



PLANNING PROPOSAL

135 George Street and 118 Harris Street, (Albion Hotel site) Parramatta

Planning Proposal drafts

Proponent versions:

No.	Author	Version
1.	Think Planners	February 2017
2.	Think Planners	August 2018

Council versions:

No.	Author	Version
1.	City of Parramatta Council	May 2020 – version reflecting Council's resolution dated 23 March 2020
2.	City of Parramatta Council	August 2021: Pre-exhibition – amendments to ensure consistency with Gateway Determination and other relevant administrative amendments made for purposes of clarification

Contents

INTRODUCTION	4
Description of the site and surrounds	4
Existing planning controls	6
PART 1 – OBJECTIVES OR INTENDED OUTCOMES	8
PART 2 – EXPLANATION OF PROVISIONS	8
2.1 Other relevant matters	9
PART 3 – JUSTIFICATION	11
3.1 Section A - Need for the planning proposal	11
3.2 Section B – Relationship to strategic planning framework	12
3.3 Section C – Environmental, social and economic impact	26
3.4 Section D – State and Commonwealth Interests	36
PART 4 – MAPPING	37
4.1 Existing controls	37
4.2 Proposed controls	44
PART 5 – COMMUNITY CONSULTATION	47
PART 6 – PROJECT TIMELINE	47
Appendix 1 – Draft Site-specific clause	48
Appendix 2 – Draft site-specific Development Control Plan	54
Appendix 3 – Draft Planning Agreement	55
Appendix 4 – Urban Design Report and Reference Design	56
Appendix 5 – Traffic and Transport Assessment	Error! Bookmark not defined.
Appendix 6 – Heritage Issues Identification	57

INTRODUCTION

This planning proposal seeks to amend the *Parramatta Local Environmental Plan (PLEP) 2011* to modify the maximum building height and floor space ratio (FSR) controls that apply to land at 135 George Street and 118 Harris Street, Parramatta (legally described Lot 135 DP 748984 and Lot 4 DP 388895); consistent with the broader Parramatta CBD Planning proposal.

These amendments are sought with the intent to erect a mixed-use development comprising commercial uses within the podium and two residential towers above.

This planning proposal has been prepared in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979* and the Department of Planning and Environment's:

- 'A Guide to Preparing Local Environment Plans' (August 2016), and
- 'A Guide to Preparing Planning Proposals' (August 2016).

Description of the site and surrounds

The subject site is located at 135 George Street and 118 Harris Street, Parramatta (the Albion Hotel site). The legal description of the site is Lot 135 DP 748984 and Lot 4 DP 388895.

The site area is 3,135 square metres (sqm) and contains a two storey pub known as the Albion Hotel. It is a corner site with frontages to George Street and Harris Street. The site is highlighted in Figure 1 below.

The site is located at the eastern edge of the Parramatta CBD within the B4 Mixed Use Zone which is characterized by a mixture of residential and commercial uses. The site adjoins another development site to the west and south known as the former Cumberland Media site. To the north is the Parramatta River foreshore, to the east is the Robin Thomas Reserve.



Figure 1: Location map

The figures below illustrate existing development at the site and the surrounds.



Figure 2: The site viewed from the corner of George Street and Harris Street.

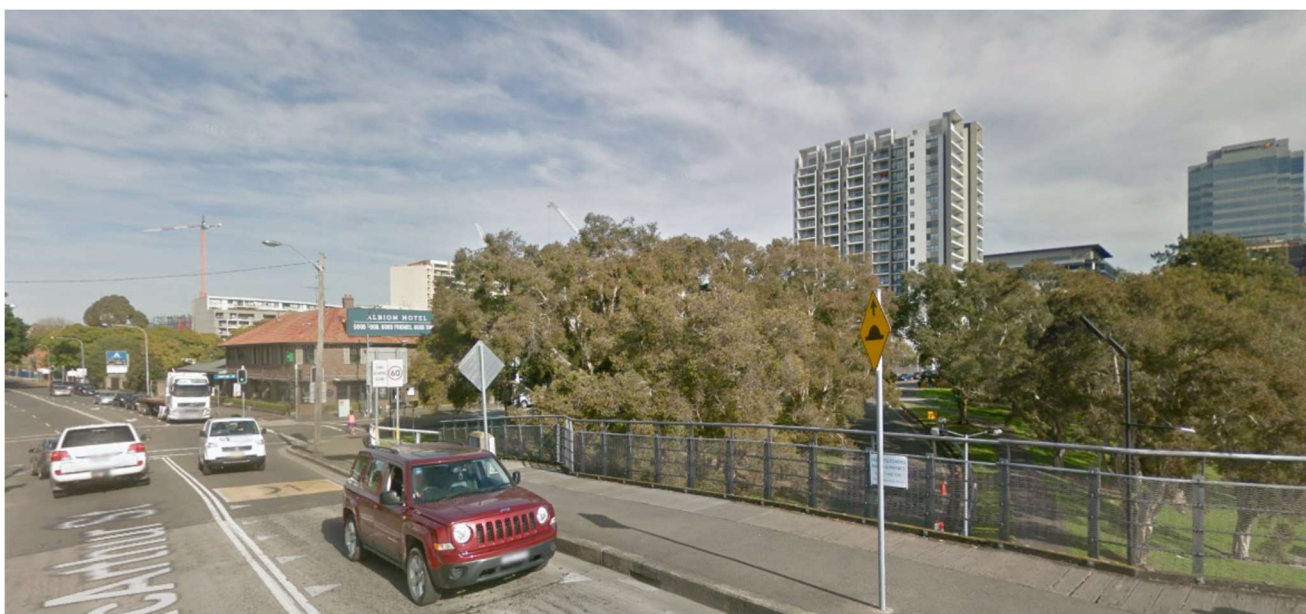


Figure 3: The site viewed from the Gasworks Bridge to the north.



Figure 4: The site viewed from the west along George Street.

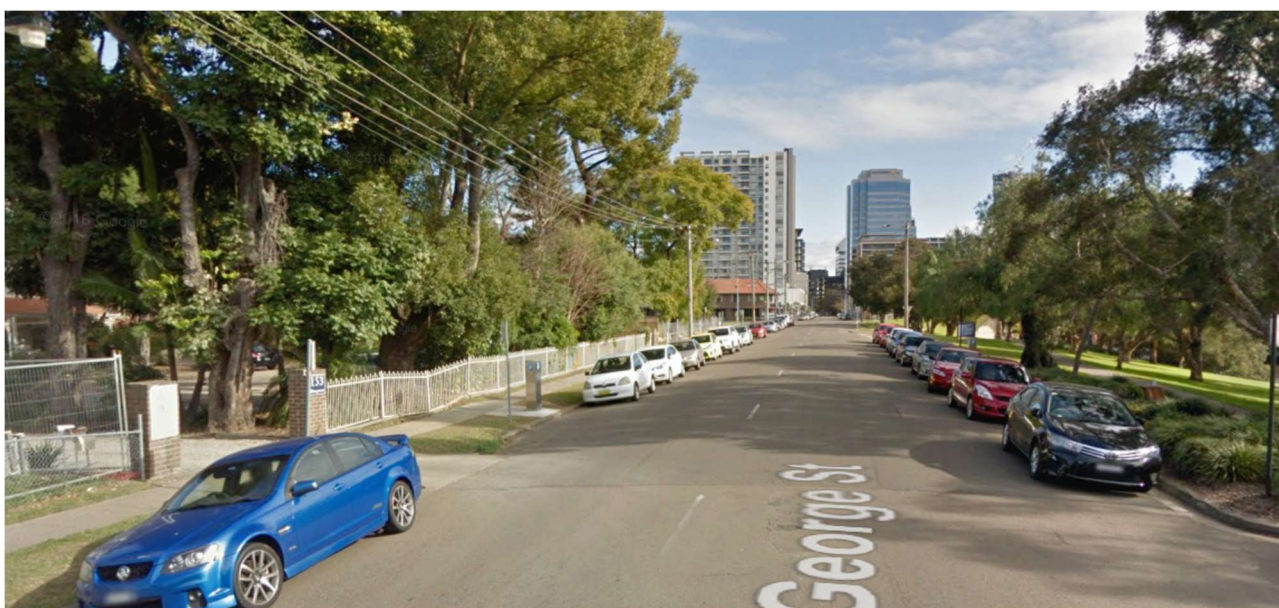


Figure 5: the site viewed from the east along George Street.

Existing planning controls

Pursuant to Parramatta Local Environmental Plan 2011 (PLEP 2011):

- The site is Zoned B4 Mixed Use.
- Has a maximum building height of 54m and maximum Floor Space Ratio (FSR) 4:1.
- The site is not identified as an item of local heritage significance and is not within a Heritage Conservation Area.
- Robin Thomas Reserve is across the road on the opposite side of Harris Street. The reserve is listed on the State Heritage Register as an “Ancient Aboriginal and Early

Colonial Landscape” and is listed under Schedule 5 of Parramatta LEP 2011 as being of local heritage significance as an archaeological site.

- To the north there are several heritage items of local significance within the Parramatta River Foreshore Area:
 - The Gasworks Bridge;
 - The Queens Wharf Reserve and stonewall and potential archaeological site and;
 - An items of state heritage significance being the HMAS Parramatta Shipwreck and memorial.
- Is subject of additional local provisions under Part 7 of the LEP, given the sites location within the Parramatta city centre.
- Identified as Class 4. The site is not located within the 1 in 100 year Average Recurrence Interval Acid Sulfate Soils.

The site is located outside of the 20-year and 100-year Average Recurrence Interval (ARI) events, however, is affected by the Probable Maximum Flood (PMF) event.

Refer to Part 4.1 of this report for maps illustrating the current planning controls that apply to the site.

Note: This Planning Proposal has been amended since Council's consideration at its Meeting on 23 March 2020 to ensure consistency with the Gateway Determination, and to undertake relevant administrative amendments for the purposes of clarification. Please refer to these edits in red text throughout.

PART 1 – OBJECTIVES OR INTENDED OUTCOMES

The objective of this planning proposal is to enable the redevelopment of land at 135 George Street and 118 Harris Street, Parramatta to facilitate a high density mixed-use development in accordance with the site's B4 Mixed Use zoning. **The Planning Proposal seeks to amend the Parramatta Local Environmental Plan (LEP) 2011 to permit higher density development on the site generally in accordance with the height and density that has been tested under the Parramatta CBD Planning Proposal.**

To facilitate the site's redevelopment, the *Parramatta Local Environmental Plan 2011* (PLEP) is proposed to be amended to:

- Allow a maximum building height of 165.6m (including bonuses) and a maximum FSR of 12:1 (including bonuses);
- Include an additional site specific clause requiring a mandatory 1:1 of commercial floor space;
- Include an additional site specific clause allowing any additional commercial premises floor space in excess of this to be exempt from the maximum FSR as long as this does not result in the proposal exceeding 165.6 metres in height;
- Provision outlining an additional FSR of **5%** (i.e. 0.5:1) is achievable, provided that high-performing buildings standards are met and this bonus does not result in the proposal exceeding 165.6 metres in height;
- Inclusion of a site-specific clause that ensures that the proposed building does not cause additional overshadowing to the Experiment Farm heritage item between the hours of 10.00am and 2.00pm on 21 June consistent with the draft amendment to Clause 7.4 under the Parramatta CBD Planning Proposal;
- **Include a site-specific clause that applies the maximum car parking rates consistent with the Parramatta CBD Planning Proposal; and**
- **Include a satisfactory arrangements clause to enable contributions towards the funding of state and regional infrastructure.**

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

PART 2 – EXPLANATION OF PROVISIONS

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

- 1) Amend the maximum building height in the **Height of Buildings Map** (Sheet HOB_010) **from 54m** to 144m. Refer to Figure 21 in Part 4 of this planning proposal.
- 2) Amend the maximum FSR in the **Floor Space Ratio Map** (Sheet FSR_010) **from 4:1** to 10:1. Refer to Figure 22 in Part 4 of this planning proposal.
- 3) Amend the **Special Area Provision Map** (Sheet CL1_010) to identify the site. Refer to Figure 23 in Part 4 of this planning proposal.
- 4) Insert a new Clause in Part 7 to include site specific provisions as follows:
 - a) A provision in keeping with draft Clause 7.6C(4) of the Parramatta CBD Planning Proposal that requires a minimum commercial floor space area equivalent to an FSR of 1:1 and allows for any additional commercial premises floor space in excess of this to be exempt from the maximum FSR as long as this does not result in the proposal exceeding 165.6 metres in height;

- b) A provision outlining an additional FSR of 5% (i.e. 0.5:1) is achievable, provided that high-performing buildings standards are met and this bonus does not result in the proposal exceeding 165.6 metres in height
 - c) Inclusion of a site-specific clause that ensures that the proposed building does not cause additional overshadowing to the Experiment Farm heritage item between the hours of 10.00am and 2.00pm on 21 June consistent with the draft amendment to Clause 7.4 under the Parramatta CBD Planning Proposal.
- 5) Include a new site-specific clause that applies the maximum car parking rates previously endorsed by Council as part of the Parramatta CBD Planning Proposal;
 - 6) Include a satisfactory arrangements clause to enable contributions towards the funding of state and regional infrastructure. This clause is a requirement of the Gateway determination issued by the Department of Planning, Industry and Environment on 31 July 2020.

Refer to **Appendix 1** for an example of a potential draft site-specific provision.

2.1 Other relevant matters

2.1.1 Draft Planning Agreement

In accordance with Council's resolution on 23 March 2020, the Applicant was invited to negotiate a Planning Agreement for the subject site. Council has successfully negotiated a draft Planning Agreement with the Applicant for the delivery of local amenities, services, and infrastructure. The Planning Agreement enables Council to receive a monetary contribution of \$2,821,500 towards public amenities and services in the Parramatta CBD and the dedication of land, creation of public easements and public domain embellishment works within the site and is being exhibited concurrently with the Planning Proposal.

2.1.2 Draft DCP

In accordance with Council's resolution on 22 March 2021, Council has endorsed a draft site-specific development control plan (DCP) for the site. This DCP contains specific requirements, including, but not limited to:

- Built form and setbacks;
- Wind mitigation;
- Landscape and public domain;
- Overshadowing;
- Pedestrian connectivity;
- Heritage;
- Parking and servicing.

The draft site-specific DCP is being exhibited concurrently with this Planning Proposal and draft Planning Agreement.

2.1.1 Satisfactory Arrangements Clause

On 31 July 2020, the Department of Planning, Industry and Environment (the Department) issued a Gateway Determination with several conditions. Condition 1(b) requested Council amend the Planning Proposal to introduce a satisfactory arrangements clause for funding of state and regional infrastructure as follows:

“1. Prior to community consultation, Council is to amend the planning proposal as follows:

(a) update the proposed mapping to reflect the current controls on the adjoining Cumberland Media site at the time of exhibition;

(b) introduce a satisfactory arrangements clause for funding of regional infrastructure;

(c) include the Overshadowing Technical Paper submitted with the Parramatta CBD planning proposal with the exhibition material;

*(d) **include a Satisfactory Arrangements Clause** for the provision of state and regional infrastructure; and*

(e) update the project timeline.”

On 22 March 2021, Council resolved to endorse the site-specific DCP and Planning Agreement for public exhibition and requested the following:

e) That Council requests the Department of Planning, Industry and Environment amend the Gateway determination for the related Planning Proposal to remove the requirement to include a satisfactory arrangements clause.

The reason for the request to remove the satisfactory arrangement clause is because the State Government has yet to implement the State Infrastructure Contribution (SIC) requirement that it has been suggesting it will implement during the course of the last 5 years. State Government agencies have been inconsistently requesting Council apply a satisfactory arrangements clause which would require the applicant to make a contribution towards State Government infrastructure even if the SIC is never implemented.

Where State Agencies have requested during the exhibition process that this clause be applied to Council Planning Proposals, Officers have raised concern that the application of these clauses is inconsistent and does not treat all developers in the Parramatta CBD equitably. For the same reasons, Council resolved to request the Department amend the Gateway determination to remove the requirement to include a satisfactory arrangements clause.

