways.



A Detailed Site Investigation Report and accompanying Site Contamination Assessment Cover Advice were prepared for DA and indicated that the site is located within an area of “no known occurrence” of acid sulphate soils.

Contamination

Refer to Section 7.1 in relation to site contamination.

Geotechnical

A Desktop Geotechnical Assessment was prepared by Douglas Partners. The Assessment considered geotechnical issues relevant to the proposed development at this preliminary stage including groundwater, excavation, excavation support and foundations. Comments on seismicity, contamination and requirements for further investigation/analysis were also provided.

The Assessment states:

“The information and advice provided in this report is based on previous investigations undertaken near the site and not specifically for the proposed development. It will be necessary to undertake development-specific investigation and assessment during the design development phase of the project.”

The above advice is noted and a condition of consent is recommended to be imposed for the detailed geotechnical investigation to be carried out prior to construction certificate.

Noise and Vibration

A Noise Impact Assessment (NIA), by Acoustic Logic has determined the potential noise impacts on the development and the potential noise generated by the proposed development during excavation, construction and operation.

During Excavation and Construction

There is expected to be some short term and temporary noise and vibration impacts to adjoining properties during demolition works at the site.

The NIA presents a specification for a Construction Noise and Vibration Management Plan with a detailed outline of the processes, which will be followed to manage noise and vibration associated with the proposed construction activities.

It is concluded in the NIA that “based on the proposed activities to be conducted at the site (not including high noise generating activities such as concrete or rock hammering, noise levels at the surrounding receivers will comply with the noise level criteria detailed within this section of the report.”

The proposed hours of works are consistent with Council's standard hours of construction and a condition has been imposed to this effect.



During Operation

In relation to mechanical noise, the following was concluded in the NIA:

“Mechanical plant items are not typically selected at DA stage.

Detailed review of all external mechanical plant should be undertaken at construction certificate stage (once plant selections and locations are finalised). Acoustic treatments should be determined in order to control plant noise emissions to the levels set out in Table 8 of this report.

Based on previous experiences with similar developments, all plant can be satisfactorily attenuated to levels complying with the noise emission criteria through appropriate locations (where possible) and acoustic treatments such as lining of ductwork, acoustic silences, variable speed controllers, time switches, acoustic screens, etc.”

In relation to additional traffic noise generation, the following was concluded in the NIA:

“The proposed site boundaries a portion of the current Civic Place carpark. All surrounding receivers directly adjacent to the site are commercial with the potentially worst affected receivers are located a number of blocks from the proposed site.

Based on the proposed carparking numbers and the location of the potentially worst affected residential receivers which are a number of blocks from the site and the existing high traffic volumes there will be little to negligible additional traffic noise as a result of the proposed development. On this basis, compliance with the additional traffic noise criteria will be achieved.”

Heritage

The site is located in the vicinity of a number of items that are either on the State Heritage Register and/or on Schedule 5 of the LEP as identified in **Section 3**.

In relation to the “Convict Drain”, Casey & Lowe advise in their letter of 10 September 2015 that all of the drain will be removed from the Parramatta Square, with archaeological recording and interpretation being undertaken. It is noted that any future link to Horwood Place would have to consider the impacts to that section of the drain that traverses under Macquarie Street.

In relation to the impacts, if any, to the closest heritage items as a result of vibration from excavation and construction, the following response was provided by the Applicant:

“A detailed methodology in relation to the proposed works should be prepared as part of the Construction Environmental Management Plan, and implemented as a condition of approval. This could include the evaluation of the potential for damage associated with the works to surrounding buildings in the locality, including the heritage items in its vicinity, and methodologies to monitor and prevent any inadvertent damage caused, for instance, by vibration or subsidence during excavation and subsequent construction works on site, with particular regard for the heritage items in the vicinity.”



Subject to the imposition of conditions, there is not expected to be any adverse heritage impacts to items located within the vicinity of the site.

Visual and Amenity

The submitted CMP provides an outline of the site management principles that will be implemented to ensure that impacts on the visual quality and amenity of surrounding areas and pedestrian and vehicular safety are minimised during the works. These include measures to manage noise, vibration, dust, odour and erosion and sediment control, and will ensure that all reasonable measures are taken to manage any potential impacts for the duration of the demolition works. Refer to the above discussion under the heading 'Noise and Vibration'. As discussed above, a detailed CMP will be prepared.

The essential services structures are required to be constructed partly on the ground floor to enable the safe operation of the basement levels. The visual impact of these structures from Macquarie Street will be minimised given they will be largely screened by a Class A 1.8m high hoarding.

Waste

The CMP provides general principles for the management of waste during excavation and construction. A condition of consent will be incorporated that will require the submission of a Waste Management Plan prior to works commencing.

An Operational Waste Management Plan prepared by Foresight Environmental has been submitted and confirms that the waste facilities provided in the proposed design adequately cater for the projected waste generation rates at the completion of the development. A waste storage area is to be located on Basement Level 1.

