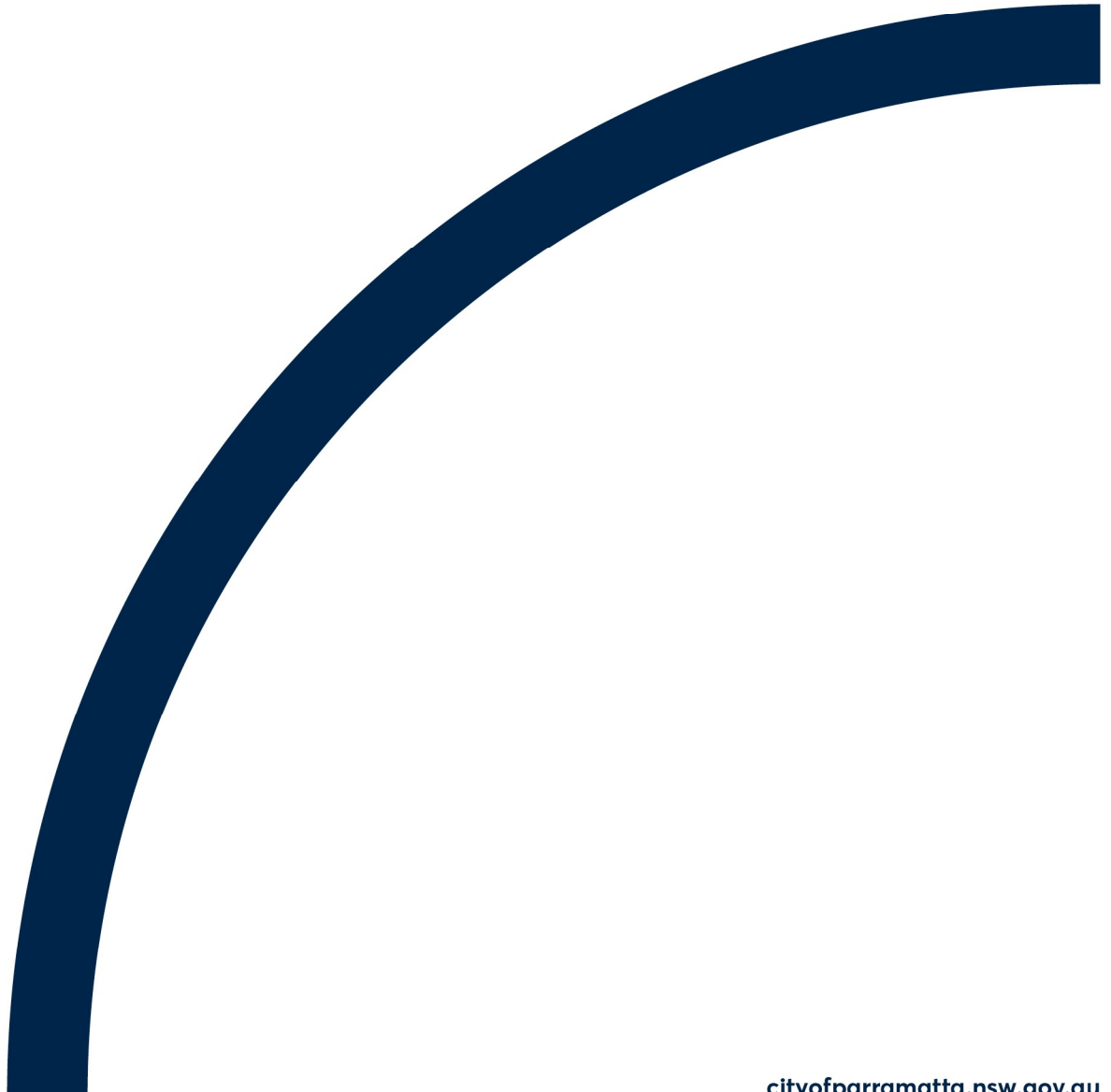


# **PLANNING PROPOSAL**

8-14 Great Western Highway, Parramatta NSW



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## Planning Proposal drafts

Version No.	Author	Version
1.	GLN	August 2019
2.	City of Parramatta Council	19 May 2020: Report to Local Planning Panel
3.	City of Parramatta Council	9 June 2020: Report to Council and submission to the Department of Planning, Industry and Environment for Gateway Determination
4.	City of Parramatta Council	June 2021: Pre-exhibition – amendments to ensure consistency with Gateway Determination and other relevant administrative amendments made for purposes of clarification

# INTRODUCTION

This Planning Proposal explains the intended effect of, and justification for, the proposed amendment to *Parramatta Local Environmental Plan 2011* for the property known as 8-14 Great Western Highway, Parramatta. It has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* and the Department of Planning and Environment guides, 'A Guide to Preparing Local Environment Plans' (August 2016) and 'A Guide to Preparing Planning Proposals' (August 2016) and 'Guidance for merged councils on planning functions' (May 2016).

## Background and context

The Planning Proposal application was lodged on 13 September 2019 by GLN Planning Pty Ltd. The proposal effects 8 Great Western Highway, legally known as Lot 10 DP1097949, and 10-14 Great Western Highway, legally known as SP8700. The site fronts Great Western Highway and has a site area of approximately 2,386sqm (refer **Figure 1**). Currently, the site comprises a vacant lot and a 3 storey walk-up residential flat building above car parking (refer **Figure 2**).

As per the Ministerial direction issued on 27 September 2018, Council is required to refer all Planning Proposals prepared after 1 June 2018 to the Local Planning Panel for advice before Council considers whether or not to forward it to the Department of Planning, Industry and Environment for a Gateway Determination. At its meeting on 19 May 2020, the Parramatta Local Planning Panel, in issuing its advice to Council, supported the Council Officer's recommendations.



**Figure 1** – Site at 8-14 Great Western Highway subject to the planning proposal (outlined in red).



**Figure 2** – The existing site comprising of a 3-storey residential flat building above car parking.

Under *Parramatta Local Environment Plan 2011*, the site:

- is zoned B4 Mixed Use;
- has a maximum building height of 28 metres;
- has a maximum floor space ratio (FSR) of 3.5:1;
- is located within proximity of identified heritage items;

The site is not flood prone.

An extract of the Parramatta LEP 2011 maps are provided in Section 4.1 Existing controls.

**Note:** This Planning Proposal has been amended prior to exhibition 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 seeks to amend the existing *Parramatta Local Environment Plan 2011* to:

- Increase the height of building and floor space ratio controls; and
- Insert site-specific provisions relating to design excellence, high performing buildings, minimum commercial floor space, maximum additional commercial floor space and maximum car parking rates.

The proposed amendments to the *Parramatta Local Environment Plan 2011* will facilitate a development consisting of:

- A podium with single tower above building at 170 metres (approx. 52 storeys) **Note. Whilst the reference design at Appendix 1 demonstrates a building height of 170 metres, the site is capable of achieving a building height of RL 211m (RL 243m when including Design Excellence bonus), consistent with the Parramatta CBD Planning Proposal;**
- 399 dwellings (equivalent to 33,404sqm of residential GFA);
- At least 2,386sqm commercial GFA; and
- 243 car parking spaces within 4 levels of basement parking.