On 31 March 2021 and in accordance with Council’s resolution, Council issued a letter to the Department requesting the Gateway determination be amended to remove the requirement to include a satisfactory arrangements clause.

On 20 April 2021, the Department advised that they do not support the requested alteration of the Gateway determination for the reasons outlined below:

“I have determined as the delegate of the Minister, in accordance with section 3.34(7) of the Environmental Planning and Assessment Act 1979, to not support the alteration of the Gateway determination dated 31 July 2020 for PP_2020_COPAR_002_00.

I acknowledge that Council requested the removal of a condition of Gateway determination which seeks to require Satisfactory Arrangements Clause (SAC) be applied. The inclusion of a SAC responds to a need to support the provision of

State Infrastructure identified through the Greater Parramatta to the Olympic Peninsula (GPOP) Interim Land Use Infrastructure and Implementation Plan.

While a Special Infrastructure Contribution has not been introduced for GPOP, consideration for contributions towards State Infrastructure is underway as part of the response to the Productivity Commission Report on Developer Contributions. As such, I have determined to retain the condition of Gateway determination and note that this matter can be reconsidered at the finalisation stage, with consideration for the infrastructure framework in place at this time.”

As per above, the Department note that this matter can be reconsidered at the finalisation stage. Given Council resolved to request the removal of this condition, it may not be included in the final LEP amendment subject to further consideration by the Department.

PART 3 – JUSTIFICATION

This part describes the reasons for the proposed outcomes and development standards in the planning proposal.

3.1 Section A - Need for the planning proposal

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

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

The planning proposal is a result of an application from the landowner seeking to increase the density of development permitted on the site. The planning proposal was amended to reflect the Parramatta CBD Planning Strategy (the Strategy) and the Parramatta CBD Planning Proposal (CBD PP).

Council adopted the Parramatta CBD Planning Strategy at its meeting of 27 April 2015. The Strategy is the outcome of a study which reviewed the current planning framework and involved a significant program of consultation with stakeholders and the community. The Strategy sets the vision for the growth of the Parramatta CBD. Council has subsequently prepared a planning proposal which has been informed by workshops and Council resolutions.

The CBD PP seeks to implement the Parramatta CBD Strategy by amending the LEP controls to provide for a potential increase in height and FSR for sites within the Parramatta CBD. *The CBD PP was publicly exhibited in 2020 and was subsequently endorsed by Council at its Meeting on 15 June 2021. The PP has been forwarded to the Department of Planning, Industry and Environment for finalisation. It is anticipated that the associated amendments to the PLEP 2011 will be notified in September/October 2021.*

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

A planning proposal seeking to amend *PLEP 2011* is the most effective way of providing certainty for Council, the local community and the landowner. The existing height and

FSR standards do not permit the density envisaged in the CBD PP nor do the existing controls respond to the emerging CBD character of Parramatta.

3.2 Section B – Relationship to strategic planning framework

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

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

Greater Sydney Region Plan

On March 2018, the Greater Sydney Region Plan (the ‘Plan’) was finalised by the Greater Sydney Commission. The adoption of the Greater Sydney Region Plan will supersede A Plan for Growing Sydney as Sydney’s overarching metropolitan strategy.

The vision of this Plan is built on the three cities concept where residents live within 30 minutes to jobs, education and health facilities, services and places. This is consistent with the 10 Directions as set in Directions for a Greater Sydney, which is the core component of the vision and measure of the Plan’s performance.

The Plan identifies that a target of an additional 725,000 dwellings would be needed within the Greater Sydney Region by 2036 to meet housing demands based on current population growth.

The Greater Sydney Region Plan is structured around four key themes—infrastructure and collaboration, liveability, productivity and sustainability—and sets out a number of directions, objectives and actions to guide delivery of these themes.

The tables below provides a summary of the consistency of the proposal with the relevant directions and objectives.

Infrastructure and Collaboration

An assessment of the planning proposal’s consistency with the GSRP’s relevant Infrastructure and Collaboration objectives is provided in Table 3a below.

Table 3a – Consistency of planning proposal with relevant GSRP Actions – Infrastructure and Collaboration

Infrastructure and Collaboration Direction	Relevant Objective	Comment
A city supported by infrastructure	O1: Infrastructure supports the three cities	The Planning Proposal will facilitate an increase in commercial office space and residential apartments within the Parramatta CBD on a site that is within the vicinity of the Parramatta Transport Interchange and the proposed future Light rail network giving workers and residents access to train and bus services.
	O2: Infrastructure aligns with forecast growth – growth infrastructure compact	The Planning Proposal will facilitate growth in commercial floor space and hence growth in jobs

		within the GOP area which is being trialed as the pilot growth infrastructure compact.
	O4: Infrastructure use is optimised	In accordance with the Objective 4, the planning proposal will allow for efficient land use by locating new commercial floor space and residential apartments in the vicinity of Parramatta railway station and future Parramatta Light Rail network. Future occupants and users of the site will have access to the existing and proposed transport infrastructure and will benefit from the commuting advantages.

Liveability

An assessment of the planning proposal's consistency with the GSRP's relevant Liveability objectives is provided in Table 3b below.

Table 3b – Consistency of planning proposal with relevant GSRP Actions – Liveability

Liveability Direction	Relevant Objective	Comment
A city of great places	O12: Great places that bring people together	The development concept includes active frontages incorporating retail uses at the ground floor with commercial and residential above.

Productivity

An assessment of the planning proposal's consistency with the GSRP's relevant Productivity objectives is provided in Table 3c below.

Table 3c – Consistency of planning proposal with relevant GSRP Actions – Productivity

Productivity Direction	Relevant Objective	Comment
A well connected city	O14: The plan integrates land use and transport creates walkable and 30 minute cities	The planning proposal satisfies this direction by co-locating commercial spaces and residential apartments on a site that is within walking distance to Parramatta Transport Interchange and the Parramatta Light Rail network; and will uphold the concept of a 30-minute city.
	O15: The Eastern, GOP and Western Economic Corridors are better connected and more competitive	The Planning Proposal increases the permissible density on the site which will allow for an increase in commercial floor space and residential apartments, further strengthening the Parramatta CBD and reinforcing its role in the GOP area.
Jobs and skills for the city	O19: Greater Parramatta is stronger and better connected	The outcome of the planning proposal will contribute to the economic growth of Parramatta CBD and enables a mixture of commercial and residential land uses within proximity of key public transport infrastructure. This proposal will provide improvements to the site that will enhance the vibrancy, competitiveness, and walkability within Parramatta CBD.
	O22: Investment and business activity in centres	The Planning Proposal will facilitate an increase in commercial office space and residential apartments on a B4 Mixed use zoned site within proximity of the Parramatta Transport Interchange and the proposed Parramatta Light Rail network, integrating land use and transport. The

		development likely to be facilitated by the Planning Proposal will contribute to achieving the 30 minute city goal.
--	--	---

Sustainability

An assessment of the planning proposal’s consistency with the GSRP’s relevant Sustainability objectives is provided in Table 3d, below.

Table 3d – Consistency of planning proposal with relevant GSRP Actions – Sustainability

Productivity Direction	Relevant Objective	Comment
	O30: Urban tree canopy cover is increased	<p>The entire site is currently built-up with an existing two-storey public hotel building. The development concept will result in a new mixed use building with a similar footprint to the existing structure with at grade car parking to the rear of the hotel. As such, there is no opportunity for tree planting onsite.</p> <p>While there are existing small trees within the car park of the hotel, these are likely to be removed in the future to accommodate redevelopment of the site and future road widening on Harris Street.</p> <p>The Planning Proposal and subsequent development provides the opportunity to improve the amenity of the public domain and incorporate street tree planting where appropriate.</p>
An efficient city	<p>O33: A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change</p> <p>O34: Energy and water flows are captured, used and re-used</p> <p>O35: More waste is re-used and recycled to support the development of a circular economy</p>	<p>The Planning Proposal seeks to apply a High Performing Buildings bonus FSR of 5%. This is consistent with the approach adopted as part of the draft controls within the CBD Planning Proposal. This will be achieved through a site-specific clause which sets energy and water maximum consumption targets. These targets will be implemented through the assessment of the Design Competition and Development Application.</p> <p>Included with the exhibition of the Planning Proposal is the background technical studies that underpin the energy and water consumption targets within the CBD Planning Proposal. These include the “Sustainability and Infrastructure Study” and the “High Performance Buildings Study 2019” both prepared by Kinesis.</p>
A resilient city	<p>O36: People and places adapt to climate change and future shocks and stresses</p> <p>O37: Exposure to natural and urban hazards is reduced</p> <p>O38: Heatwaves and extreme heat are managed</p>	<p>The site is not identified as being flood-prone, as it is located outside of the 20- and 100-year Average Recurrence Interval (ARI) events, however, lies within the Probable Maximum Flood (PMF) event. (Refer Section 4.1 of this report for excerpt of flood map).</p>

Greater Parramatta to the Olympic Peninsula (GPOP) Vision

In October 2016, prior to the release of the draft district plans, the Greater Sydney Commission released a Visioning document for the Greater Parramatta to the Olympic

Peninsula (GPOP) area. GPOP is a centrepiece of the Greater Sydney Commission’s draft District Plan for the West Central District, within which the bulk of GPOP is located.

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

It is focused on driving 12 directions to deliver the GPOP Vision. The document also notes that the GPOP area is the subject of several land use planning activities which are to progress alongside, and consistent with, the developing GPOP Vision, such as the GPOP Land Use and Infrastructure Strategy, Department of Planning and Environment.

The site is located within the Parramatta CBD Westmead Health and Education Super Precinct. The planning proposal is consistent with the vision and directions of GPOP Vision as it will:

- Deliver additional housing and employment within Parramatta CBD that will revitalise the city centre and support the commercial core,
- Provide a mix of housing (1 and 2 bedroom units) to suit individual household needs, preferences and budgets,
- Respect the heritage values of items within the vicinity of the site (Refer Section 3.3.2 of this report),
- Facilitate the development of a high quality and well-designed mixed use development through a design competition process,
- Redevelop a site that has good access to public transport, jobs, services, recreational, educational, and other opportunities, and

Central City District Plan

In March 2018, the NSW Government released *Central City District Plan* which outlines a 20-year plan for the Central City District which comprises The Hills, Blacktown, Cumberland and Parramatta local government areas.

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

Taking its lead from the GSRP, the *Central City District Plan* (“CCDP”) is also structured under four themes relating to Infrastructure and Collaboration, Liveability, Productivity and Sustainability. Within these themes are Planning Priorities which are each supported Action. Those Planning Priorities and Actions relevant to this planning proposal are discussed below.

Infrastructure and Collaboration

An assessment of the planning proposal’s consistency with the CCDP’s relevant Infrastructure and Collaboration Priorities and Actions is provided in Table 4a below.

Table 4a – Consistency of planning proposal with relevant CCDP Actions – Infrastructure and Collaboration

Infrastructure Collaboration Direction	and Planning Priority/Action	Comment
--	------------------------------	---------

<p>A city supported by infrastructure</p> <p>O1: Infrastructure supports the three cities</p> <p>O2: Infrastructure aligns with forecast growth – growth infrastructure compact</p> <p>O3: Infrastructure adapts to meet future need</p> <p>O4: Infrastructure use is optimised</p>	<p>PP C1: Planning for a city supported by infrastructure</p> <ul style="list-style-type: none"> • A1: Prioritise infrastructure investments to support the vision of <i>A metropolis</i> • A2: Sequence growth across the three cities to promote north-south and east-west connections • A3: Align forecast growth with infrastructure • A4: Sequence infrastructure provision using a place based approach • A5: Consider the adaptability of infrastructure and its potential shared use when preparing infrastructure strategies and plans • A6: Maximise the utility of existing infrastructure assets and consider strategies to influence behaviour changes to reduce the demand for new infrastructure, supporting the development of adaptive and flexible regulations to allow decentralised utilities 	<p>The planning proposal will allow for efficient land use by locating new commercial floor space and residential apartments within proximity of Parramatta railway station and the proposed future light rail. Future occupants and users of the site will have access to the existing and proposed transport infrastructure and will benefit from the commuting advantages.</p>
--	--	---

Liveability

An assessment of the planning proposal’s consistency with the CCDP’s relevant Liveability Priorities and Actions is provided in Table 4b below.

Table 4b – Consistency of planning proposal with relevant CCDP Actions – Liveability

Liveability Direction	Planning Priority/Action	Comment
<p>O7: Communities are healthy, resilient and socially connected</p> <p>O8: Greater Sydney’s communities are culturally rich with diverse neighbourhoods</p> <p>O9: Greater Sydney celebrates the arts and supports creative industries and innovation</p>	<p>PP C4: Working through collaboration</p> <ul style="list-style-type: none"> • A10: Deliver healthy, safe and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities by (a-d). • A14: Facilitate opportunities for creative and artistic expression and participation, wherever feasible with a minimum regulatory burden including (a-c). • A15: Strengthen social connections within and between communities through better understanding of the nature of social networks and supporting infrastructure in local places 	<p>The development concept includes active frontages incorporating retail uses at the ground floor with commercial and residential above.</p>

Productivity

An assessment of the planning proposal’s consistency with the CCDP’s relevant Productivity Priorities and Actions is provided in Table 4c below.

Table 4c – Consistency of planning proposal with relevant CCDP Actions – Productivity

Productivity Direction	Planning Priority/Action	Comment
<p>A well-connected city O19: Greater Parramatta is stronger and better connected</p>	<p>PP C7: Growing a stronger and more competitive Greater Parramatta</p> <ul style="list-style-type: none"> • A23: Strengthen the economic competitiveness of Greater Parramatta and grow its vibrancy [abridged] • A26: Prioritise infrastructure investment [abridged] • A27: Manage car parking and identify smart traffic management strategies 	<p>The outcome of the planning proposal will contribute to the economic growth of Parramatta CBD and enables a mixture of commercial uses within proximity of key public transport infrastructure.</p> <p>This proposal will provide improvements to the site that will enhance the vibrancy, competitiveness, and walkability within Parramatta CBD.</p> <p>The Planning Proposal includes a site-specific clause that prescribes a maximum car parking rate as identified by the Parramatta CBD Strategic Transport Study.</p>
<p>Jobs and skills for the city O15: The Eastern, GOP and Western Economic Corridors are better connected and more competitive</p>	<p>PP C8: Delivering a more connected and competitive GOP Economic Corridor</p> <ul style="list-style-type: none"> • A29: Prioritise public transport investment to deliver the 30-minute city objective for strategic centres along the GOP Economic Corridor • A30: Prioritise transport investments that enhance access to the GOP between centres within GOP 	<p>See above. Further, the Planning Proposal will facilitate the redevelopment of the site for commercial office space of approximately 6,750sqm. Using Council’s assumed employment generating rate of 1 employee per 24 sqm of floor space, the Planning Proposal has the potential to generate approximately 281 FTE employees.</p>
<p>O14: The plan integrates land use and transport creates walkable and 30 minute cities O16: [relevant?]</p>	<p>PP C9: Delivering integrated land use and transport planning and a 30-minute city</p> <ul style="list-style-type: none"> • A32: Integrate land use and transport plans to deliver a 30-minute city • A33: Investigate, plan and protect future transport and infrastructure corridors • A34: Support innovative approaches to the operation of business, educational and institutional establishments to improve the performance of the transport network • A36: Protect transport corridors as appropriate, including the Western Sydney Freight Line, North South train link from Schofields to WS Airport as well as Outer Sydney Orbital and Bells Line of Road-Castlereagh connections 	<p>The planning proposal satisfies this direction by co-locating commercial spaces on a site that is within walking distance to Parramatta Railway Station and the proposed Parramatta Light Rail Station; and will uphold the concept of a 30-minute city.</p>

Sustainability

An assessment of the planning proposal’s consistency with the CCDP’s relevant Productivity Priorities and Actions is provided in Table 4d, below.