Construction Management

A CMP has been prepared which details how the site will be managed during the works. The plan addresses matters including site establishment, construction works sequence, pedestrian and traffic management, protection of adjoining heritage items, environmental management and water quality, waste disposal and control of contaminated materials. A detailed CMP will be required to be prepared prior to the commencement of work on site.

Building Code of Australia

A BCA Assessment Report prepared by McKenzie Group has been submitted with the DA and assessed the proposed development against the *Building Code of Australia*. It is noted that a performance based fire engineered alternative solution will be required.

Social and Economic

There are no adverse social or economic impacts arising from the proposed development. It will facilitate the next phase of the redevelopment of this part of the Parramatta Square precinct.



10.8 Section 79C(1)(c) – Suitability of the Site

Having regard to the characteristics of the site and its location within Parramatta Square, the site is considered suitable for the proposed development.

10.9 Section 79C(1)(d) – Submissions

In accordance with Council's notification procedures, owners and occupiers of surrounding properties were given notice of the DA between 25 June 2015 and 27 July 2015. Two submissions were received from 1) Transport for NSW (TfNSW) and 2) Leighton Properties.

TfNSW raised the following matters in relation to the DA:

- Further consultation should occur to ensure compatibility between the proposed development and the light rail system.
- Horwood place option for alternative access to the basement car park should be explored.
- Darcy Street Bus Layover shouldn't be used as part of secondary access ramps.
- A revised traffic and transport impact assessment needs to be undertaken to assess the proposed changes to the development.

The Applicant's response to matters raised above was as follows:

- *"Consultation has occurred with Transport for New South Wales regarding compatibility between the proposed development and the light rail system. Macquarie Street has been muted as a possible route however there are no details available of the proposed route nor location of likely stops at this stage. Nonetheless the updated Transport Impact Assessment prepared by GTA Consultants identifies that the light rail system would contribute to reducing traffic capacity, noting that there would likely be one westbound traffic lane with no on-street parking proposed (page 15).*
- *A possible future connection from Macquarie Street to Horwood Place under Leigh Place has now been shown on the drawings.*
- *As detailed in the updated Transport Impact Assessment (refer page 15), the exact location of the Darcy Street ramp will be determined as part of future development for Parramatta Square in particular PS2, PS5 and PS6- it is not related to the subject development application. Consultation will be required with Transport for NSW, Roads and Maritime Services and adjoining land owners."*

The main issues raised by Leighton Properties Pty Ltd (LPPL), as the developer of 169 Macquarie Street, Parramatta concerned the following:

- The DA does not adequately assess the traffic impacts within the 'super basement' caused by vehicles from the developments at 2PSQ, 3PSQ, 4PSQ and 5&6PSQ all using the same basement, and the potential impacts on vehicular access to the 1PSQ basement. The design of the proposed basement has not been considered for its future use as an entrance to the 'super basement'.
- The potential impacts and delays caused by the proposed light rail alignment along Macquarie Street have not been considered in the material submitted with the DA.
- The operational management of the 'super basement' and the implications on the entrance to the



1PSQ basement are not considered in the DA material.

- The access arrangements to the End of Trip Facilities (EoTF) for the future developments in Parramatta Square have not been considered in the DA.
- The location of the dive structure and temporary access arrangements to the 1PSQ site must be provided in accordance with the 1PSQ Key Stakeholders requirements.
- The location of the building core and services within the basement must be carefully considered as these will impact the future design of the building.
- The permissibility of the proposed DA must be carefully considered and made clear to ensure the DA can proceed to a determination.

It is noted that further consultation by Council with LPPL was undertaken following the submission of additional information. In relation to the first and third points above, LPPL has since advised the following:

“LPPL as the developer of 169 Macquarie Street (1PSQ) are generally supportive of the updated PS3 Early Works DA on the basis that no through site link will be allowed from the ‘super basement’ (PS2, PS4, PS 5+6, Sydney Water) into the PS3 basement until a full traffic study has been completed that assesses all of the issues raised in the 1PSQ Key Stakeholders Submission and they have all been fully addressed (specifically items 2.1 and 2.2).”

A condition of consent is recommended in relation to the no through site link for the ‘super basement’ and traffic study requirements.

The design intent of the Parramatta Square basement car parks is to integrate all the sites as much as practical in terms of access, circulation and flood level planning requirements. This is consistent with 1) the requirements of Clause 22G of the LEP, in relation to the Section 4.3.3.7(b) DCP objective to “provide appropriate solutions for...an integrated approach to access, servicing and parking” and 2) the UDAPP concept drawings, prepared by Johnson Pilton Walker that were endorsed by Council on 28 September 2015.

The TIA, prepared by GTA Consultants and dated 15 September 2015 indicates that:

“Several previous studies including the UDAPP have considered the effect that the broader Parramatta Square development would have on the surrounding road network and transport systems, taking into account the following key aspects:

- *existing road network*
- *traffic arrival and departure routes*
- *future transport networks*
- *pedestrian priority*
- *vehicles kept to the periphery*
- *visual connectivity*
- *future road network functionality.*

The UDAPP recommended that two separate site access ramps accommodate the traffic related demands associated with an indicative 1,500 private car parking spaces proposed as part of a future Parramatta Square.