The Urban Design Analysis detailing the built form response for this site, prepared by Plus Architecture, can be found at **Appendix 1**.

The submitted Reference Design at Appendix 1 illustrates a building envelope with a maximum height of 170 metres. However, this Planning Proposal seeks to increase the height from 28m to RL 211 metres to align with the controls endorsed under the Parramatta CBD Planning Proposal.

The Parramatta CBD Planning Proposal identifies a maximum incentive building height of RL 211 metres (total height of 243m RL when including 15% Design Excellence bonus), which reflects the maximum height limit permitted by the Civil Aviation Safety Authority.

In relation to the subject proposal, Council's internal testing of the applicant's urban design analysis report indicated that a mixed-use development incorporating a floor-space ratio of 16.42:1 (as provided in the applicant's Urban Design Report), with appropriate setbacks, could be accommodated on the subject site within a height of 170 metres (52 storeys), rather than the applicant's proposed 166 metres (51 storeys). However, the Planning Proposal has been amended to request a height of RL 211 metres (65 storeys), (RL 243 metres (75 storeys) with Design Excellence).

This change to the height control in the applicant's original Planning Proposal correlates with the change to allow unlimited commercial floor-space above the 1:1 requirement, consistent with the Parramatta CBD Planning Proposal. Further to this, the proposed height of RL 211 metres is consistent with the Parramatta CBD Planning Proposal and allows for design flexibility. It may be necessary due to traffic and road widening issues for a narrower and taller tower to ultimately be built on this site. Allowing for a height consistent with the Parramatta CBD Planning Proposal gives the flexibility to deal with these design issues that may require additional height above that shown in the current reference design. The impact of allowing a taller building has already been tested and shown to be acceptable as part of the Parramatta CBD Planning Proposal process.

# PART 2 – EXPLANATION OF PROVISIONS

This planning proposal seeks to amend *Parramatta Local Environment Plan 2011 (PLEP 2011)* to increase the maximum height of building and the maximum floor space ratio (FSR) to 10:1 and insert new provisions for Opportunity Sites and High Performing Building consistent with the Parramatta CBD Planning Proposal. Design Excellence is already incorporated in Parramatta LEP 2011.

This site-specific Planning Proposal can facilitate a floor-space ratio up of at least 16.42:1, comprising of the following:

- Mapped FSR of 10:1 of which a minimum of 1:1 FSR must be commercial uses;
- Design Excellence bonus (15% i.e. 1.5:1) – provided under CI7.10 of PLEP 2011;
- High Performing Buildings bonus (5% i.e. 0.5:1);
- Opportunity Sites bonus (3:1); and
- Unlimited additional commercial FSR (at least 1.42:1)

To achieve the above desired objectives, the following amendments to the *PLEP 2011* would need to be made:

1. Amend the maximum building height in the **Height of Buildings Map** (Sheet HOB\_010) from 28 metres to RL 211 metres (65 storeys), **(RL 243 metres (75 storeys) with 15% Design Excellence bonus)**. Refer Figure 8 in Part 4 of this planning proposal.
2. Amend the maximum FSR in the **Floor Space Ratio Map** (Sheet FSR\_010) from 3.5:1 to 10:1. Refer Figure 9 in Part 4 of this planning proposal.
3. Amend the **Special Provisions Area Map** (Sheet CL1\_010) to identify the site as Area X (*number to be allocated prior to finalisation*). Refer to Figure 10 in Part 4 of this Planning Proposal.
4. **Insert a site-specific provision applying maximum car parking rates per the endorsed Parramatta CBD Planning Proposal.**
5. Insert a new subclause entitled Development of Land at 8 - 14 Great Western Highway, Parramatta which:
  - Inserts a site-specific provision which requires a minimum 1:1 commercial floor space to be provided on the site (of the mapped maximum FSR of 10:1);
  - Insert a site-specific provision which allows an additional 5% floor-space ratio bonus (0.5:1), provided high performing building standards are met (provided in Table 2 below);
  - Insert a site-specific provision which allows an additional 3:1 floor-space ratio if the development demonstrates it meets the 'opportunity site' criteria (provided in Table 2 below); and
  - Insert a site-specific provision which allows for an unlimited additional commercial floor-space ratio above the mapped floor-space ratio control.

**Table 2: Criteria for achieving floor-space ratio bonuses**

<b>High Performing Buildings criteria</b>
In relation to residential development to demonstrate that: <ol style="list-style-type: none"> <li>a. The energy target is a minimum 10-point increase in the BASIX score compared to current requirements.</li> <li>b. The water target is a minimum 15-point increase in the BASIX score compared to current requirements.</li> </ol>
<b>Opportunity Sites (3:1 bonus) criteria</b>
<ol style="list-style-type: none"> <li>a. The development site must be at least 40 metres wide at the front building line and have an area of at least 1,800 square metres;</li> <li>b. The development must demonstrate an appropriate transition to any heritage items;</li> <li>c. The development must have already achieved the Design Excellence bonus (through completion of a competitive design process) under Clause 7.10 of PLEP 2011;</li> <li>d. The development must have already achieved the High Performing Buildings bonus (through meeting High Performing Building criteria); and</li> <li>e. A site-specific DCP is to be prepared.</li> </ol>
<b>Unlimited Commercial Floorspace</b>
In relation to provision of 'unlimited' commercial premises floorspace that: <ul style="list-style-type: none"> <li>• Only where the site has a minimum area of 1,800 square metres.</li> <li>• Conversion of any commercial premises floor space approved to residential accommodation floor space is prohibited.</li> </ul>

## 2.1. Other relevant matters

### 2.1.1 Voluntary Planning Agreement

The applicant has indicated their willingness to enter into a Voluntary Planning Agreement (VPA) with Council.

The Parramatta CBD Planning framework includes a resolution of Council dated 10 April 2017 which applies a 'Phase 1' community infrastructure contribution and a 'Phase 2' community infrastructure contribution whichever Community Infrastructure rate applies to residential development at the time of negotiation. On 10 April 2017, Council endorsed rates of \$150/sqm for Phase 1 value sharing for the difference between the current (or 'base') and a value sharing of \$375/sqm for Phase 2 value sharing for Opportunity Sites. However community Infrastructure rate applies to residential development at the time of negotiation.

Council have successfully negotiated a Planning Agreement with the Applicant for the delivery of local amenities, services, and infrastructure. The Planning Agreement has a total value of \$5,010,600 and is being exhibited concurrently with the Planning Proposal.

### 2.1.2 Draft DCP

Council has endorsed a draft site-specific development control plan (DCP) for the site. This DCP contains specific requirements, including, but not limited to:

- Building heights
- Building alignment and setbacks
- Building separation
- Street wall design and ground floor
- Access, parking, and servicing
- Heritage



- Landscaping

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

# 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 an endorsed local strategic planning statement, strategic study or report?