Table 4d – Consistency of planning proposal with relevant CCDP Actions – Sustainability

Sustainability Direction	Planning Priority/Action	Comment
<p>O30: Urban tree canopy cover is increased</p> <p>O32: The Green grid links Parks, open spaces, bushland and walking and cycling paths</p>	<p>PP C16: PP C16: Increasing urban tree canopy cover and delivering Green grid connections</p> <ul style="list-style-type: none"> • A68: Expand urban tree canopy in the public realm 	<p>The entire site is currently built-up with an existing two-storey commercial building. The development concept will result in a new mixed use building with a similar footprint to the existing structure and the at grade car park to the rear. As such, there is no opportunity for tree planting onsite. While there are existing small trees within the at grade car park, these are likely to be removed in the future to accommodate the redevelopment and the future road widening proposed by the RMS. The Planning Proposal and subsequent development application provides the opportunity to improve the amenity of the public domain and incorporate replacement street tree planting where appropriate.</p>
<p>O31: Public open space is accessible, protected and enhanced</p>	<p>PP C17: Delivering high quality open space</p> <ul style="list-style-type: none"> • A71: Maximise the use of existing open space and protect, enhance and expand public open space by (a-g) [abridged] 	<p>The site is located to the west of Robin Thomas and James Ruse Reserve. It is noted that the proposed height control will result in overshadowing of these Reserves. The cumulative overshadowing impacts from development under the CBD Planning Proposal were analysed under the CBD Overshadowing Technical Paper and found to be acceptable.</p>
<p>O36: People and places adapt to climate change and future shocks and stresses</p> <p>O37: Exposure to natural and urban hazards is reduced</p> <p>O38: Heatwaves and extreme heat are managed</p>	<p>PP C20: Adapting to the impacts of urban and natural hazards and climate change</p> <ul style="list-style-type: none"> • A81: Support initiatives that respond to the impacts of climate change • A82: Avoid locating new urban development in areas exposed to natural and urban hazards and consider options to limit the intensification of development in existing areas most exposed to hazards • A85: Consider strategies and measures to manage flash 	<p>The site is not within the 1 in 100-year Average Recurrence Interval (ARI) events, however, is located within the Probable Maximum Flood (PMF) event.</p> <p>(Refer Section 4.1 of this report for excerpt of flood map)</p>

flooding and safe evacuation
when planning for growth in
Parramatta CBD

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

The following strategic planning documents are relevant to the planning proposal.

Parramatta 2038 Community Strategic Plan

Parramatta 2038 is a long-term Community Strategic Plan for the City of Parramatta and links to the long-term future of Sydney. The plan formalises several big and transformational ideas for the City and the region. Of relevance is the growth of Parramatta CBD.

The planning proposal is considered to meet the strategy and key objectives identified in the plan by allowing for an appropriate mix of residential and non-residential uses located in a centre with public transport, shops and community facilities in close proximity. The proposal will activate the street and improve the walkability of the city centre with retail on the ground floor. The development will also allow for the concentration of housing around transport nodes and contribute towards dwelling targets for NSW.

Parramatta Local Strategic Planning Statement

Council’s Local Strategic Planning Statement (LSPS) was published on 31 March 2020. Council’s LSPS sets out a 20-year land use planning vision for the City of Parramatta, balancing the need for housing and economic growth, whilst protecting and enhancing housing diversity, heritage and local character. Further, the Local Strategic Planning Statement aims to protect the City’s environmental assets and improve the health and liveability of the City.

The subject site is situated with Parramatta CBD, an area identified for significant growth in the LSPS. The Planning Proposal is considered to meet the priorities, policy directions and actions of the LSPS, specifically, the actions to progress the Parramatta CBD Planning Proposal to increase commercial and housing opportunities in Parramatta CBD. Through this, it is noted that the site-specific Planning Proposal is consistent with the Parramatta CBD Planning Proposal.

Parramatta CBD Planning Proposal

The CBD PP is the outcome of detailed technical studies which reviewed the current planning framework. The CBD PP seeks controls responding to the vision for the growth of the Parramatta CBD as Australia’s next great city. The CBD PP identifies a need for significant growth in the Parramatta City Centre to which this planning proposal responds. The Planning Proposal recommends a new draft land use planning framework for the Parramatta CBD and seeks to amend the planning controls for the Parramatta CBD contained in the *Parramatta Local Environmental Plan (LEP) 2011*. The Planning Proposal seeks changes to the Parramatta CBD boundary, land use mix, primary built form controls and the mechanisms for infrastructure delivery, and is informed by a number of technical specialist studies.

The CBD PP remains Council's most recently endorsed policy position on density increases in the Parramatta CBD. Council received a Gateway Determination for the CBD PP from the Department of Planning Industry and Environment on 13 December 2018 subject to conditions. Council carried out further studies and resolved to amend the CBD PP in order to meet the Gateway conditions at its Meeting on 25 November 2019. The CBD PP was publicly exhibited in September/October 2020 and at the time of the preparation of this version of the Planning Proposal, **was with the Department of Planning Industry and Environment for finalisation.**

Under the CBD PP, Council endorsed the following key planning controls for the site at 135 George Street and 118 Harris Street:

- Zoning: The current B4 Mixed Use zoning is retained
- Height of Buildings: **Council resolved at its Meeting on 23 March 2020 to amend the CBD PP so as to amend the Incentive Height of Buildings Map to indicate a height control of 144 metres (165.6 with design excellence) for the site noting that a portion of the site will still retain the Sun Access Protection controls under draft Clause 7.4 relating to the protection of solar access to Experiment Farm. This is consistent with the site-specific Planning Proposal endorsed at that Council Meeting. Council Officers have since identified an anomaly in the mapping for the CBD PP which publicly exhibited the previously endorsed height controls. The previously endorsed Incentive height control is 130 metres within the northern part of the site and 24 metres within the southern part of the site. The height can be increased by a further 15% under the existing Design Excellence provisions of the Parramatta LEP 2011 taking the potential height to 149.5 metres. This site-specific Planning Proposal provides an opportunity to correct this mapping anomaly for the CBD PP and ensure consistency with Council's resolution.**
- **The issue of height is discussed further below in context of the CBD Planning Proposal.**
- FSR: The base FSR for the site is 4:1. The incentive FSR for the site is 10:1. The FSR can be increased by 15% under the existing Design Excellence provisions of the Parramatta LEP 2011. It can also be increased by 5% under the proposed High Performing Buildings provisions within the CBD PP. This would take the potential FSR to 12:1.
- Minimum Commercial Provisions: the site is required to provide a minimum of 1:1 of its floor area as commercial floor space under draft Clause 7.6C. This clause also permits additional commercial floor space over and above this minimum to be exempt from the FSR calculation to incentivise the provision of employment generating floor space within the CBD.

A summary of the proposed controls for the site under this site-specific Planning Proposal in context with the CBD PP are detailed below.

Height

When the site-specific Planning Proposal was first reported to Council in April 2019, the CBD Planning Proposal shadow analysis was yet to be completed. As such, a precautionary approach was taken in assessing the Planning Proposal and in recommending controls for the site. The height and FSR controls were recommended at that time at 130 metres (149.5 metres including all bonuses) and 10:1 mapped FSR (12:1 including all bonuses) respectively which reflected the draft controls in the Parramatta CBD Planning Proposal.

The Overshadowing Technical Paper for the Parramatta CBD Planning Proposal was subsequently analysed and revealed that the Applicant's proposed height of 166 metres was the relevant height that was tested and found to have acceptable overshadowing impacts. The testing of the subject site is discussed on pages 59 - 61 of the Technical Paper.

As such, the site-specific PP is consistent with the height and density that has been tested under the Parramatta CBD Planning Proposal. Further, this PP includes a site-specific clause requiring that any proposed building does not cause additional overshadowing to the Experiment Farm heritage item between the hours of 10.00am and 2.00pm on 21 June consistent with the draft amendment to Clause 7.4 under the Parramatta CBD Planning Proposal. This is consistent with the general policy direction of the CBD PP which is to identify numeric height controls overlaid with solar access planes for some sites.

Floor Space Ratio (FSR)

The proposed mapped FSR for the site is 10:1 which accords with the Incentive FSR under the CBD PP. The FSR can be increased by 15% under the existing Design Excellence provisions of the Parramatta LEP 2011. It can also be increased by 5% under the proposed High Performing Buildings provisions within the CBD PP. This would take the potential FSR to 12:1.

A site-specific clause is proposed that mirrors draft Clause 7.6C of the CBD PP that requires the site to provide a minimum of 1:1 of its floor area as commercial floor space. This clause also permits additional commercial floor space over and above this minimum to be exempt from the FSR calculation to incentivise the provision of employment generating floor space within the CBD. The amount of additional floor space that potentially may be approved under this clause is expected to be minimal, however, will depend on the final setbacks established through the draft site-specific DCP and their interplay with the building height and floor-to-floor heights.

Non-residential floor space

A site-specific clause is proposed that mirrors draft Clause 7.6C of the CBD PP that requires the site to provide a minimum of 1:1 of its floor area as commercial floor space. This clause also permits additional commercial floor space over and above this minimum to be exempt from the FSR calculation to incentivise the provision of employment generating floor space within the CBD. The amount of additional floor space that potentially may be approved under this clause is expected to be minimal, however, will depend on the final setbacks established through the draft site-specific DCP and their interplay with the building height and floor-to-floor heights.

The policy objective of this control is to contribute employment generating floor space consistent with Parramatta's role as a key employment centre in western Sydney. The current market conditions have seen the majority of B4 zoned sites obtain approvals for and be developed for almost entirely residential purposes with nominal ground floor retail uses.

Site specific clause

The site specific clause has been included in this planning proposal to:

- Provide for a minimum 1:1 commercial floor space;
- Allow additional commercial floor space above the 1:1 to be exempt from the FSR calculation provided it does not exceed the height control;

- Allow an additional FSR of 5% (i.e. 0.5:1) provided that high-performing building standards are met (bringing potential total FSR to 12:1);
- inclusion of a site-specific clause that ensures that the proposed building does not cause additional overshadowing to the Experiment Farm heritage item between the hours of 10.00am and 2.00pm on 21 June consistent with the draft amendment to Clause 7.4 under the Parramatta CBD Planning Proposal; and
- ensure parking is provided in accordance with Council’s parking rates consistent with the CBD Planning Proposal.
- **Include a satisfactory arrangements clause to enable contributions towards the funding of state and regional infrastructure.**

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

An assessment of the planning proposal against the applicable State Environmental Planning Policies (SEPPs) relevant to the site is detailed in the table below (Table 1).

Table 1 – Assessment of consistency of the planning proposal with relevant SEPPs

State Environmental Planning Policies (SEPPs)	Assessment of consistency
SEPP No 55 Remediation of Land	
Provides state-wide planning controls for the remediation of contaminated land. Clause 6 of the policy states that land must not be rezoned unless contamination has been considered and, where relevant, land has been appropriately remediated.	Not relevant to proposed amendment. The proposal does not involve the rezoning or change of use of the land. Accordingly, the contamination issues will be addressed at the DA stage.
SEPP 64 Advertising and signage	
Provides a consistent approach to the management of outdoor advertising so that adverse impacts on the amenity of the built and natural environment are avoided.	Not relevant to proposed amendment. May be relevant to future DAs.
SEPP No 65 Design Quality of Residential Flat Development	
Raises the design quality of residential apartment development across the state through the application of a series of design principles and guidelines.	Consistent. The built form presented in the reference designs have satisfactorily demonstrated that the site is able to accommodate the FSR being sought and indicates that a resulting development would be capable of complying with the Apartment Design Guideline (ADG). As part of the Design Excellence process compliance with the ADG requirements will be required in the future DA approval.
SEPP (BASIX) 2004	
Operates in conjunction with provision of the EP&A regulation to encourage sustainable residential development (BASIX scheme). The SEPP ensures consistency in the implementation of BASIX throughout the State by overriding competing provisions in other environmental planning instruments and development control plans, which would otherwise add to, subtract from or modify any obligations arising under the BASIX scheme.	Consistent. Detailed compliance with SEPP (BASIX) for residential component will be demonstrated at the time of making a development application for the site facilitated by this planning proposal.
SEPP (Exempt and Complying Development Codes) 2008	
Seeks to provide for exempt and complying development in certain local government areas that have not provided for those types of development through a local environmental plan.	Consistent. May apply to future development of the site.

State Environmental Planning Policies (SEPPs)	Assessment of consistency
<p>SEPP (Infrastructure) 2007</p> <p>Aims to facilitate the effective delivery of infrastructure across the State along with providing for consultation with relevant public authorities during the assessment process. The SEPP supports greater flexibility in the location of infrastructure and service facilities along with improved regulatory certainty and efficiency.</p> <p>In particular, Traffic generating development (clause 104) requires that a proposal for an apartment or residential flat building with 300 or more dwellings is required to be referred to the Roads and Maritime Services.</p>	<p>Consistent. To be addressed as part of future DA for the site.</p>
<p>State Environmental Planning Policy (State and Regional Development) 2011</p> <p>Applies to development with a Capital Investment Value (CIV) of over \$20 Million, the proposal is defined for the purposes of this SEPP as “Regional Development”.</p> <p>The consent authority for regional development will be the Sydney West Planning Panel.</p>	<p>Consistent. Should the planning proposal proceed, it is likely that any future DA would have a CIV value of >\$20 million and be determined by the Sydney West Planning Panel.</p>
<p>Regional Environmental Plan (REP) Sydney Harbour Catchment 2005 (deemed SEPP)</p> <p>The Plan covers the area of Sydney Harbour, including the Parramatta River and its tributaries and the Lane Cove River. The plan aims to establish a balance between promoting a prosperous working harbour, maintaining a healthy and sustainable waterway environment and promoting recreational access to the foreshore and waterways. It establishes planning principles and controls for the catchment as a whole.</p> <p>The SREP includes a range of matters for consideration by consent authorities assessing development within the Foreshores and Waterways Area of the Plan. These are aimed at ensuring better and consistent development decisions and include such issues as ecological and scenic quality, built form and design, maintenance of views, public access and recreation and working harbour uses. The REP includes provisions relating to heritage conservation and wetlands protection and provides planning controls for strategic foreshore sites.</p>	<p>Consistent. The whole of the Parramatta is covered by the REP. Any matters for consideration will be addressed as part of any future DA.</p>

3.2.4 Is the planning proposal consistent with applicable Ministerial Directions (s.9.1 directions)

In accordance with Clause 9.1 of the *EP&A Act 1979* (previously section 117(2)) the Minister issues directions for the relevant planning authorities to follow when preparing planning proposals for new LEPs.

An assessment against the Ministerial Directions applicable to the subject planning proposal is detailed in the table below.