The Parramatta Square Traffic and Pedestrian Access Strategy prepared by Traffix (2013) assessed the traffic based access opportunities associated with the Parramatta Square precinct as a whole. This report details the traffic and pedestrian implications with detailed SIDRA INTERSECTION modelling testing the medium term and future long term scenarios.

Traffix (and Mott McDonald) has also prepared several traffic impact assessments for the various Parramatta Square sites with the Traffix report (2013) detailing the transport impacts associated with the PS3 development. This included the construction of a commercial building over 16 levels including ground level retail, an attached atrium and civic building spanning up to 5 levels."

Based on the above and the earlier discussion under 'Traffic and Parking', the TIA concluded that traffic generated from the proposed can be accommodated within the context of Parramatta Square redevelopment as follows:

"The PS3 Basement DA proposal has been considered in the context of the UDAPP and is similar to the development proposal detailed as part of the Traffix assessment. As such, the traffic related impact is considered consistent with the intent of Parramatta Square, with previous assessments largely concluding that the surrounding road network would be capable of supporting the anticipated levels development traffic."

In addition, as suggested by TfNSW above and Council's Traffic Engineer, a potential future access connection to Horwood Place has been considered by GTA as follows:

"To alleviate perceived and real constraints and potential traffic related issues, the access ramp has also been located and designed to permit a future basement car only link under Macquarie Street to directly connect with Horwood Place to the north. This presents several benefits as outlined in the UDAPP, including dispersing traffic relatively evenly across the site and a resultant greater distribution of traffic throughout the CBD."

In relation to the second point, refer to response above in relation to the TfNSW submission. Further, the Transport Impact Assessment has assumed an 8m width for the potential light rail corridor with:

"The ultimate alignment and design of the light rail is in its infancy however it is assumed that line would be level with Macquarie Street and 8.8m medium rigid vehicles would be able to traverse the track when exiting the site."

A swept path analysis confirms that services vehicles (small and medium rigid) can safely ingress and egress from the site under the proposed site access arrangements.

In relation to the fourth point, secure and adequate EoTF has been provided in the basement to service the future development at the PS3 site only. Any future access for the other developments in Parramatta Square would be considered as part of future DAs for Parramatta Square.

In relation to the fifth point, the permanent basement entry ramp to Macquarie Street has been relocated to the eastern side of the site approximately 8.4 metres from the PS1 property boundary. The proposed 7m wide two-way basement entry ramp will be located approximately 45 metres west of the intersection of Smith Street and Macquarie Street. It is considered that the ramp location is appropriate from a traffic



safety and management perspective and is outside the zone of influence associated with the traffic signals at the Smith Street and Macquarie Street intersection.

Two options have been considered for the installation of a temporary construction ramp to PS1 from either Macquarie Street or Leigh Place. Further, the Construction Management Plan has considered three options to deliver a permanent access ramp on a staged basis for PS1. This ramp would be designed to be delivered *independently* of the adjoining basement and core structures, if required to meet the necessary project timeframes. A condition of consent is proposed in relation to the provision and maintenance of access to PS1.

In relation to the sixth point, the submitted plans are satisfactory in terms of the proposed location of the building core and the provision of services within the basement, allowing suitable flexibility for the design of the future building.

In relation to the final point, the proposed development is defined as a “car park” which is **permissible** with consent in the B3 and B4 zones when it is “*public car parking provided by or on behalf of the Council*”.

10.10 Section 79C(1)(e) – The Public Interest

The proposed development will facilitate the next phase in the redevelopment of Site 3 of the Parramatta Square precinct with the construction of a three level basement car park. It will operate as a public car parking facility until the development of the proposed commercial building above has been approved and is constructed above. Furthermore, the amenity of the adjoining properties will not be detrimentally impacted upon by the proposed development. For these reasons, the proposed development is considered to be in the public interest.



11 CONCLUSION

This report considers a DA submitted by Parramatta City Council for the construction of a three level basement car park as well as ancillary essential services at ground level and land subdivision at 153 Macquarie Street and Part 1A Civic Place, Parramatta.

The land owner is Parramatta City Council, and consequently WorleyParsons Services Pty Ltd was engaged to provide the Sydney West Joint Regional Planning Panel with an independent town planning assessment of this application, including the preparation of this report. Assessment of traffic, urban design, catchment, heritage and environmental health matters was also provided by the relevant departments within Council, General Terms of Approval provided by DPI Water and comments received from Roads and Maritime Services.

An assessment of all of the environmental issues raised above indicates that the proposed development is able to be carried out in a manner that would not result in any significant environmental impacts to the amenity of surrounding land users during site excavation, construction and operation.

After consideration of the development against Section 79C of the EP&A Act and the relevant statutory and policy provisions, the proposed development is suitable for the site and is in the public interest. Therefore it is recommended that the application be approved subject to the imposition of appropriate conditions.