This Planning Proposal was prepared in response to Council's adoption of the Parramatta CBD Planning Strategy and Parramatta CBD Planning Proposal.

Council adopted the Parramatta CBD Planning Strategy in April 2015. The Strategy is the outcome of a study which reviewed the current planning framework and included a 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 Councillor workshops held throughout 2015 and various Council resolutions.

The Parramatta CBD Planning Proposal (CBD PP) was endorsed by Council on 25 November 2019 for the purpose of commencing consultation with State agencies. The CBD PP seeks to deliver a new planning framework through amendments to *PLEP 2011*, applying to land collectively referred to as the 'Parramatta CBD', within the City of Parramatta Local Government Area. The CBD PP is currently at Pre-Exhibition stage. Whilst the CBD PP has received Gateway determination, the Department has requested further matters to be addressed prior to exhibition. This site-specific PP is consistent with the Council's CBD PP being the most recently adopted position on density increases in the Parramatta CBD.

The planning proposal has been informed by an Urban Design Analysis prepared by Plus Architecture (**Appendix 1**). This analysis incorporates feedback from Council's Urban Design and Planning Units and demonstrates that increased height and floor space can be achieved on the site, consistent with the strategic vision for the Parramatta CBD. It is noted that the reference design within the urban design report envisions that the floor space ratio, inclusive of all bonuses, can be accommodated in a tower of 170 metres. However, Council Officers have revised this PP to request a maximum building height of RL 211 metres (RL 243 metres (75 storeys) with 15% design excellence). This is to acknowledge that potential road widening and access arrangements may require the built form to be reconfigured and greater height may be required to accommodate these changes. Further, a height of RL 211 metres is consistent with the CBD PP.

Further, at its meeting on 19 May 2020, the Parramatta Local Planning Panel, in issuing its advice to Council, supported the Council Officer's recommendations and advised Council that the Planning Proposal is consistent with the Parramatta CBD Planning Proposal.

### 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, and amendment of *PLEP 2011*, is the most effective way of providing certainty for Council, the local community and the landowner and allows for orderly development of the subject site. The planning proposal will result in a built form, incorporate high performance building measures and framework contribute to infrastructure needs that could not be pursued under the existing planning controls in *PLEP 2011*. It will enable a higher intensity of development including a mix of residential and commercial uses commensurate with Parramatta’s status as Sydney’s second CBD and will assist in meeting State Government dwelling and employment targets in a location well serviced by public transport.

This planning proposal, involving a statutory amendment to the *PLEP 2011*, is considered the only means of achieving the objective and intended outcome.

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

This section assesses the relevance of the Planning Proposal to the directions outlined in key strategic planning policy documents. Questions in this section consider state and local government plans including the NSW Government’s Plan for Growing Sydney and subregional strategy, State Environmental Planning Policies, local strategic and community plans and applicable Ministerial Directions.

#### 3.2.1 Will the planning proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?

##### A Metropolis of Three Cities

In March 2018, the NSW Government released the *Greater Sydney Region Plan: A Metropolis of Three Cities* (“the GSRP”) a 20-year plan which outlines a three-city vision for metropolitan Sydney for to the year 2036.

The GSRP is structured under four themes: Infrastructure and Collaboration, Liveability, Productivity and Sustainability. Within these themes are 10 directions that each contain Potential Indicators and, generally, a suite of objective/s supported by a Strategy or Strategies. Those objectives and or strategies relevant to this planning proposal are discussed below.

##### 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	This proposal will increase commercial and housing opportunities in Parramatta which supports its role as a growth centre, as envisaged in the GSRP. The proposed development is also close to transport linkages which facilitates integration between the three cities.

	<b>O2:</b> Infrastructure aligns with forecast growth – growth infrastructure compact	The increase in housing supply proposed in this development aligns with the forecast growth of Parramatta CBD, which will need to accommodate significant numbers of people close to existing and planned infrastructure.
	<b>O4:</b> Infrastructure use is optimised	The proposal optimises use of Parramatta CBD's railway, bus and metro infrastructure by providing nearby housing for commuters and commercial opportunities.

### **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**

<b>Liveability Direction</b>	<b>Relevant Objective</b>	<b>Comment</b>
<b>A city for people</b>	<b>O6:</b> Services and infrastructure meet communities' changing needs	Contributions will be made towards community infrastructure such as community and cultural facilities, cycleways and environmental and recreational facilities.
	<b>O7:</b> Communities are healthy, resilient and socially connected	
	<b>O8:</b> Greater Sydney's communities are culturally rich with diverse neighbourhoods	
	<b>O9:</b> Greater Sydney celebrates the arts and supports creative industries and innovation	
<b>Housing the city</b>	<b>O10:</b> Greater housing supply	The Planning Proposal will allow the delivery of an estimated 399 apartments that will contribute to housing targets and provide diversity in dwellings for the district.
	<b>O11:</b> Housing is more diverse and affordable	In accordance with the PDCP 2011, a range of apartment units will be provided, including studio to 3 bedrooms and Universal Access apartments.
<b>A city of great places</b>	<b>O12:</b> Great places that bring people together	This Planning Proposal will be supported by a site-specific DCP that will ensure an appropriate relationship between existing and proposed development.
	<b>O13:</b> Environmental heritage is identified, conserved and enhanced	The subject site is located within the broader Parramatta Archaeological Management Unit 3060 and adjacent to State listed heritage sites, including Lennox House and the Masonic Centre. Heritage matters will be addressed in a draft DCP.

### **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
<b>A well connected city</b>	<b>O14:</b> The plan integrates land use and transport creates walkable and 30 minute cities	The Planning Proposal supports the continuing development of the Parramatta CBD by providing diverse housing in close proximity to existing transport routes – Parramatta Railway Station/Bus Terminal and Light Rail Stops at Macquarie St.
	<b>O15:</b> The Eastern, GOP and Western Economic Corridors are better connected and more competitive	This proposal supports increased competitiveness in GOP as it provides increased commercial opportunities and residential capacity close to transport.
<b>Jobs and skills for the city</b>	<b>O19:</b> Greater Parramatta is stronger and better connected	See O14 and O15.
	<b>O22:</b> Investment and business activity in centres	The proposal's commercial use is appropriately located in Parramatta CBD, nearby transport options, concentrating investment and business in this area.
	<b>O24:</b> Economic sectors are targeted for success	This planning proposal is likely to increase jobs in Parramatta CBD by providing a significant amount of commercial floor space.

### **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**

Sustainability Direction	Relevant Objective	Comment
<b>A city in its landscape</b>	<b>O31:</b> Public open space is accessible, protected and enhanced	Contributions will be made towards community infrastructure such as community facilities, cycleways and environmental and recreational facilities.
<b>An efficient city</b>	<b>O33:</b> A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change	The Planning Proposal includes a requirement for a high performing buildings bonus whereby a 5% FSR bonus is considered where the residential component meets higher BASIX water and energy targets.
	<b>O34:</b> Energy and water flows are captured, used and re-used	
	<b>O35:</b> More waste is re-used and recycled to support the development of a circular economy	

### **Implementation**

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

**Table 3e – Consistency of planning proposal with relevant GSRP Actions – Implementation**

Implementation Direction	Relevant Objective	Comment
Implementation	O39: A collaborative approach to city planning	The planning proposal aligns with the directions of the GRSP in that it supports the growth and land use decisions in the Central City District Plan. The Planning Proposal will allow for the provision of high quality and diverse housing in close proximity to the Parramatta CBD.