Table 2 – Assessment of consistency of the planning proposal with applicable Ministerial Directions

Section	Comment	Consistent
1. Employment and Resources		
Direction 1.1 – Business and Industrial Zones	<p>The planning proposal will maintain the existing B4 Mixed Use zone which allows for a mix of residential and non-residential uses.</p> <p>The proposal will support the mixed-use character of the area and the nearby commercial core, by providing commercial uses and increasing the residential population thereby delivering homes close to employment.</p>	Yes
2. Environment and Heritage		
2.3 – Heritage Conservation	<p>The site is not listed as a heritage item or located within a heritage conservation area under the Parramatta LEP 2011. The site is not identified as having an Aboriginal or archaeological significance in the Parramatta DCP 2011 or Council's GIS data records.</p> <p>The site is across the road from Robin Thomas Reserve which is listed on the State Heritage Register as an "Ancient Aboriginal and Early Colonial Landscape" and is listed under Schedule 5 of Parramatta LEP 2011 as being of local heritage significance as an archaeological site.</p> <p>To the north there are several heritage items of local significance within the Parramatta River foreshore area being the Gasworks bridge and the Queens Wharf Reserve and stonewall and potential archaeological site. There is also an item of State heritage significance being the HMAS Parramatta Shipwreck and memorial.</p> <p>Council's Heritage Advisor raised no objection to the proposal and noted that heritage issues can be adequately addressed at the Design Competition and development application stage.</p> <p>Refer Section 3.3.23.3.2 of this report for further detail.</p>	Yes
3. Housing, Infrastructure and Urban Development		
Direction 3.1 - Residential Zones	<p>The planning proposal is consistent with the objectives of this direction in that it will:</p> <ul style="list-style-type: none"> • Increase residential densities and housing choice in a location that is close to public transport, shops, employment and recreational opportunities • Provide for a high density development through the application of appropriate height and FSR controls • Be of high-quality design facilitated through a design competition process • Provide a mix of housing including one, two and three bedroom apartments • Make more efficient use of existing infrastructure and services through urban consolidation. 	Yes
Direction 3.4 - Integrating Land Use and Transport	<p>Increasing the density of development within the walking catchment of transport nodes, namely the Parramatta Railway Station and Bus Interchange and the proposed Parramatta Light Rail as well as implementing maximum car parking rates will support the viability of existing and proposed public transport services and reduce dependence on cars.</p>	Yes

Section	Comment	Consistent
Direction 3.5 – Development near Licensed Aerodromes	Bankstown Airport is subject to the <i>Federal Airports Act 1996</i> and the Airports (Protection of Airspace) Regulations 1996. Airspace above the Parramatta CBD is affected by operational requirements for this airport. A building that penetrates the Obstacle Limitation Surface (OLS) requires approval under that legislation, via the Commonwealth Department of Infrastructure and Regional Development. If the planning proposal is to proceed, it is expected that consultation with the Department of Infrastructure and Regional Development will be required.	Yes
4. Hazard and Risk		
Direction 4.1 - Acid Sulfate Soils	With the exception of several small blocks, the majority of Parramatta City Centre (including the site) is affected by Class 4 or Class 5 Acid Sulfate soils. Despite this constraint, Parramatta has accommodated medium to high density development throughout the CBD. This application for a planning proposal acknowledges that the site is affected by Class 4 Acid Sulfate Soils. An Acid Sulfate Soils Management Plan may be required to support any future DA in accordance with the existing provisions of PLEP 2011. (Refer Section 4.1 of this report for excerpt of acid sulfate soils map)	Yes
Direction 4.3 - Flood Prone Land	The site is not within the 1 in 100 year Average Recurrence Interval, however, it is within the Probable Maximum Flood (PMF) area. Clause 7.19 within the draft LEP provisions of the Parramatta CBD Planning Proposal requires occupants within buildings within the PMF area to be able to shelter in place above the PMF level or to safely evacuate. This matter can be addressed at the Design Competition and development application stage. (Refer Section 4.1 of this report for excerpt of flood map)	Yes
6. Local Plan Making		
Direction 6.1 - Approval and Referral Requirements	The Planning Proposal does not introduce any provisions that require any additional concurrence, consultation or referral requirements.	Yes
Direction 6.3 - Site Specific Provisions	This planning proposal proposes the addition of a site specific provision to be applied to the site that would: <ul style="list-style-type: none"> • Provide for a minimum 1:1 commercial floor space; • Allow additional commercial floor space above the 1:1 to be exempt from the FSR calculation provided it does not exceed the height control; • Allow an additional FSR of 5% (i.e. 0.5:1) provided that high-performing building standards are met (bringing potential total FSR to 12:1); • inclusion of a site-specific clause that ensures that the proposed building does not cause additional overshadowing to the Experiment Farm heritage item between the hours of 10.00am and 2.00pm on 21 June consistent with the draft amendment to Clause 7.4 under the Parramatta CBD Planning Proposal; and • ensure parking is provided in accordance with Council's parking rates consistent with the CBD Planning Proposal. <p>The clause requiring a minimum of 1:1 of commercial floor space aims to ensure there is sufficient facilities and businesses to support the incoming resident population. The additional floor space not to be included as FSR seeks to further encourage non-residential development in the B4 zone.</p> <p>In relation to the maximum parking rates provision, a site specific provision would ensure that should the redevelopment of the site under the proposed controls commence prior to the gazettal of the CBD PP the maximum parking rates as endorsed by Council on 10 April 2017 will be consistent with the future CBD controls.</p> <p>This planning proposal is consistent with this Direction.</p> <p>Refer to Appendix 1 for an example of a potential draft site specific provision.</p>	Yes

Section	Comment	Consistent
7. Metropolitan Planning		
7.1 Implementation of A Plan for Growing Sydney	As detailed in Section 3.2.1 of this report, the planning proposal is consistent with the directions, actions and priorities of a Plan For Growing Sydney.	Yes
7.5 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	The proposal with is consistent with the actions in the Interim Land Use and infrastructure Plan in that the proposal: <ul style="list-style-type: none"> • Is in line with the Parramatta CBD proposal; • Will contribute towards dwelling and employment targets within the Parramatta City Centre; • Assist in the funding of infrastructure. 	Yes

3.3 Section C – Environmental, social and economic impact

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

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

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

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

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

- Heritage;
- Urban Design and Built Form;
- Transport and Accessibility; and
- Overshadowing.

Heritage

The site is not listed as a heritage item or located within a heritage conservation area under the PLEP 2011. The site is not identified as having an Aboriginal or archaeological significance in the Parramatta DCP 2011 or Council’s GIS data records.

The site is across the road from Robin Thomas Reserve which is listed on the State Heritage Register as an “Ancient Aboriginal and Early Colonial Landscape” and is listed under Schedule 5 of Parramatta LEP 2011 as being of local heritage significance as an archaeological site.

To the north there are several heritage items of local significance within the Parramatta River foreshore area being the Gasworks bridge and the Queens Wharf Reserve and stonewall and potential archaeological site. There is also an item of State heritage significance being the HMAS Parramatta Shipwreck and memorial.

The applicant has submitted a “Heritage Issues Identification” as part of the Planning Proposal submissions (refer to Appendix 6). This document was prepared by NBRS and Partners and a summary of the findings includes:

- The report concluded that the Planning Proposal will not adversely or unacceptably impact on any items of local, state, Commonwealth or World Heritage items.
- The heritage item to the east known as “Tara” and parts of the Hambleton Cottage Reserve will be overshadowed in the late afternoon. (It is noted that the Planning Proposal will not overshadow Hambleton Cottage between 10.00am and 2.00pm).
- Robin Thomas Reserve archaeological area will be partly overshadowed in the afternoon.
- The proposed additional height, density and built form will have an acceptable level of heritage impact subject to:
 - Achieving an acceptable streetscape and relationship with “Harrisford” which will be apparent once the detailed design for the site is proposed.
 - Management of any archaeological impacts on the subject site in accordance with the Casey & Lowe and Comber Consulting studies for historic and Indigenous archaeology respectively; and
 - An appropriate Interpretation Plan reflecting the history and evolution of the site should be prepared and implemented as part of any future DA on the site.

Council’s Heritage Advisor raised no objection to the proposal and noted that heritage issues can be adequately addressed at the Design Competition and development application stage.

Urban Design and Built Form

The planning proposal is accompanied by a Reference Design prepared on behalf of the applicant by Aleksandar Projects and is included at **Appendix 4**.

The reference design includes a 7m wide setback along the Harris Street frontage of the site for a road widening reservation identified by Transport for NSW to facilitate the future duplication of the Gasworks Bridge.

The applicant’s urban design report includes a reference design that indicates a possible development that could be built with a total FSR of 13.31:1 and a height of 166 metres. (It is noted that while the reference design indicates a height of 166 metres, this would not comply with the controls proposed within the Planning Proposal which limits overall height to 165.6 metres. **The proposed site-specific cause relating to commercial FSR, permits additional commercial FSR to be exempt from the total FSR control provided it does not exceed the maximum height. The applicant’s reference design has resulted in an additional FSR of 1.31:1 under these provisions, however, the additional FSR able to be achieved may be different in the approved development application for the site.**)

The reference design proposes:

- A 52-storey (166 metre high) tower (Building A) comprising:
 - 8 levels of basement car parking (shared with Building B) containing 507 car parking spaces;
 - 5 levels of podium containing commercial floor space;

- 47 levels of tower containing commercial, residential floor space and communal open space. The residential component consists of 423 apartments.
- An 8-storey (28 metres high) building (Building B) comprising:
 - 8 levels of basement car parking, (shared with Building A) containing 507 car parking spaces;
 - 8 levels of commercial floor space;
- The two buildings combined provide 6,750 square metres of commercial floor space and 34,980 square metres of residential floor space.

Refer to Figure 8 below for an illustration of the proposed development. **Subsequent to the Planning Proposal being endorsed by Council at its Meeting on 23 March 2020, Council's resolution required the applicant to submit a revised reference design to be consistent with the Planning Proposal, draft DCP and Gateway determination. The revised reference design is included with the exhibition material and has resulted in a redistribution of floor space within the development. As a result, the commercial floor space has increased from 3,620 to 6,750 square metres and the residential floor space has reduced from 38,710 to 34,980 square metres.**

It is noted that the site previously underwent a master planning exercise in conjunction with the adjoining Cumberland Industries site. This process resulted in the identification of a shared zone, two pedestrian paths and a public domain. There is a risk that increasing the density, height and changing setbacks on the subject site compromises the urban design and public domain outcomes envisaged by this block-wide approach.

In particular, the western tower setback has the potential to be of concern if it creates a sheer tower without relief that would impact negatively on the proposed public domain on the Cumberland Industries site. However, it is noted that the 7 metre road widening on Harris Street has made it difficult for the site to accommodate setbacks on the western side, and as such, some concessions are considered reasonable. The planning proposal on public exhibition is based on a reference design with a 3-metre tower setback to George Street and a 4.5 metre tower setback to the western boundary.

To pursue Council's adopted policy position, concessions were considered necessary to be given to the setbacks that might otherwise be sought for urban design reasons. In making this recommendation, Officers have taken into account the CBD Planning Proposal controls and the fact that the road widening on this site, which may provide significant benefits to the greater CBD, has a significant impact on the development options for this site. This also warrants special consideration being given on the issue of setbacks.

To address the issues above, Council resolved to prepare a site-specific Development Control Plan (DCP) which addresses setbacks and the relationship with the Cumberland Industries site. The draft DCP is included with the public exhibition material associated with the Planning Proposal.

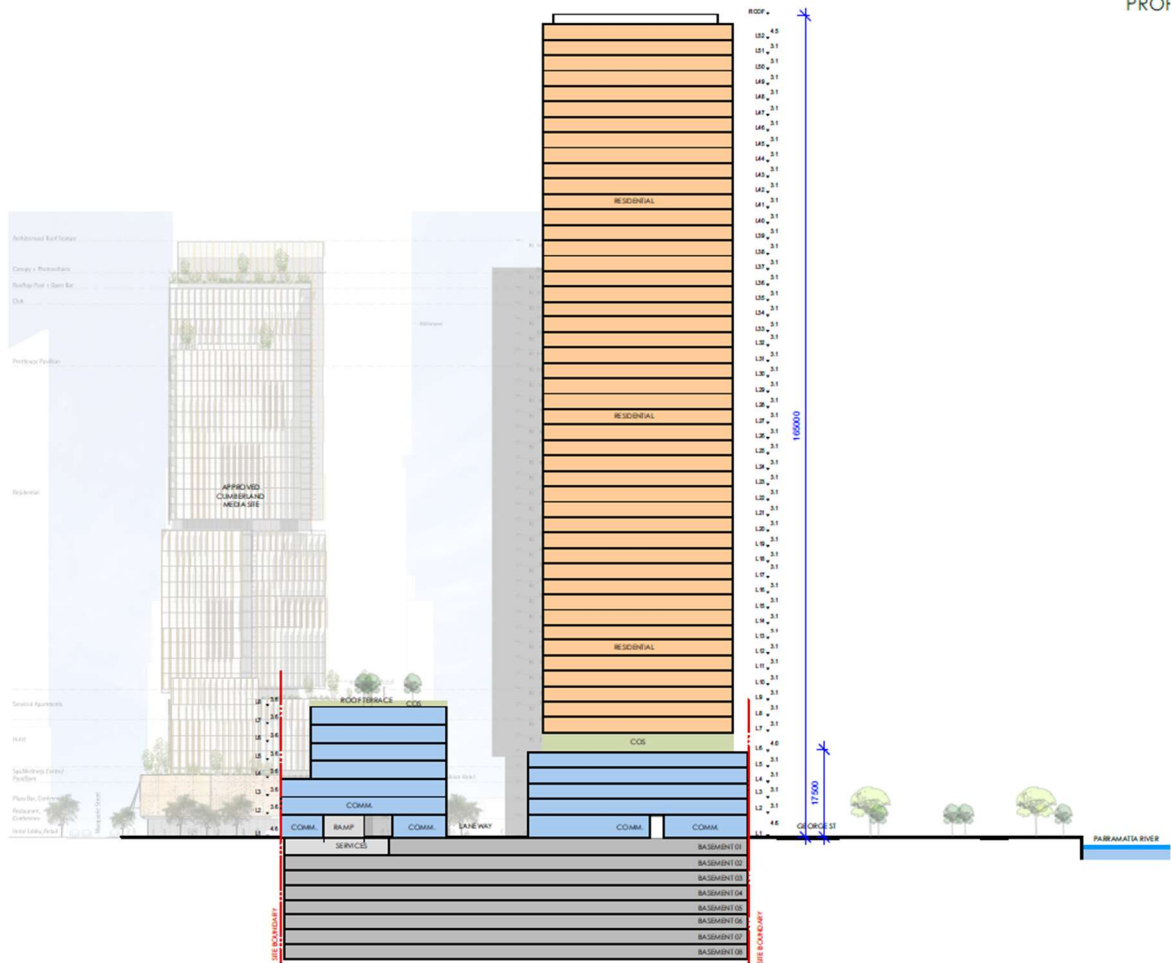


Figure 8: Reference design - East Elevation when viewed from Harris Street.

Adjoining site – Cumberland Industries Site

The adjoining site at 142-154 Macquarie Street (known as the Cumberland Industries site) was also subject to a site-specific Planning Proposal (RZ/15/2015) which resulted in an amendment to the Parramatta LEP 2011. Parramatta LEP 2011 (Amendment No. 48) notified on 27 November 2020 and introduced the planning controls that currently apply to this adjoining site.

The Planning Proposal amended the Parramatta LEP 2011 by increasing the height of buildings control from 54 metres to 180 metres and increasing the FSR from 4:1 to 8:1, including Design Excellence. A Planning Agreement and a Development Control Plan (DCP) were also endorsed in relation to the adjoining site.

The applicants for both the Cumberland Industries site and the Albion Hotel site have worked collaboratively to take a whole-of-block approach to their redevelopments. Figure 9 below indicates the broader block plan reflecting the ground floor plan. (Note: the plan shown below does not reflect the applicant's latest reference design in terms of the location of the driveway access and egress.)



Figure 9: Ground floor plan indicating relationship with Cumberland Industries site. (Source: Applicant’s Urban Design Report)

Critical to the success of the whole block is the new pedestrian links and the new shared zone running through both sites which extends Union Street to the west. The area between Building B25 on the adjoining site and the tower at the northern end of the subject site, shown with no shading in Figure 5, is proposed public domain.

Figure 10 below shows the entire block when viewed from George Street looking south. The indicative tower for the subject site is shown coloured orange. The previously endorsed reference design for the Cumberland Industries site is shown in grey.

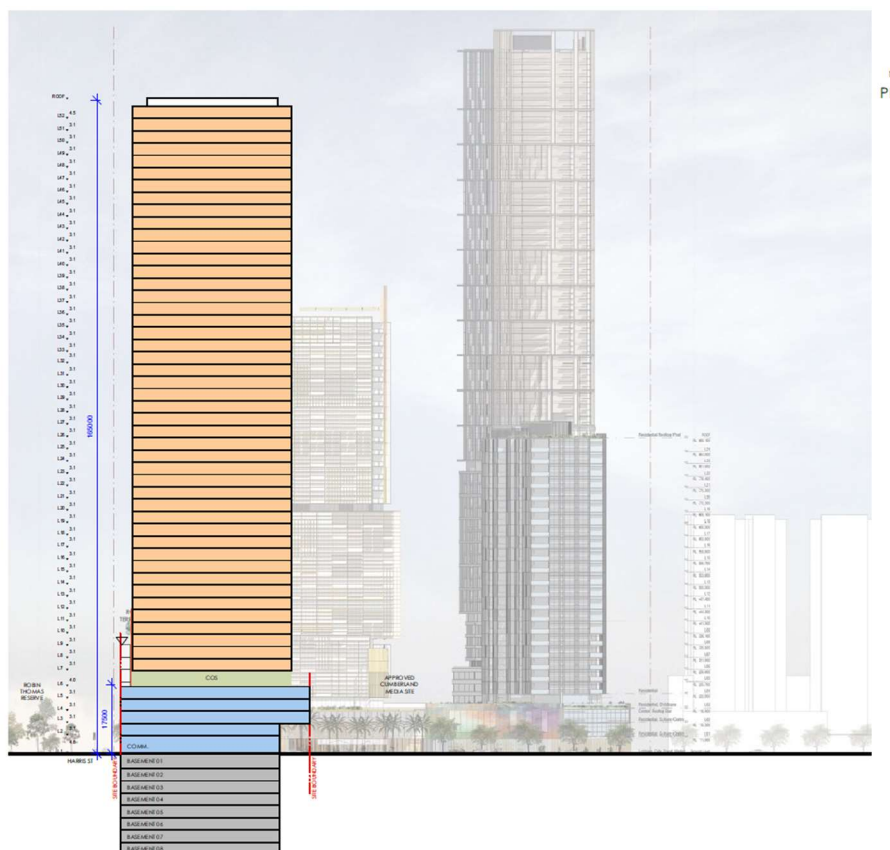


Figure 10: Planning Proposal for the Albion Hotel site in context with Planning Proposal for the adjoining site - Cumberland Industries site (Source: Applicant’s Urban Design report).

Transport and Accessibility

Council’s Service Manager, Traffic and Transport has raised no objection to the Planning Proposal subject to the development gaining vehicular access from Harris Street and subject to complying with the maximum car parking rates prescribed in relation to the Parramatta CBD Planning Proposal.

The development proposes access from Harris Street. **The applicant’s reference design included with the Planning Proposal indicates 8 levels of basement car parking. An earlier version of the reference design indicated that this could accommodate approximately 571 car parking spaces.** Notwithstanding, Council has resolved to apply the maximum car parking rates endorsed for the CBD as part of the CBD Planning Proposal **which will cap the number of car parking spaces that are permissible to a significantly lower number of spaces.** The full suite of car parking rates proposed to be applied to the subject site under the site-specific clause is included in Appendix 1. This clause prescribes the following car parking rates for residential and commercial development:

Residential development

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

Studio	0.1 spaces/unit
--------	-----------------

Commercial development (If the FSR > 3.5:1)

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

where:

M = maximum number of parking spaces;

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

A = Site Area (m²);

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

The current preferred reference design indicates a total of 423 apartments; the unit mix and resulting maximum residential parking spaces under the Council-resolved rates are described in the table below.

Residential component

Type of Apartment	Spaces/unit	Units indicated in reference design	Total
3-bedroom	1 space/unit	0	0
2-bedroom	.7 spaces/unit	329	230.3
1-bedroom	.3 spaces/unit	94	28.2
		TOTAL	258.5
			Round up to 259

The current reference design indicates 6,750 square metres of commercial floor space. Applying the above formula to the current reference design yields a maximum of 6 car parking spaces for the commercial uses, as follows:

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

$$M = (6750 * 3,135) / (50 * 41,730)$$

$$M = 21,161,250 / 2,086,500$$

$$M = 10.14$$

The total number of 269 car parking spaces indicated above (259 + 10 = 269) is significantly less than the number of car parking spaces that would be provided under the reference design (571 spaces). It is proposed that a site-specific clause be applied to the site that can ensure compliance with the above maximum parking rates, as previously resolved by Council, as shown in the draft clause included as part of the Planning Proposal.

Please note: the above estimated maximum car parking rates has been calculated using the current reference design and would be different when applied to subsequent design competition and development application plans. However, the numbers above can be taken as an indication of the scale of the quantum of car parking that would be expected

to be permissible at this site. Determining the final number of approved car parking spaces is a matter for the development application stage.

Overshadowing

Detailed testing was done by Council's City Design Unit using the reference design supplied by the applicant. This included cumulative overshadowing from the Planning Proposals on the adjoining Former Cumberland Media site and 184 George Street to the north-west of the site. Associated shadow diagrams are shown in Figures 11, 12 and 13 below.

The Overshadowing Technical Paper for the Parramatta CBD Planning Proposal was also analysed and revealed that the Applicant's proposed height of 166 metres was the relevant height that was tested and found to have acceptable overshadowing impacts. The testing of the subject site is discussed on pages 59 - 61 of the Technical Paper.



Figure 11: overshadowing caused by the Albion Hotel site at 12pm on 21 June. (Blue line reflects shadow profile of 149.5m tower. Red line reflects shadow profile of 166m tower).

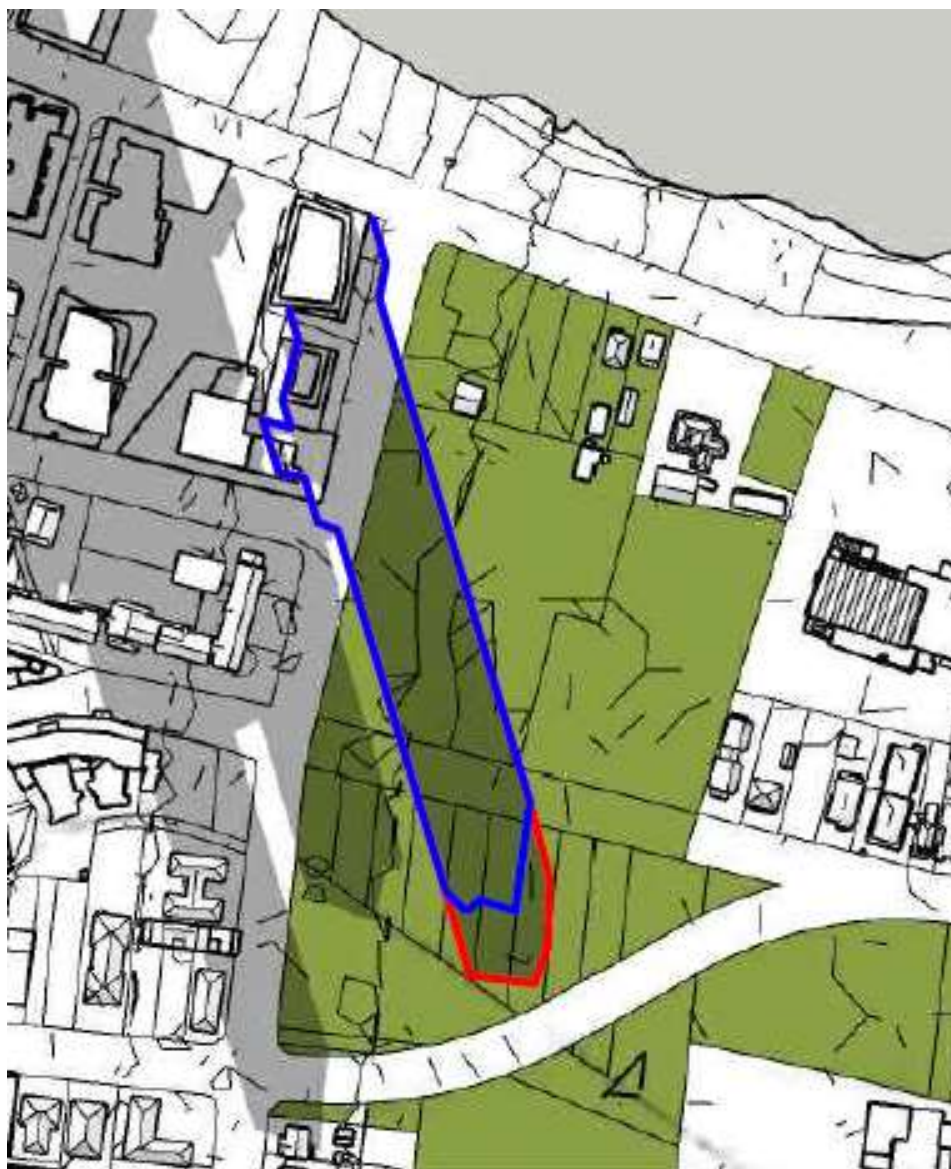


Figure 12: overshadowing caused by the Albion Hotel site at 1pm on 21 June. (Blue line reflects shadow profile of 149.5m tower. Red line reflects shadow profile of 166m tower).



Figure 13: overshadowing caused by the Albion Hotel site at 2pm on 21 June. (Blue line reflects shadow profile of 149.5m tower. Red line reflects shadow profile of 166m tower).

The shadow diagrams compare the overshadowing impacts between a building at the height previously identified in the early stages of the CBD Planning Proposal of 149.5 metres (including design excellence) with the impacts of a building at the applicant's sought height of 166 metres (including design excellence). In summary, the comparison indicates:

- The proposal does not impact on Experiment Farm reserve at either height;
- Both of the proposed heights impact on Robin Thomas Reserve, however, the marginal difference in overshadowing between the two heights is considered acceptable.

With regard to overshadowing on Robin Thomas Reserve, the Gateway determination did not provide any criteria for the assessment of overshadowing of public open space. In the absence of any criteria, the Overshadowing Technical Paper for the Parramatta CBD Planning Proposal deferred to the City of Sydney's "Sydney Development Control Plan 2012" which requires a minimum of 50 per cent of a park's area to receive four hours or more of sunlight between 9am and 3pm on 21 June.

Using this threshold, the Planning Proposal at both heights allows for this level of sunlight access.

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

There is adequate justification for this planning proposal, which will facilitate an increase in density of housing and employment.

The commercial components of the development will contribute to the creation of employment and job opportunities in the Parramatta CBD.

The dominant residential use will deliver a range of housing options located in close proximity to public transport, recreation, employment and community facilities.

3.4 Section D – State and Commonwealth Interests

3.4.1 Is there adequate public infrastructure for the planning proposal?

The site has good access to public transport being including the Parramatta Railway Station/Bus Interchange and the proposed Parramatta Light Rail.

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

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

The Planning Proposal is currently at the stage of seeking a Gateway determination and the relevant consultation with State and Commonwealth public authorities will be carried out once this is issued.

PART 4 – MAPPING

This section contains the mapping for this planning proposal in accordance with the DPI&E’s guidelines on LEPs and Planning Proposals. **In accordance with the Gateway Determination request, the proposed mapping has been updated to reflect the current controls on the adjoining Cumberland Media site.**

4.1 Existing controls

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

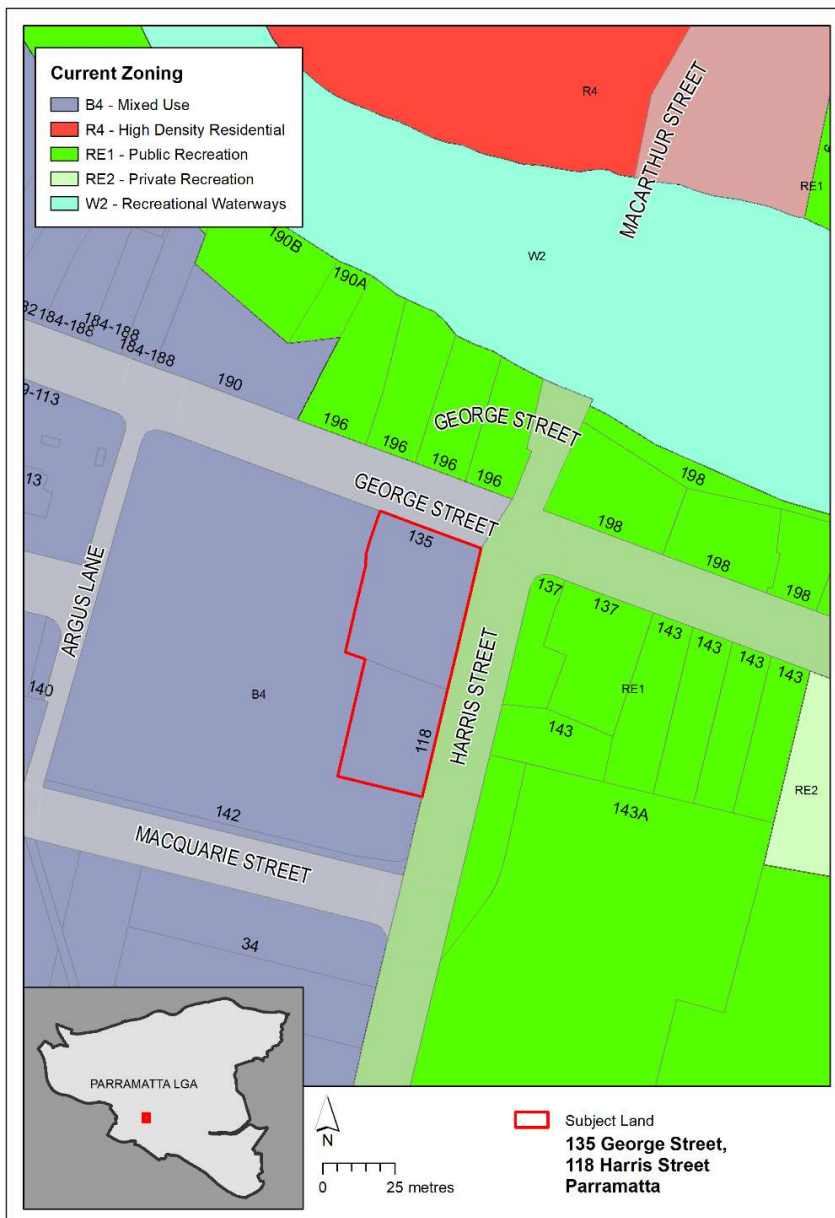


Figure 14 – Existing zoning extracted from the *PLEP 2011* Land Zoning Maps

Figure 14 above illustrates the existing B4 Mixed Use zone over the site. There is no proposed change to the zone.