### 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.

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 that are each supported by corresponding Actions. 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 and Collaboration Direction	Planning Priority/Action	Comment
<p><b>A city supported by infrastructure</b></p> <p><b>O1:</b> Infrastructure supports the three cities</p> <p><b>O2:</b> Infrastructure aligns with forecast growth – growth infrastructure compact</p> <p><b>O3:</b> Infrastructure adapts to meet future need</p> <p><b>O4:</b> Infrastructure use is optimised</p>	<p><b>PP C1: Planning for a city supported by infrastructure</b></p> <ul style="list-style-type: none"> <li><b>A1:</b> Prioritise infrastructure investments to support the vision of <i>A metropolis</i></li> <li><b>A2:</b> Sequence growth across the three cities to promote north-south and east-west connections</li> <li><b>A3:</b> Align forecast growth with infrastructure</li> <li><b>A4:</b> Sequence infrastructure provision using a place-based approach</li> <li><b>A5:</b> Consider the adaptability of infrastructure and its potential shared use when preparing infrastructure strategies and plans</li> <li><b>A6:</b> 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</li> </ul>	<p>Critical infrastructure is not required to achieve or unlock the potential of the site under the Planning Proposal as it is located close to transport, commercial and retail facilities that support the higher density outcomes proposed as outlined in O1, O2, O3, and O4 for GSRP.</p> <p>The planning proposal and the future development of the site will result in equitable contributions for infrastructure upgrades across the wider Parramatta area.</p>
<p><b>O5:</b> Benefits of growth realized by collaboration of governments, community and business</p>	<p><b>PP C2: Working through collaboration</b></p> <ul style="list-style-type: none"> <li><b>A7:</b> Identify prioritise and delivery collaboration areas</li> </ul>	<p>The planning proposal will foster collaboration through co-location of commercial/retail uses and residential development. Contributions will be made to further enhance community infrastructure in the Parramatta CBD.</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><b>A city for people</b>  <b>O6:</b> Services and infrastructure meet communities’ changing needs</p>	<p><b>PP C3: Provide services and social infrastructure to meet people’s changing needs</b></p> <ul style="list-style-type: none"> <li>• <b>A8:</b> Deliver social infrastructure that reflects the need of the community now and in the future</li> <li>• <b>A9:</b> Optimise the use of available public land for social infrastructure</li> </ul>	<p>The Planning Proposal will facilitate a development that will require contributions to local infrastructure upgrades. These contributions are anticipated to go toward community infrastructure such as community facilities, cycleways, and environmental and recreational facilities.</p>
<p><b>O7:</b> Communities are healthy, resilient and socially connected  <b>O8:</b> Greater Sydney’s communities are culturally rich with diverse neighbourhoods  <b>O9:</b> Greater Sydney celebrates the arts and supports creative industries and innovation</p>	<p><b>PP C4: Working through collaboration</b></p> <ul style="list-style-type: none"> <li>• <b>A10:</b> Deliver healthy, safe and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities by (a-d).</li> <li>• <b>A11:</b> Incorporate cultural and linguistic diversity in strategic planning and engagement.</li> <li>• <b>A12:</b> Consider the local infrastructure implications of areas that accommodate large migrant and refugee populations.</li> <li>• <b>A13:</b> Strengthen the economic self-determination of Aboriginal communities by engagement and consultation with Local Aboriginal Land Council’s.</li> <li>• <b>A14:</b> Facilitate opportunities for creative and artistic expression and participation, wherever feasible with a minimum regulatory burden including (a-c).</li> <li>• <b>A15:</b> Strengthen social connections within and between communities through better understanding of the nature of social networks and supporting infrastructure in local places</li> </ul>	<p>The reference scheme includes a ground floor lobby addressing Great Western Highway which will support activation of Great Western Highway.</p>
<p><b>Housing the city</b>  <b>O10:</b> Greater housing supply  <b>O11:</b> Housing is more diverse and affordable</p>	<p><b>PP C5: Providing housing supply, choice and affordability, with access to jobs, services and public transport</b></p> <ul style="list-style-type: none"> <li>• <b>A16:</b> Prepare local or district housing strategies that address housing targets [abridged version]</li> <li>• <b>A17:</b> Prepare Affordable Rental housing Target Schemes</li> </ul>	<p>The current land use controls significantly constrain the ability to deliver higher density housing on the site. The planning proposal will allow the delivery of an estimated 399 apartments that will contribute to housing targets and provide diversity in dwellings for the district. This is supported by the range of units from studio apartments to 3 bedroom apartments, which also provides affordable options.</p>