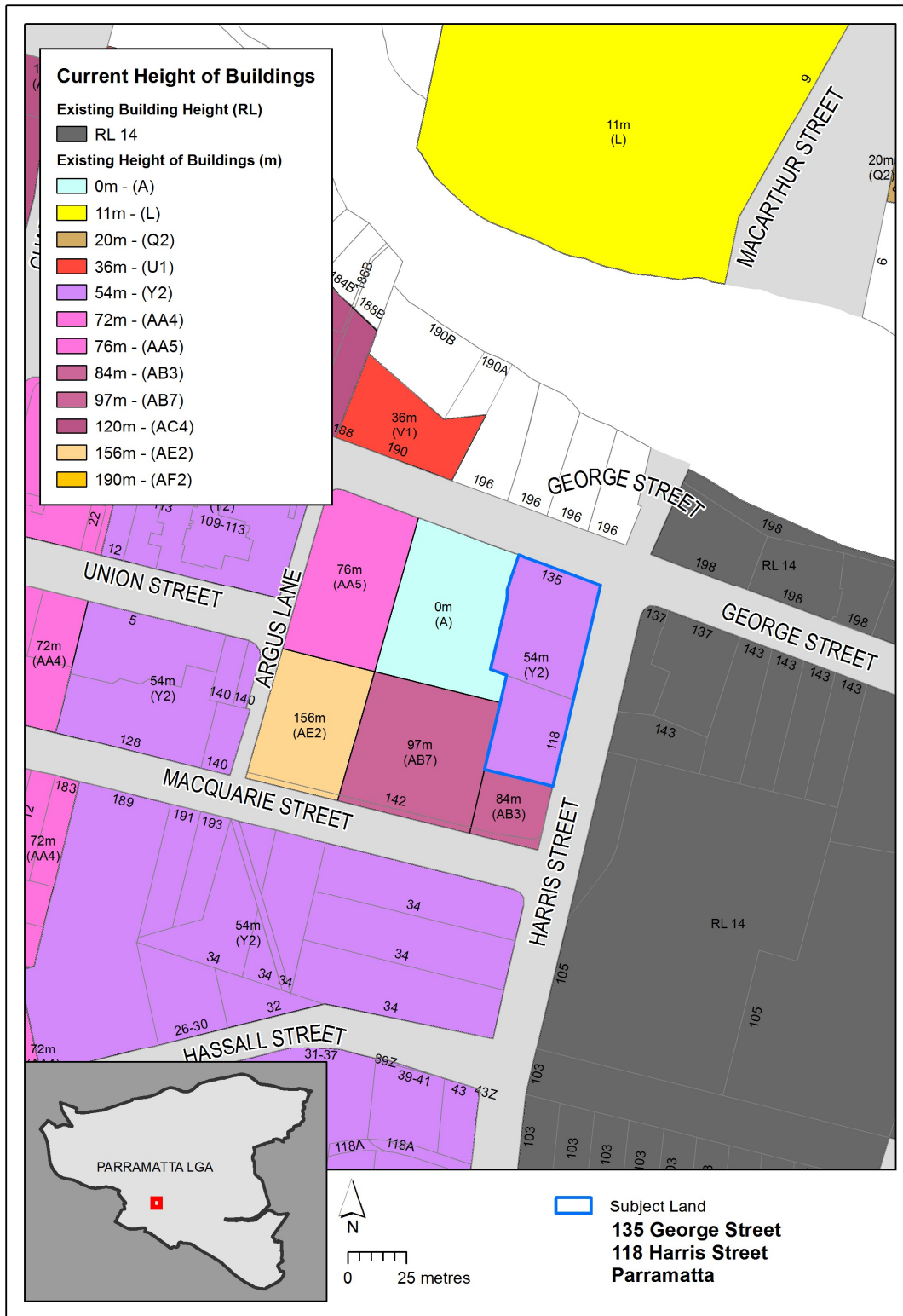


Figure 15 – Existing building heights extracted from the *PLEP 2011* Height of Buildings Maps
 Figure 15 above illustrates the existing 54m metre height restriction which applies to the site.

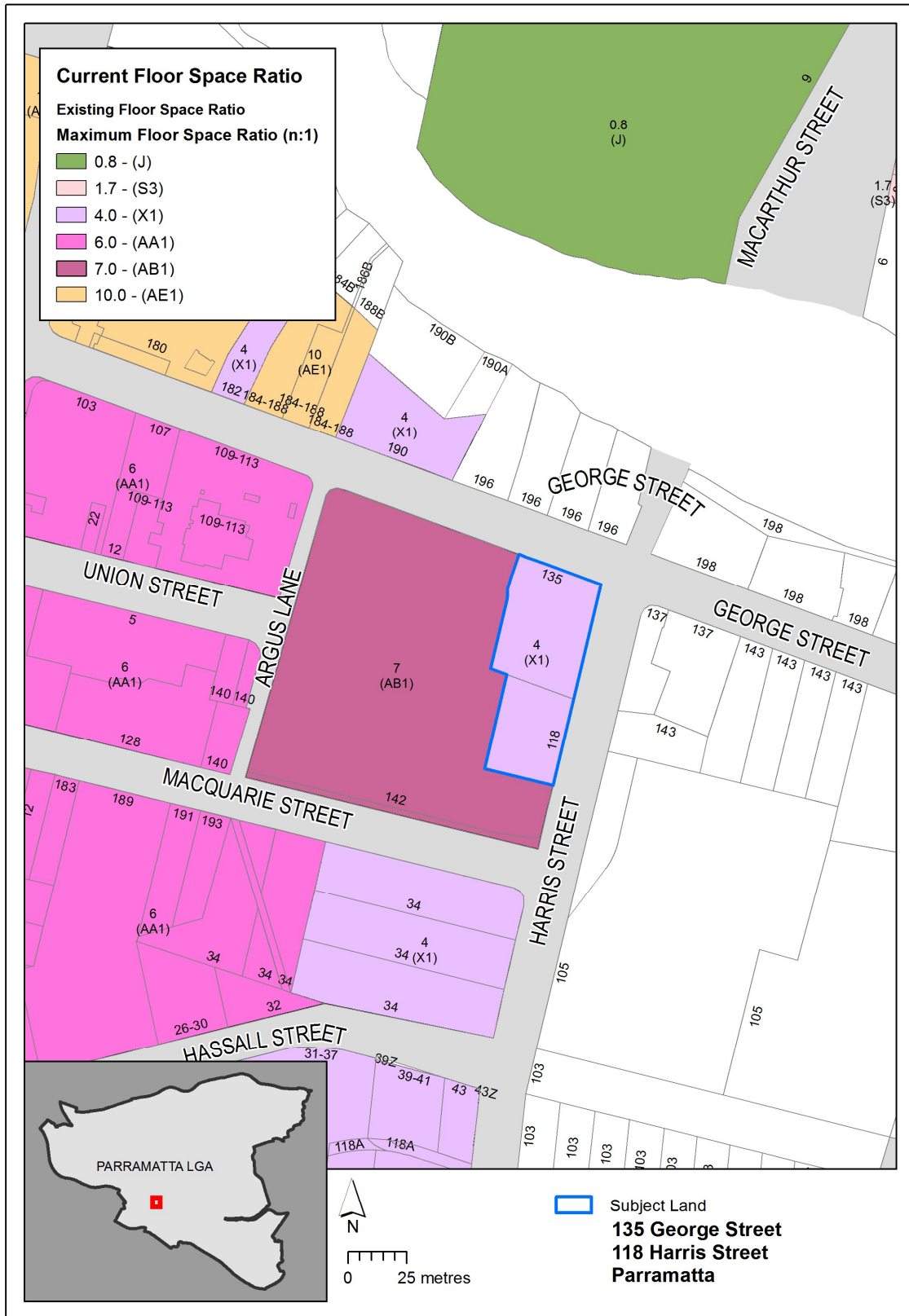


Figure 16 – Existing floor space ratio extracted from the *PLEP 2011* Floor Space Ratio Map
 Figure 16 above illustrates the existing FSR of 4:1 which applies to the site.

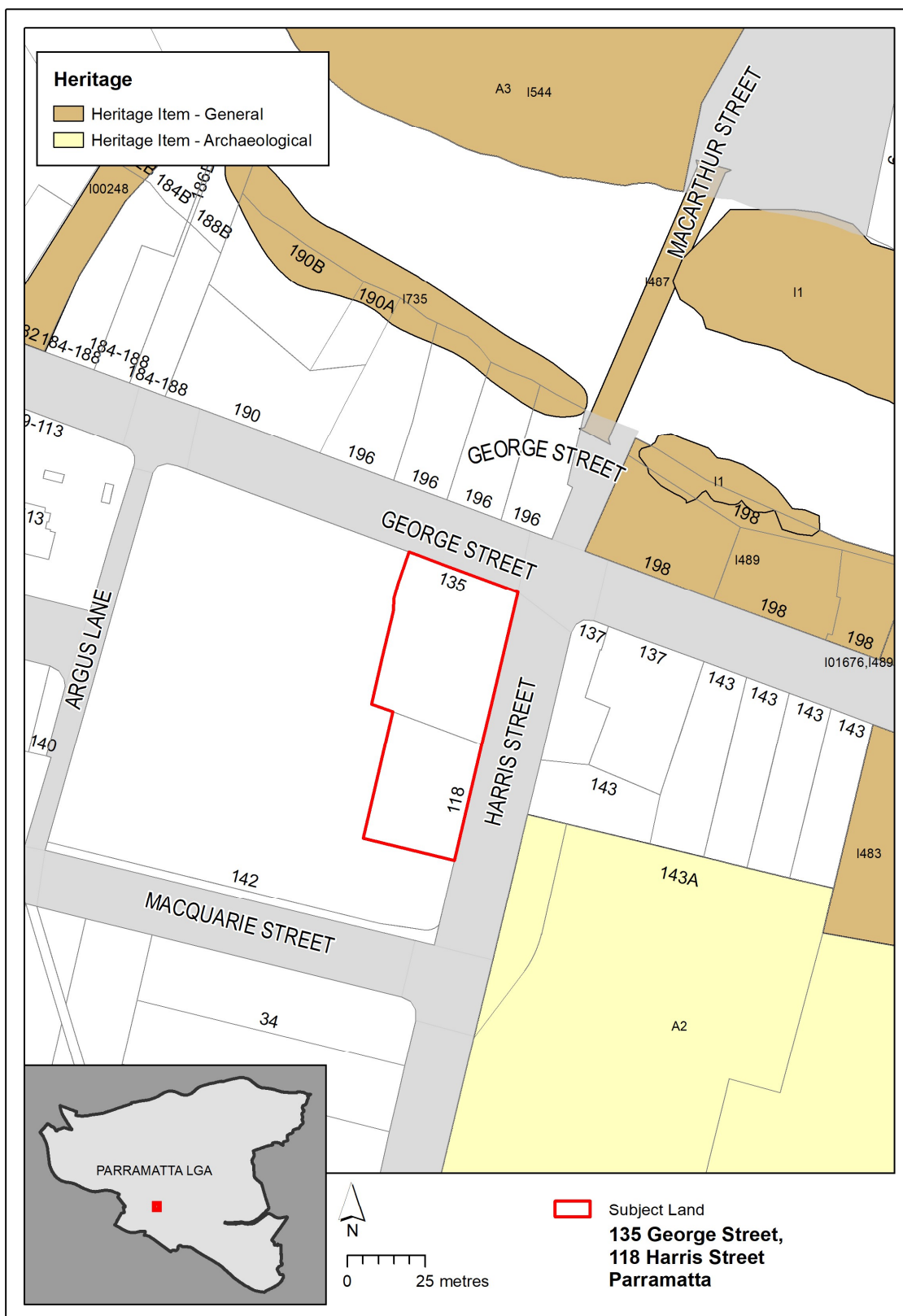


Figure 17 – Existing heritage items extracted from the *PLEP 2011* Heritage Maps
 Figure 17 above illustrates the heritage items in the locality.

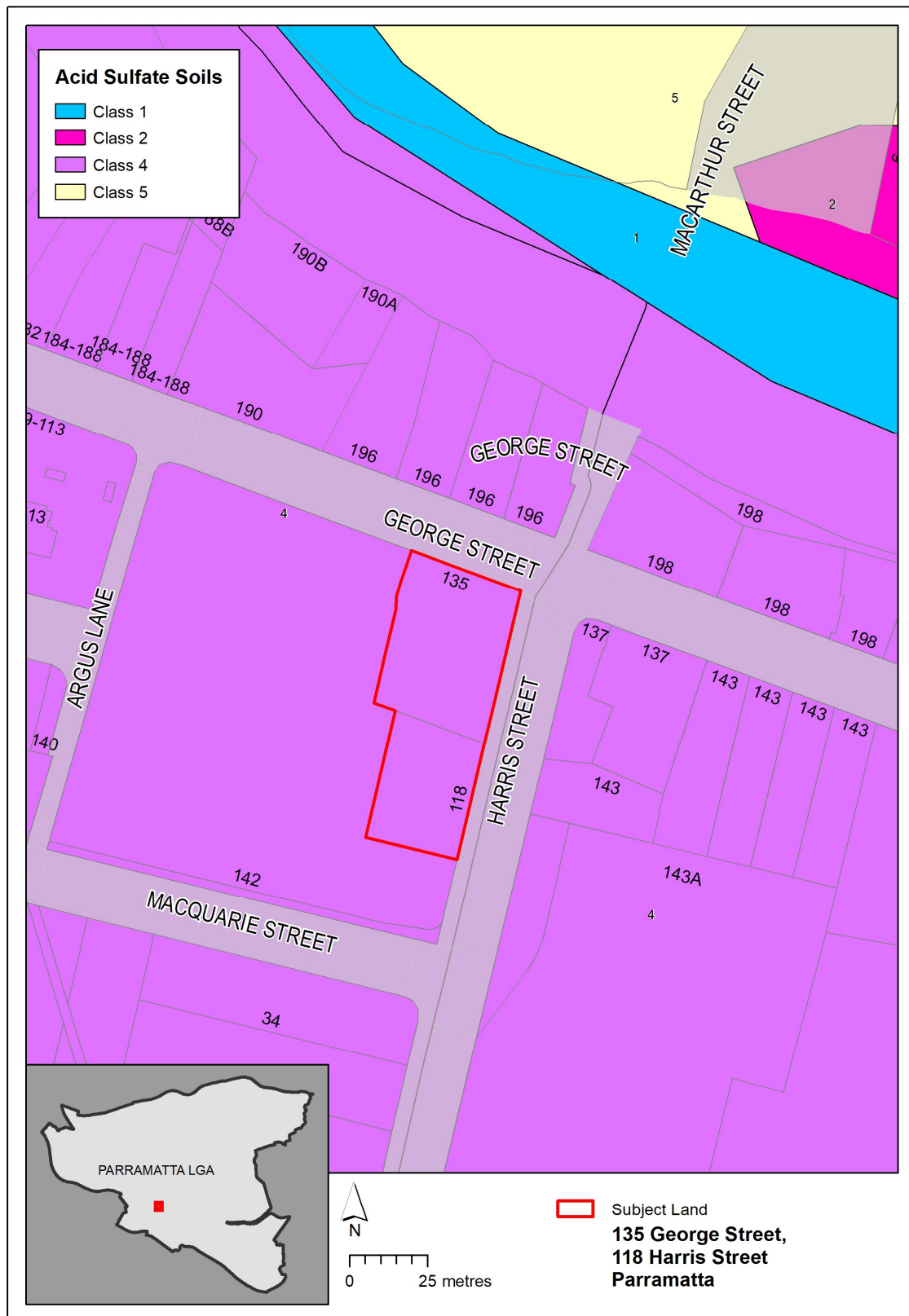


Figure 18 – Existing acid sulfate soils extant extracted from the PLEP 2011 Acid Sulfate Soils Map

Figure 18 above illustrates the site is identified as Class 4 Acid Sulfate Soils.