<p><b>A city of great places</b>  <b>O12:</b> Great places that bring people together  <b>O13:</b> Environmental heritage is identified, conserved and enhanced</p>	<p><b>PP C6: Creating and renewing great places and local centres, and respecting the District’s heritage</b></p> <ul style="list-style-type: none"> <li>• <b>A19:</b> Identify, conserve and enhance environmental heritage by (a-c)</li> </ul>	<p>See O13 in GRSP.</p>
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**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><b>A well-connected city</b>  <b>O19:</b> Greater Parramatta is stronger and better connected</p>	<p><b>PP C7: Growing a stronger and more competitive Greater Parramatta</b></p> <ul style="list-style-type: none"> <li>• <b>A23:</b> Strengthen the economic competitiveness of Greater Parramatta and grow its vibrancy [abridged]</li> </ul>	<p>The planning proposal will provide commercial and residential opportunities in close proximity to Parramatta Railway Station which will strengthen the connections within Greater Parramatta. These increased opportunities for commercial and residential development will attract more people and improve the economic competitiveness of Parramatta CBD.</p> <p>The Planning Proposal will also provide for basement car parking to alleviate street parking in close proximity to the Parramatta CBD.</p>
<p><b>O14:</b> The plan integrates land use and transport creates walkable and 30 minute cities</p>	<p><b>PP C9: Delivering integrated land use and transport planning and a 30-minute city</b></p> <ul style="list-style-type: none"> <li>• <b>A32:</b> Integrate land use and transport plans to deliver a 30-minute city</li> <li>• <b>A33:</b> Investigate, plan and protect future transport and infrastructure corridors</li> <li>• <b>A34:</b> Support innovative approaches to the operation of business, educational and institutional establishments to improve the performance of the transport network</li> </ul>	<p>The Planning Proposal will ensure that high density housing is located close to public transport networks to support walkability and cycling within the Parramatta CBD.</p>
<p><b>O23:</b> Industrial and urban services land is planned, retained and managed</p>	<p><b>PP C10: Growing investment, business opportunities and jobs in strategic centres</b></p> <ul style="list-style-type: none"> <li>• <b>A37:</b> Provide access to jobs, goods and services in centres [abridged]</li> <li>• <b>A38:</b> Create new centres in accordance with the principles for Greater Sydney’s centres</li> <li>• <b>A39:</b> Prioritise strategic land use and infrastructure plans for growing centres, particularly those with capacity for additional floorspace</li> </ul>	<p>The proposal provides commercial opportunities that will attract business and investment to Parramatta CBD. This considers the role of Greater Parramatta as a growth centre and the proposed development’s proximity to transport.</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
<b>O30:</b> Urban tree canopy cover is increased	<b>PP C16: PP C16: Increasing urban tree canopy cover and delivering Green grid connections</b> <ul style="list-style-type: none"> <li>• <b>A68:</b> Expand urban tree canopy in the public realm</li> </ul>	The planning proposal adopts setbacks to Great Western Highway for tree planting in deep soil areas to increase the tree cover.
<b>O31:</b> Public open space is accessible, protected and enhanced	<b>PP C17: Delivering high quality open space</b> <ul style="list-style-type: none"> <li>• <b>A71:</b> Maximise the use of existing open space and protect, enhance and expand public open space by (a-g) [abridged]</li> </ul>	Contributions will be made towards community infrastructure such as community facilities, cycleways and environmental and recreational facilities.
<b>An efficient city</b> <b>O33:</b> A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change <b>O34:</b> Energy and water flows are captured, used and re-used	<b>PP C19: Reducing carbon emissions and managing energy, water and waste efficiently</b> <ul style="list-style-type: none"> <li>• <b>A75:</b> Support initiatives that contribute to the aspirational objectives of achieving net-zero emissions by 2050</li> <li>• <b>A76:</b> Support precinct-based initiatives to increase renewable energy generation and energy and water efficiency</li> </ul>	The Planning Proposal introduces a new clause allowing the building to be meet high performing building targets, consistent with the CBD PP.

### 3.2.2 Will the planning proposal give effect to a council’s endorsed local strategic planning statement, or another endorsed local strategy or strategic plan?

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

#### Parramatta 2038 Community Strategic Plan

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

The planning proposal is considered to meet the strategies and key objectives identified in the plan including allowing for the concentration of housing around transport nodes and contributes towards dwelling targets for the Parramatta local government area.

#### 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 Strategy

Council adopted the "Parramatta CBD Planning Strategy" at its meeting of 27 April 2015. The Strategy is the outcome of detailed technical studies which reviewed the current planning framework and also a significant program of consultation with stakeholders and the community. The objectives of the Strategy are as follows:

1. To set the vision for the growth of the Parramatta CBD as Australia's next great city.
2. To establish principles and actions to guide a new planning framework for the Parramatta CBD.
3. To provide a clear implementation plan for delivery of the new planning framework for the Parramatta CBD.

The Planning Proposal is consistent with the objectives of the Parramatta CBD Planning Strategy.

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

The following State Environmental Planning Policies (SEPPs) are of relevance to the site (refer to Table 5 below).

**Table 5 – Consistency of planning proposal with relevant SEPPs**

State Environmental Planning Policies (SEPPs)	Consistency: Yes = ✓ No = x N/A = Not applicable	Comment
SEPP No 55 Remediation of Land	✓	The site is currently a residential use. The planning proposal does not propose a change from the current B4 Mixed Use which permits residential development and as such a Phase 1 Assessment under SEPP No 55 is not required.
SEPP 64 – Advertising and Signage	N/A	Not relevant to proposed amendment. May be relevant to future DAs.
SEPP No 65 Design Quality of Residential Flat Development	✓	The reference design demonstrated potential compliance with SEPP 65 requirements. Detailed compliance and assessment will be made at design excellence and development application for the site.
SEPP No.70 Affordable Housing (Revised Schemes)	N/A	Not relevant to proposed amendment.

SEPP (State and Regional Development) 2011	✓	May apply to future development of the site.
SEPP (Affordable Rental Housing) 2009	✓	May apply to future development of the site.
SEPP (BASIX) 2004	✓	Detailed compliance with SEPP (BASIX), including achieving higher BASIX targets as part of meeting the higher performing buildings requirements, 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	✓	May apply to future development of the site.
SEPP (Infrastructure) 2007	✓	May apply to future development of the site.
Sydney Regional Environmental Plan No 18– Public Transport Corridors	N/A	This SEPP is not applicable to the subject land under Clause 1.9 of the Parramatta LEP 2011.
Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005	N/A	The proposed development is not located directly on the Sydney Harbour Catchment foreshore. Any potential impacts as a result of development on the site, such as stormwater runoff, will be considered and addressed appropriately at DA stage.
SEPP (Urban Renewal) 2010	NA	The site is not mapped within a potential precinct.
SEPP (Vegetation in Non-Rural Areas) 2017	✓	The site contains one tree which will be retained in the front setback to Great Western Highway. This SEPP will be further addressed at the development application stage.
SEPP No 1 Development Standards	N/A	This SEPP is not applicable to the subject land under Clause 1.9 of the Parramatta LEP 2011.

### 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* the Minister issues directions for the relevant planning authorities to follow when preparing planning proposals for new LEPs. The directions are listed under the following categories:

- Employment and resources
- Environment and heritage

- Housing, infrastructure and urban development
- Hazard and risk
- Housing, Infrastructure and Urban Development
- Local plan making

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

**Table 6 – Consistency of planning proposal with relevant Section 9.1 Directions**

Relevant Direction	Comment	Compliance
<b>1. Employment and Resources</b>		
Direction 1.1 – Business and Industrial Zones	This Planning Proposal does not seek to rezone the subject site from B4 Mixed Use and the proposed development in the reference scheme includes employment generating land uses as a fundamental component in the podium structure.	Yes
<b>2. Environment and Heritage</b>		
Direction 2.3 - Heritage Conservation	<p>The site contains a large residential flat building, it is located in a potentially archaeologically significant locality known as Parramatta Archaeological Management Unit 3060 on the State Heritage Inventory. This area is deemed to have moderate archaeological research potential based on structural and other archaeological remains associated with its occupation since 1844. It is recommended that the site specific draft DCP includes a requirement that an archaeological assessment be required for any future development application.</p> <p>The site does not contain any heritage items listed under Schedule 5 of the PLEP 2011; however, there are listed heritage items in close proximity to the site (I00751 and I648 (Lennox House and the Masonic Centre).). It is recommended that a site specific DCP be prepared which addresses the following at DA stage:</p> <ul style="list-style-type: none"> <li>• A geotechnical report must be prepared, to establish if there will be any impact of works on the stability of grounds in the sites of the two heritage items. This report must address stability during construction works and after construction.</li> <li>• An assessment of heritage impact must be prepared and submitted with any eventual development application, to ensure the buildings form, proportions, view lines, materials, colours and design are responding to the heritage items.</li> <li>• An evenly vertical elevation of any new development, that faces the two heritage items in order to minimise visibility in the background of the heritage items.</li> </ul>	Yes
<b>3. Housing, Infrastructure and Urban Development</b>		
Direction 3.1 - Residential Zones	<p>The Planning Proposal is consistent with this direction, in that it:</p> <ul style="list-style-type: none"> <li>• facilitates additional housing in close proximity to Parramatta City CBD that is currently not provided on the site</li> <li>• provides residential development in an existing urban area that will be fully serviced by existing infrastructure and form part of the proposed extended Parramatta CBD</li> </ul>	Yes