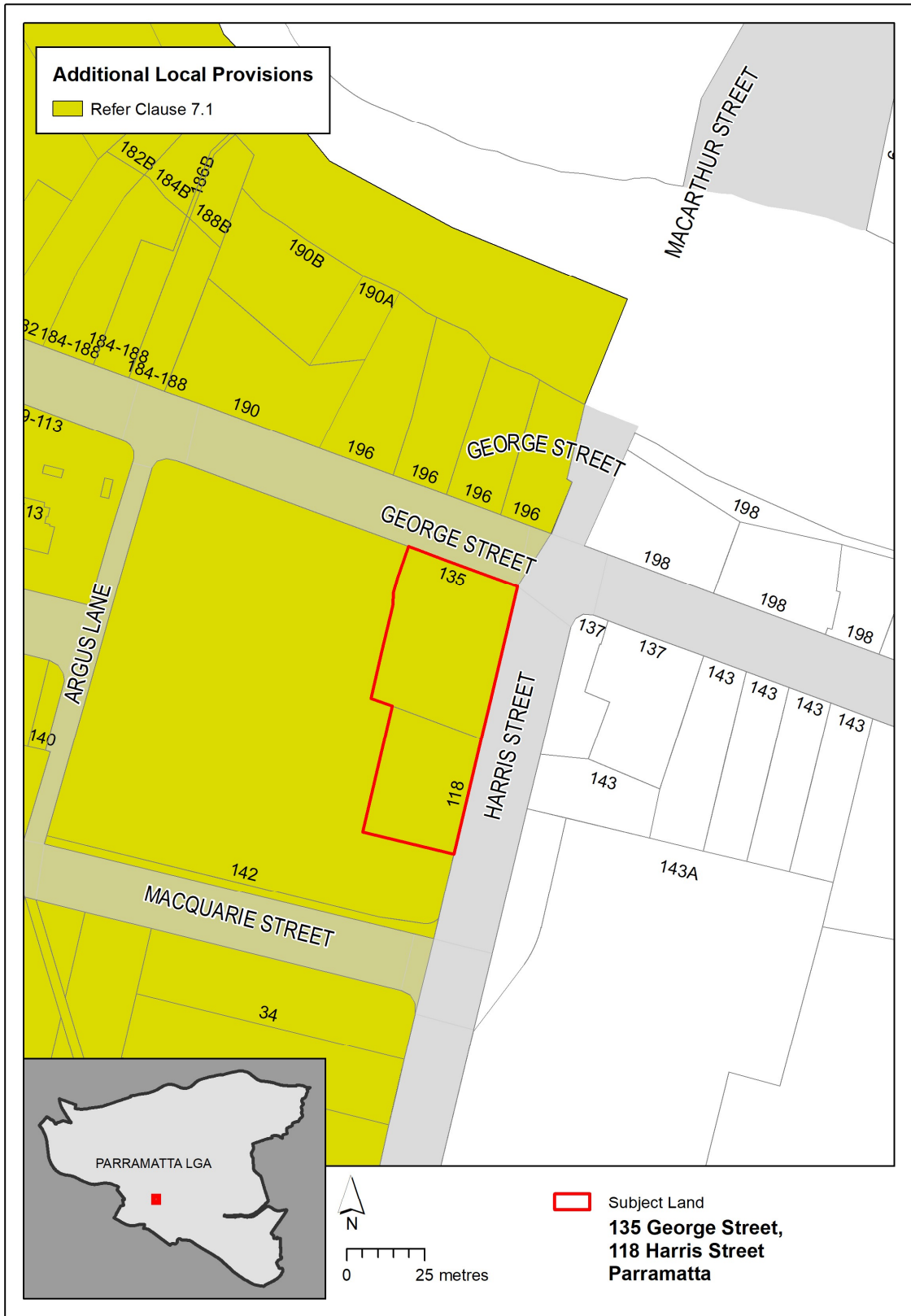


Figure 19 – Additional local provisions map from the *PLEP 2011* Additional Local Provisions Map

Figure 19 above illustrates the site is subject of additional local provisions.

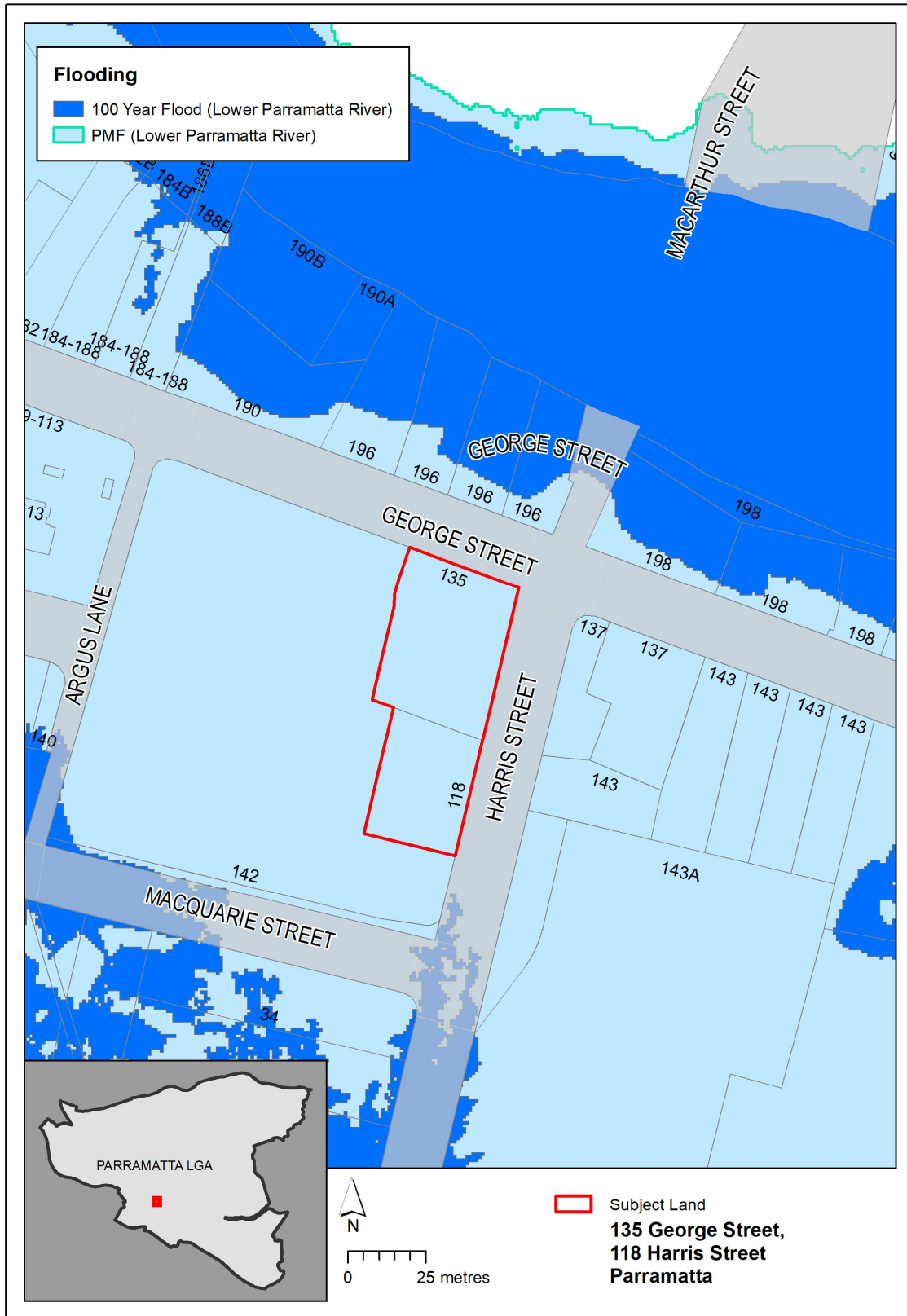


Figure 20 – Existing flooding extant extracted from Council's GIS

Figure 20 above illustrates the site is not affected by the 1 in 100 year Average Recurrence Interval flood level but is within the Probable Maximum Flood level (PMF).

4.2 Proposed controls

The figures in this section (Figures 10 and 11) illustrate the proposed building height and floor space ratio controls sought by this planning proposal.

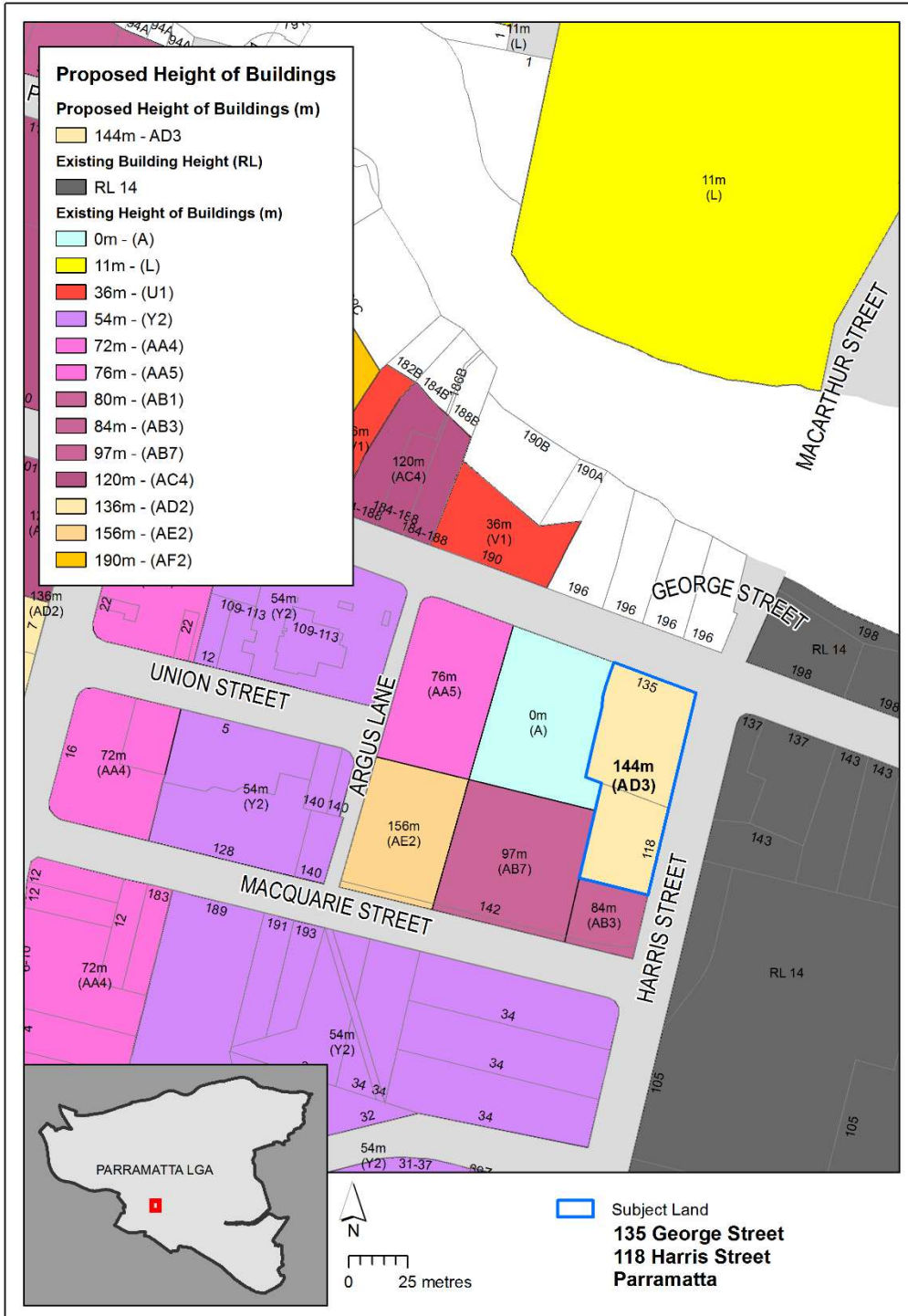


Figure 21 – Proposed amendment to the PLEP 2011 Height of Building Map

Figure 21 above illustrates the proposed 144m maximum building height (165.6m including bonuses).

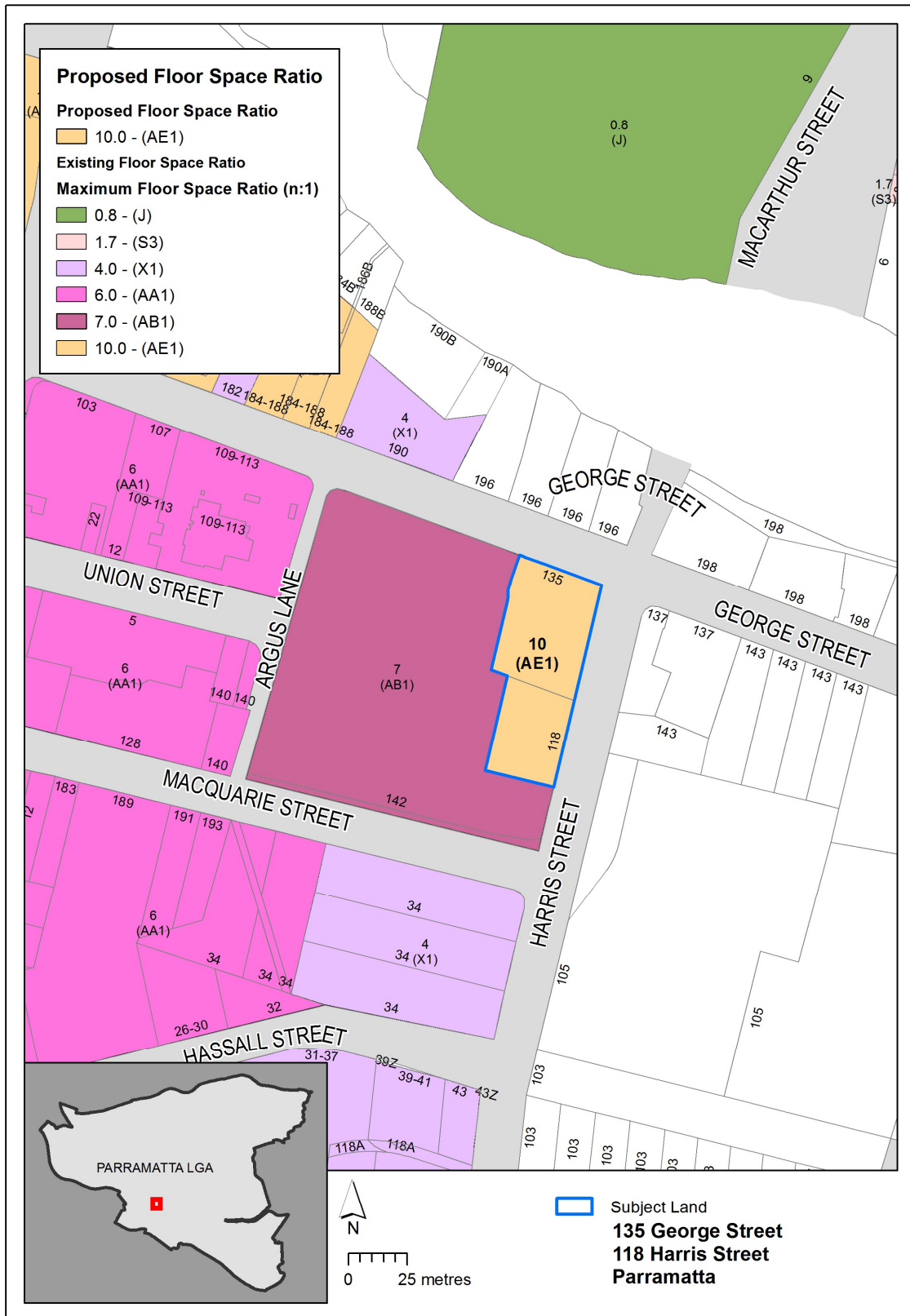


Figure 22 – Proposed amendment to the *PLEP 2011* Floor Space Ratio Map
 Figure 22 above illustrates the proposed 10:1 FSR over the site.