	<ul style="list-style-type: none"> <li>• does not reduce the permissible residential density of land.</li> <li>• makes more efficient use of space and infrastructure by increasing densities on an underutilised site.</li> </ul>	
Direction 3.4 - Integrating Land Use and Transport	<p>The Planning Proposal is consistent with this direction, in that it:</p> <ul style="list-style-type: none"> <li>• will provide new dwellings in close proximity to existing public transport links</li> <li>• will enable residents to walk or cycle to work if employed in the Parramatta City Centre or utilise the nearby heavy and light rail service to other destinations.</li> <li>• will provide additional commercial premises in proximity to existing transport links</li> </ul>	Yes
3.5 Development Near Regulated Airports and Defence Airfields	<p>The maximum building height is consistent with the height controls proposed for the site under the Parramatta CBD Planning Proposal, which has been informed by previous consultation with CASA and DITRDC.</p> <p>DITRDC issued their approval for the CBD Planning Proposal to go to public exhibition and therefore Council is of the view that this Planning Proposal is also consistent with this direction.</p> <p>Further consultation with CASA and DITRDC will occur as part of the public exhibition period for this site-specific Planning Proposal to ensure the proposed height does not impact on the operations of aerodromes nor create a hazard or potential hazard to aircraft.</p>	Yes
<b>4. Hazard and Risk</b>		
Direction 4.1 - Acid Sulfate Soils	The site is identified as Class 5 on the Acid Sulfate Soils Map in Parramatta Local Environmental Plan 2011. Acid sulfate soils are generally not found in Class 5 areas.	Yes
Direction 4.3 - Flood Prone Land	The site is not flood prone and is above the 1:100 year flood level. Any potential impacts as a result of development on the site, such as stormwater runoff, will be considered and addressed appropriately at DA stage. This will also include any design detail required to ensure compliance with Council's water management controls within the Parramatta DCP 2011.	Yes
<b>5. Local Plan Making</b>		
Direction 6.1 - Approval and Referral Requirements	The Planning Proposal does not introduce any provisions that require any additional concurrence, consultation or referral.	Yes
Direction 6.3 – Site Specific provisions	The Planning Proposal introduces three site-specific provisions relating to floor-space ratio bonuses; High Performing Buildings, Opportunity sites and additional commercial floor space bonuses. While site-specific, these bonuses are consistent with the future controls proposed by the Parramatta CBD Planning Proposal which received a Gateway Determination in December 2018. Given that these provisions will be incorporated into the Parramatta LEP at a future date, the site-specific provisions of this planning proposal can be supported.	No - justified
<b>6. Metropolitan Planning</b>		
Direction 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

<ul style="list-style-type: none"> <li>Direction 7.5 – Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan</li> </ul>	<p>The proposal is consistent with the actions in the interim Land use and infrastructure Plan in that the proposed development:</p> <ul style="list-style-type: none"> <li>Is in keeping with the Parramatta CBD</li> <li>Will contribute towards dwelling targets within the Parramatta CBD</li> <li>Assist in the funding of infrastructure</li> </ul>	<p>Yes</p>
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### 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 subject site is located within a high urbanised environment of the CBD in an established area within the Parramatta City Centre. No critical habitat or threatened species, populations or ecological communities, or their habitats are located on the land.

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

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

- Urban Design and Built Form
- Overshadowing
- Transport and Accessibility Assessment

These are addressed further below:

#### Urban Design and Built Form

The proposed built form has been considered in the context of the rapidly evolving nature of the Parramatta CBD. The proposed land use is in keeping with the objectives of the B4 Mixed Use zone by promoting residential, commercial and retail land uses and providing for high density housing in close proximity to major transport routes, services and employment opportunities. The reference scheme has had regard to adjoining and nearby developments that have been supported for rezoning and has responded to input from Council’s Urban Design Unit.

Key urban design elements for future development include:

- Taking advantage of the site’s location within Parramatta CBD and access to public transport, existing infrastructure and public spaces.
- Seeking to achieve a greater intensity of development within Parramatta in a manner consistent with the future and recently approved development.
- Ground level activation of streets with commercial uses making a positive contribution to the future character and creating safe and inviting environments for pedestrians.
- Podium and slender tower forms contributing to both the street character and the city skyline.
- Building separation to allow for building amenity and equitable development opportunities on adjacent properties.
- Incorporating of ADG design considerations.



**Figure 3** – The proposed design concept illustrating the building form (Plus Architecture, 2019).

### **Overshadowing**

It is acknowledged that this Planning Proposal will result in additional overshadowing to its surrounds. As part of the Parramatta CBD Planning Proposal, Council undertook the Overshadowing in the Parramatta CBD - Technical Paper (November 2019) which provided a cumulative overshadowing analysis of the controls proposed under the CBD Planning Proposal. The report undertook an analysis of the impact on key public spaces and open spaces, some heritage items and heritage conservation areas within and surrounding the CBD. Due to its location, the subject site does not impact on these key areas.

The tower form and height of this planning proposal has been designed to respond to the site to ensure overshadowing is minimised and that adjoining developments are capable of meeting the applicable Apartment Design Guide solar access provisions.

### **Transport and Accessibility**

Council resolved on 10 April 2017 to endorse the Parramatta CBD Strategic Transport Study and include reduced parking rates in the CBD Planning Proposal **to levels currently used by City of Sydney CBD**, pending result of mesoscopic modelling. The study was undertaken in consultation with Transport for NSW and Roads and Maritime Services, informed through the use of strategic transport demand modelling, using the Sydney Strategic Travel Model (STM). Council's traffic and transport team has advised that it agrees with the approach of applying resolved rates to this planning proposal.