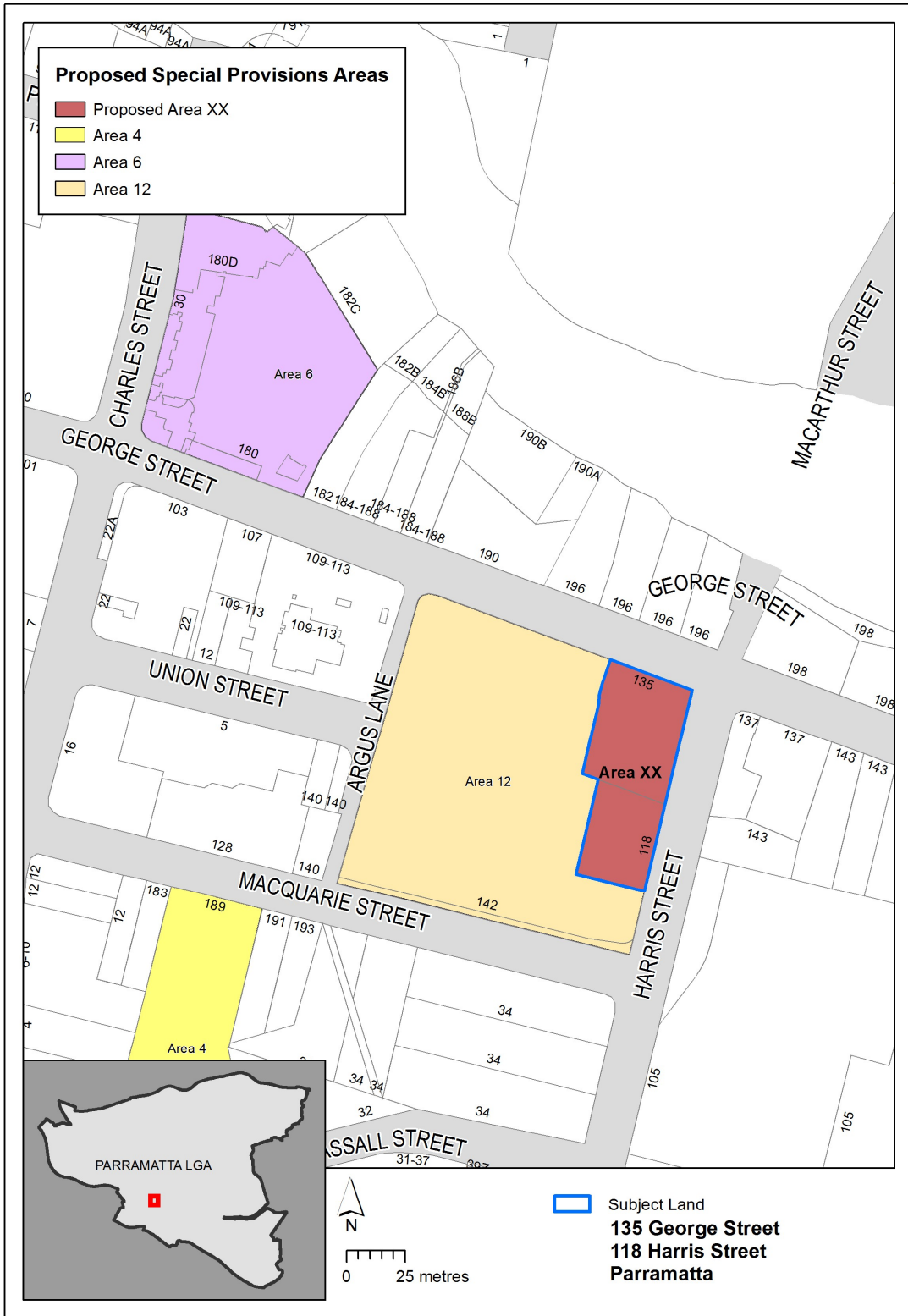


Figure 23 – Proposed amendment to the PLEP 2011 Special Provisions Map

Figure 23 above illustrates the proposed addition of “Area #” to the Special Provisions Map, to which a new site specific “Clause 7.#”¹ will apply.

¹ The Clause number will be determined prior to the gazettal of the amendment to PLEP 2011.

PART 5 – COMMUNITY CONSULTATION

In accordance with Section 57(2) of the *EP&A Act 1979*, the planning proposal (as revised to comply with the determination under section 3.34(1) and in a form approved by the Secretary) is to be made publicly available during the period of community consultation.

Public exhibition is likely to include:

- newspaper advertisement;
- display on the Council’s website; and
- written notification to adjoining landowners.

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

PART 6 – PROJECT TIMELINE

The following steps are anticipated:

- Referral to Minister for a Gateway determination (May 2020)
- Gateway Determination Issued (July 2020)
- Exhibition and Agency referral (**September 2021**)
- Consideration of submissions (**October 2021**)
- Consideration of proposal post exhibition and report to Local Planning Panel – if required under Council’s Policy (**November or December 2021**)
- Report to Council (**February 2022 – noting that there are no Council Meetings in December due to the local government elections**)
- Submission to the Department to finalise the LEP (**March 2022**)
- Notification of instrument change (**May 2022**)

Appendix 1 – Draft Site-specific clause

Potential Draft Clauses to be included in the Parramatta LEP.

Note: The clauses are draft only to demonstrate the intent of the clauses and may be amended post-exhibition as part of the legal drafting process and prior to this amendment coming into force. It is noted that condition number 4 of the Gateway determination requires that “Prior to finalising the plan, Council is to ensure there is consistency between the planning proposal and the Parramatta CBD Planning Proposal.”

Clause 7.# Development on land at 135 George Street and 118 Harris Street, Parramatta

- (1) This clause applies to land at 135 George Street and 118 Harris Street, Parramatta, Parramatta, legally known as Lot 135 DP 748984 and Lot 4 DP 388895 and identified as “Area #” on the Special Provisions Area map.
- (2) The minimum floor space ratio for any commercial premises floor space of any development on land to which this clause applies is 1:1.
- (3) Any additional commercial premises floor space provided in excess of the minimum specified in Clause (3) above will be exempt from the overall maximum floor space ratio specified in Clause 4.4 or 7.2 .
- (4) The maximum height permitted for development under this subclause is that shown on the Height of Buildings Map.
- (5) Conversion of any commercial premises floor space approved under subclause (4) to residential accommodation floor space is prohibited under this Plan.

Clause 7.# High performing buildings

- (1) The objectives of this clause are as follows:
 - (a) to encourage high performing building design (namely the built form, layout and services) of office premises, large-scale retail premises, hotel or motel accommodation, serviced apartments, residential flat buildings and mixed use development in the Parramatta City Centre that minimises the consumption of energy and water, and
 - (b) to provide increased amenity to occupants over the long term, and
 - (c) to ensure the increase in gross floor area is compatible with surrounding buildings in terms of bulk, height and amenity.
 - (d) to ensure high performing building measures improve over time to reflect new technologies and commercial viability.
- (2) This clause applies to land at 135 George Street and 118 Harris Street, Parramatta, Parramatta, legally known as Lot 135 DP 748984 and Lot 4 DP 388895 and identified as “Area #” on the Special Provisions Area map in the case that the development meets the criteria in subclauses (a) to (e) below:
 - (a) development for the purposes of office premises with a gross floor area of 1,250 square metres or greater; or
 - (b) development for the purposes of retail premises with a gross floor area of 5,000 square metres or greater; or

- (c) development for the purposes of serviced apartments or hotel or motel accommodation; or
 - (d) development for the purposes of residential flat buildings and mixed use development that includes residential accommodation, but only where:
 - (i) the lot on which the development will be sited is at least 24 metres wide at the front building line and has a minimum site area of at least 1,800 square metres, and
 - (ii) the lot on which the development will be sited has a maximum floor space ratio of at least 6:1, as shown on either the Floor Space Ratio Map or Incentive Floor Space Ratio Map (as applicable to the development), and
 - (iii) the applicant for the development has chosen to develop their building utilising this clause; or
 - (e) significant alterations and additions (that have a capital value of more than \$5 million) to existing retail premises (with a gross floor area of 5,000 square metres or greater), office premises, hotel or motel accommodation or serviced apartments.
- (3) Before granting development consent to development under this clause, the consent authority must be satisfied that:
- (a) the part of any building used for the purposes in Column 1 of the table, does not exceed the energy emission in Column 2 of the table and the water usage in Column 3 of the table:

Column 1	Column 2 (Energy Target)	Column 3 (Water Target)
Retail premises (including as part of a mixed use development) – common areas only	< 52.8 kgCO ₂ /m ² /annum Note. This is the equivalent of a 4.5 star NABERS Energy Rating (Shopping Centre rating*).	< 1.1 kl/m ² /annum Note. This is the equivalent of a 3.5 star NABERS Water Rating (whole building*).
Office premises	< 63.8 kgCO ₂ /m ² /annum Note. This is the equivalent of a 5.5 star NABERS Energy Rating (base building*).	< 0.5 kl/m ² /annum Note. This is the equivalent of a 4.5 star NABERS Water Rating (whole building*).
Hotel or motel accommodation or serviced apartments	< 5,220 kgCO ₂ /guest room/annum Note. This is the equivalent of a 4.5 star NABERS Energy Rating (whole building*).	< 76.1 kl/guest room/annum Note. This is the equivalent of a 4.5 star NABERS Water Rating (whole building*).

*This denotes the Federal Government's *National Australian Built Environment Rating System* (NABERS) terminology regarding ratings scope. Applicants should refer to NABERS for further information.

Note. The energy and water requirements in Columns 2 and 3 were extracted from the Federal Government's *National Australian Built Environment Rating System* (NABERS) registry on 26 February 2020 and represent the 15th percentile of best performance of similar existing buildings of a similar usage type in the Sydney metropolitan region. These requirements will be regularly reviewed by Council to ensure high performing building measures improve over time to reflect new technologies and commercial viability.

- (b) a report prepared by a qualified consultant to the satisfaction of the Council verifies that:
- a. the necessary annual emissions intensity and water performance targets to meet the requirements under this subclause at the time of application have been established and confirmed, and
 - b. the building will meet the annual energy and annual water performance targets established under this subclause, has adequate allowance (including budget) in the design of the building and its services to meet these targets, and is committed to a post occupancy verification against the targets.

Note. The requirements specified in clause 3(a) could also be verified through the provision of a signed *National Australian Built Environment Rating System (NABERS) Commitment Agreement*.

- (4) The part of any building that is a dwelling, including as a part of a residential flat building or mixed use development, complies with the following higher BASIX Energy and BASIX Water standards (shown Column 2) than the minimum standards as provided in *State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004*, which correspond to the height of the building (shown in Column 1) and its floor space ratio (also shown in Column 2), as indicated in the table to this subclause.

Column 1	Column 2		
Building Height	Higher BASIX Energy and Water Standards		
	BASIX standard	Points above minimum BASIX standard for development with a floor space ratio of 6:1 or greater, up to, but not including, 14:1	Points above minimum BASIX standard for development with a floor space ratio of 14:1 or greater
5-15 storeys	Energy	+25	+15
	Water	+15	+15
16-30 storeys	Energy	+20	+10
	Water	+15	+15
31-40 storeys	Energy	+10	+10
	Water	+15	+15
41+ storeys	Energy	+10	+10
	Water	+15	+15

Note. These higher BASIX standards may be subject to review following changes to the *State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004* by the NSW Government.

- (5) A residential flat building or a mixed use development (that contains dwellings) which complies with this clause is eligible for an amount of additional residential floor space (above that already permitted elsewhere under this Plan) equivalent to that which exceeds the floor space ratio as

shown on the Floor Space Ratio Map or Incentive Floor Ratio Map (as applicable to that development) by up to 5%, subject to the consent authority being satisfied that this additional residential floor space does not adversely impact on neighbouring and adjoining land in terms of visual bulk and overshadowing.

- (6) This clause does not apply to land on which development to which clause 13 of *State Environmental Planning Policy (Affordable Rental Housing) 2009* applies is to be carried out.

- (7) In this clause:

BASIX means a rating under *State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004*.

mixed use development means a building or place comprising two or more different land uses, where at least one of these land uses is dwellings.

7.# Car parking on land at land at 135 George Street and 118 Harris Street, Parramatta

- (1) The objectives of this clause are as follows-
- (a) to identify the maximum number of car parking spaces that may be provided to service particular uses of land,
 - (b) to minimise the amount of vehicular traffic generated because of proposed development.
- (2) This clause applies to land identified as “Area XX” on the Key Sites Map.
- (3) Despite clause 7.3, development consent must not be granted to development on land to which this clause applies that includes car parking spaces in connection with a proposed use of land if the total number of car parking spaces, including existing car parking spaces, provided on the site would be greater than the maximum set out in this clause.
- (4) If the consent authority is satisfied that there are car parking spaces in excess of the requirements of the occupiers of an existing building, the consent authority may grant development consent to the use of those car parking spaces by persons other than the occupiers of the building.
- (5) If the maximum number of car parking spaces under this clause is not a whole number, the number is to be rounded to the nearest whole number.
- (6) More than one provision of this clause may apply in the case of a mixed use development and in such a case—
- (a) the maximum number of car parking spaces is the sum of the number of spaces permitted under each of those provisions, and
 - (b) a reference in those provisions to a building is taken to be a reference to the parts of the building in which the relevant use occurs.
- (7) **Business premises and office premises** The maximum number of car parking spaces for a building used for the purposes of business premises or office premises is as follows—
- (a) if the building has a floor space ratio of no more than 3.5:1—1 space for each 175 square metres of gross floor area of the building used for those purposes,
 - (b) if the building has a floor space ratio greater than 3.5:1, the following formula is to be used—

$$M = (G \times A) \div (50 \times T)$$

where—

M is the maximum number of parking spaces, and

G is the gross floor area of all office premises and business premises in the building in square metres, and

A is the site area in square metres, and

T is the total gross floor area of all buildings on the site in square metres.

- (8) **Centre-based child care facilities** The maximum number of car parking spaces for a building used for the purposes of a centre-based child care facility is 1 space plus 1 space for every 100 square metres of the gross floor area of the building used for those purposes.
- (9) **Dwelling houses, attached dwellings and semi-detached dwellings** The maximum number of car parking spaces for dwelling houses, attached dwellings and semi-detached dwellings is 1 space for each dwelling.
- (10) **Health consulting rooms and medical centres** The maximum number of car parking spaces for a building used for the purposes of health consulting rooms or medical centres is 2 spaces for every consulting room.
- (11) **Hotel or motel accommodation and serviced apartments** The maximum number of car parking spaces for a building used for the purposes of hotel or motel accommodation or serviced apartments is—
- (a) if the building contains up to 100 bedrooms—1 space for every 4 bedrooms, and
 - (b) if the building contains more than 100 bedrooms—1 space for every 5 bedrooms.
- (12) **Information and education facilities** The maximum number of car parking spaces for a building used for the purposes of information and education facilities is 1 space for every 200 square metres of the gross floor area of the building used for those purposes.
- (13) **Light industries** The maximum number of car parking spaces for a building used for the purposes of light industries is 1 space for every 150 square metres of the gross floor area of the building used for those purposes.
- (14) **Places of public worship and entertainment facilities** The maximum number of car parking spaces for a building used for the purposes of a place of public worship or an entertainment facility is whichever of the following provides the greater number of spaces—
- (a) 1 space for every 10 seats, or
 - (b) 1 space for every 30 square metres of the gross floor area of the building used for those purposes.
- (15) **Residential flat buildings, dual occupancies and multi dwelling housing** The maximum number of car parking spaces for residential flat buildings, dual occupancies and multi dwelling housing is as follows—
- (a) for each studio dwelling—0.1 spaces,
 - (b) for each 1 bedroom dwelling—0.3 spaces,
 - (c) for each 2 bedroom dwelling—0.7 spaces,
 - (d) for each 3 or more bedroom dwelling—1 space.
- (16) **Retail premises** The maximum number of car parking spaces for a building used for the purposes of retail premises is as follows—
- (a) if the building has a floor space ratio of no more than 3.5:1—1 space for each 90 square metres of gross floor area of the building used for those purposes,
 - (b) if the building has a floor space ratio greater than 3.5:1, the following formula is to be used—

$$M = (G \times A) \div (50 \times T)$$

where—

M is the maximum number of parking spaces, and

G is the gross floor area of all retail premises in the building in square metres, and

A is the site area in square metres, and

T is the total gross floor area of all buildings on the site in square metres.

(17) In this clause—

car parking space means a space intended to be used for the parking of cars that is ancillary to another land use on the site, but does not include the following—

- (a) a place primarily used for the purpose of washing vehicles,
- (b) a place primarily used for the purpose of loading or unloading of goods,
- (c) a place primarily used for the purpose of storing bicycles or motorcycles,
- (d) a car parking space in a car park,
- (e) a car parking space for the exclusive use of vehicles belonging to a car share scheme.

car share scheme means a scheme in which a body corporate, an unincorporated body or a public authority owns or manages and maintains vehicles for shared or communal use and hires those vehicles exclusively to members of the scheme for occasional use for short periods of time, on demand and on a pay-as-you go basis.

Note: As required by Condition No. 1 (b) and (d) of the Gateway determination, it is intended to include a clause that requires the application of a satisfactory arrangements clause for funding of state and regional infrastructure. A similar clause for other sites exists within the Parramatta Local Environmental Plan 2011 under Clause 8.1 and 8.1A.

Note. Council resolved to request the removal of Condition No. 1 (b) and (d) of the Gateway determination. Subject to further consideration by the Department, the above Clause may not be included in the final LEP amendment.

Appendix 2 – Draft site-specific Development Control Plan

Refer to separate attachment.

Appendix 3 – Draft Planning Agreement

Refer to separate attachment.

Appendix 4 – Applicant’s Reference Design

Refer to separate attachment.

Appendix 6 – Heritage Issues Identification

Refer to separate attachment.



Prepared by City of Parramatta

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