**As per Condition 4 of the Gateway Determination, "Council is to ensure consistency between the planning proposal and the Parramatta CBD planning proposal."**

**The following site-specific clause is proposed, consistent with the parking rates stipulated in the CBD PP (as per the Gateway determination) and Parramatta CBD Strategic Transport Study.**

#### ***7.# Car parking on land at land at 8-14 Great Western Highway, 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—

In the case of a building that has less than 2,000 square metres of retail premises:

(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.*

Applying the above rates to the Planning Proposal, the following maximum car parking spaces would apply to the site:

### Residential Parking Requirements

Type of Apartment	Space/Unit	Units indicated in reference design	Total
3 Bedroom	1 space/ unit	45	45
2 Bedroom	0.7 space/unit	221	154.7
1 Bedroom	0.3 space/unit	90	27
Studio	0.1 space/unit	43	4.3
<b>Total</b>		<b>399</b>	<b>231</b>

### Commercial Parking Requirements

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

Where:

M = maximum number of parking spaces;

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

A = Site Area (sqm)

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

The current reference design indicates a site area of 2,386sqm, and 5,776sqm of commercial floor space. Applying the above formula to the current reference design yields a maximum of 8 car parking spaces for the commercial use as follows:

$$M = (5,776 \times 2,386) / (50 \times 35,784)$$

$$M = 7.7$$

$$M = (\text{round to } 8)$$

This would permit a total number of car parking spaces of 239. The total number of -243 car parking spaces as indicated in the reference design is slightly greater than permitted but it is noted that the reference design is a concept scheme only and the final numbers of car parking spaces will be identified through the development application process. As such, it is considered that the scheme will ensure that travel behaviours 'focus on public transport' and are consistent with the resolution of Council for parking rates applicable to site specific planning proposals in the Parramatta CBD.

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

This planning proposal will facilitate an increase in density of housing and employment close to public transport, retail, commercial and community facilities.

A Voluntary Planning Agreement framework addressing contributions towards community, recreation and physical services will be entered into by the proponent and Council. A formal letter will be provided and assessed. The commercial components of the development will further contribute to the creation of employment in Parramatta CBD.

### **3.4. Section D – State and Commonwealth Interests**

#### **3.4.1. Is there adequate public infrastructure for the planning proposal?**

The area is well serviced with public infrastructure that can facilitate the density increase proposed as part of this planning proposal. The subject land is approximately 510m walking distance from Parramatta Railway Station/Bus terminal, and 1km from the Parramatta Light Rail stop in Macquarie Street. The development anticipated by this planning proposal is consistent with that anticipated under the Parramatta CBD Planning Proposal.

The full range of utility services including electricity, telecommunications, water, sewer and stormwater are available across the site. Where necessary, upgrades will be provided to ensure the increased density is adequately serviced.

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

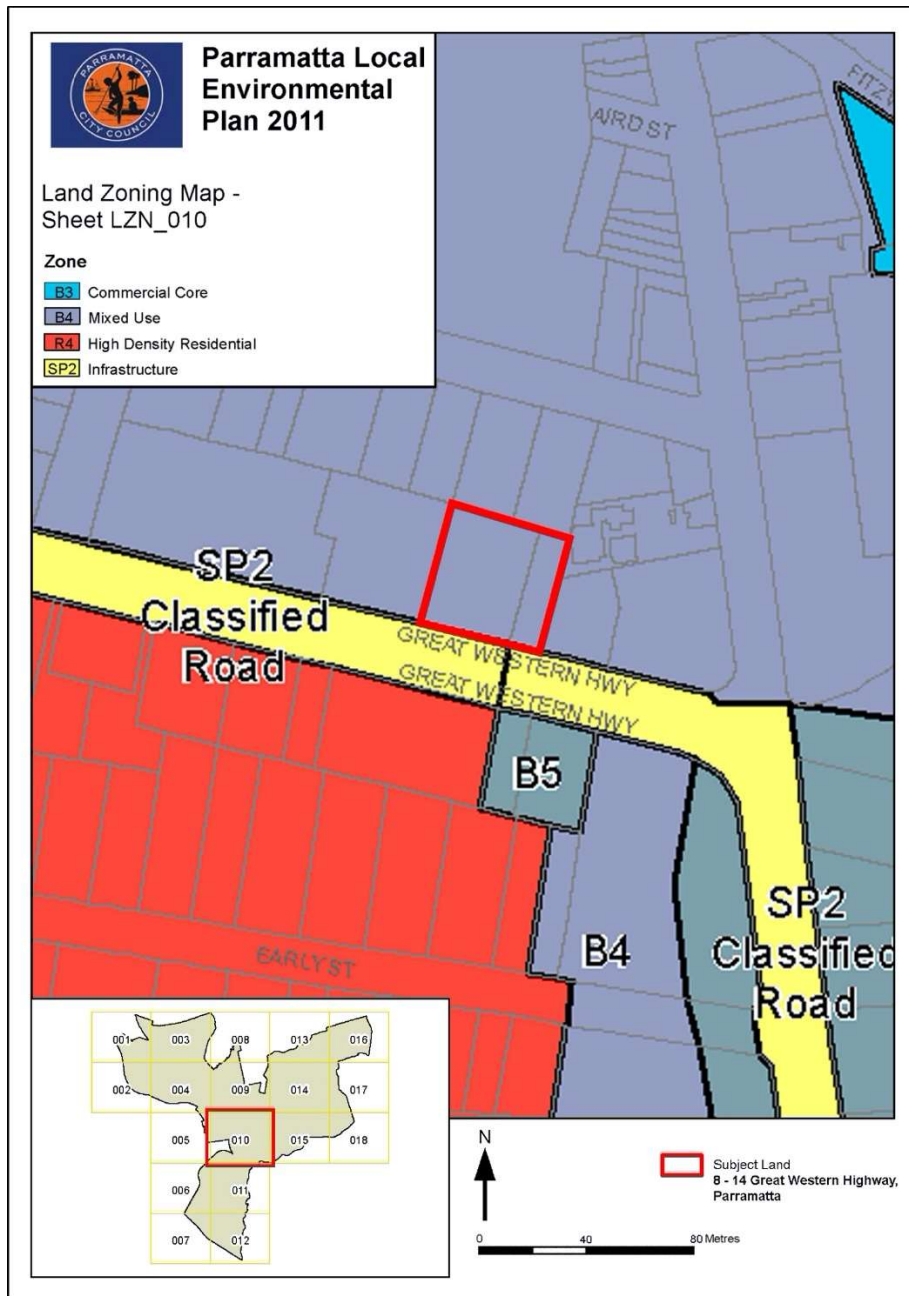
Consultation with the State and Commonwealth public authorities will be undertaken once the gateway determination has been issued.

# PART 4 – MAPPING

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

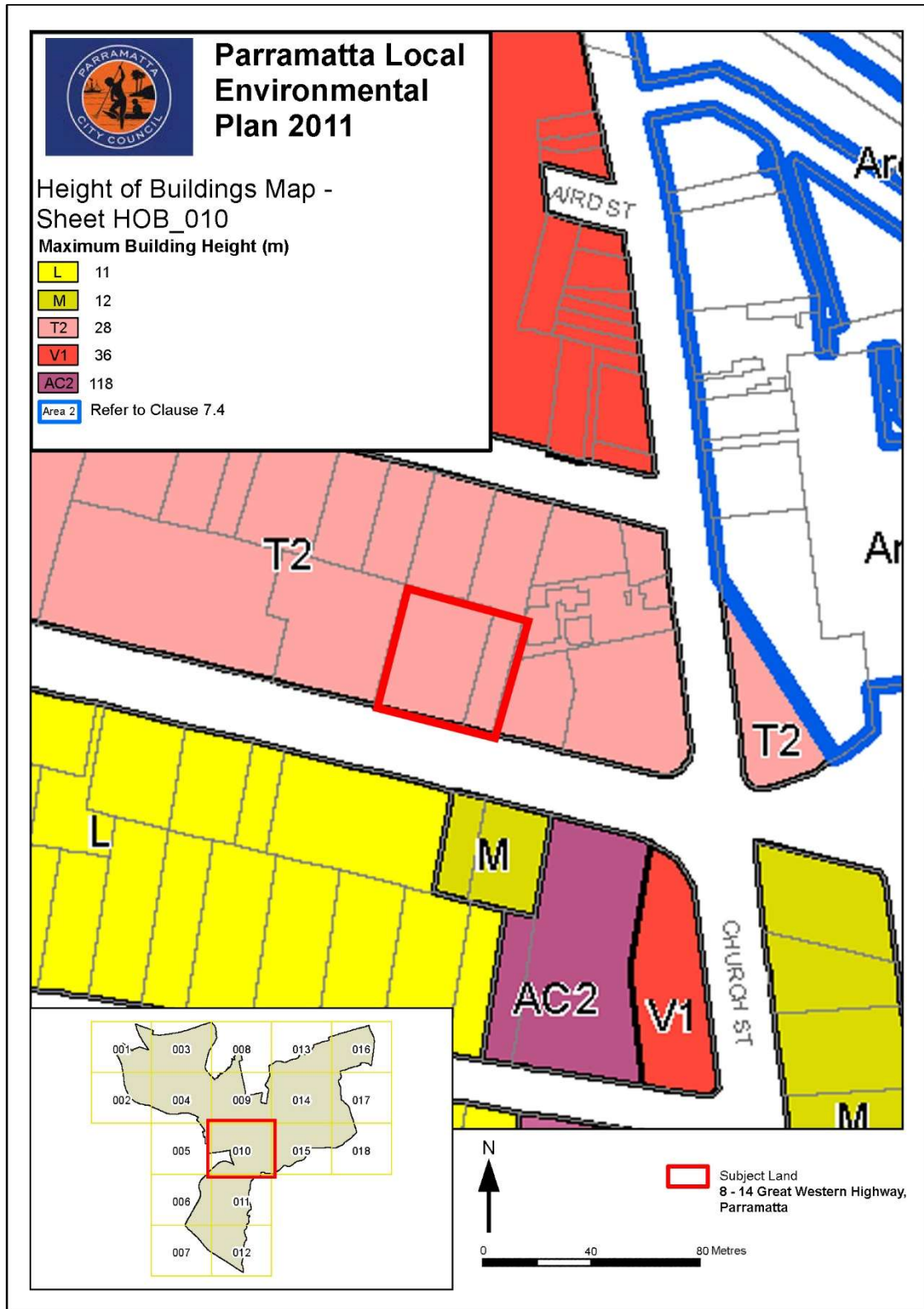
## 4.1 Existing controls

This section illustrates the current PLEP 2011 controls which apply to the site.



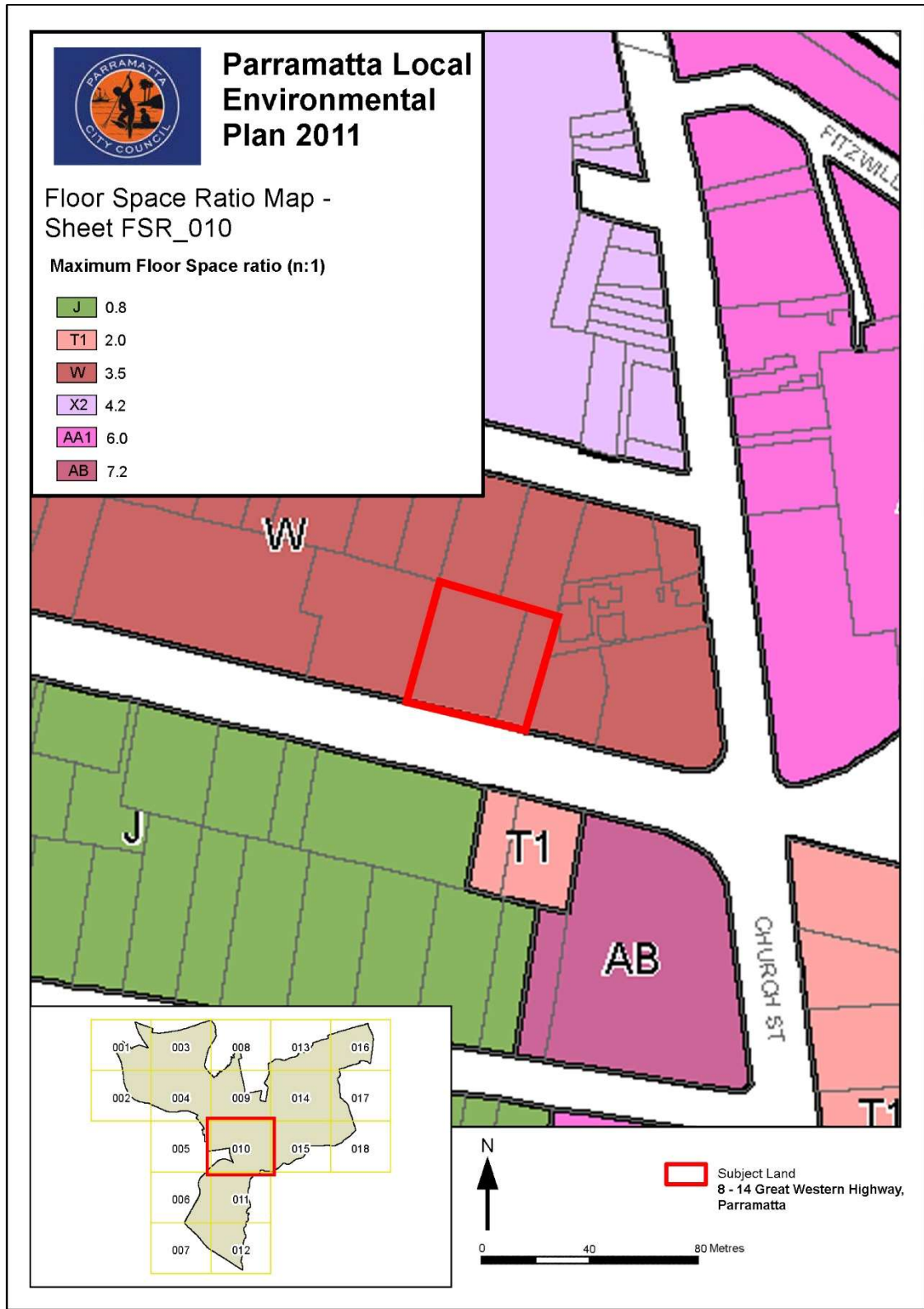
**Figure 4 – Extract of Existing Land Use Zoning Map LZN\_010 (Parramatta LEP 2011)**

Figure 4 illustrates the existing B4 Mixed Use zoning over the site.



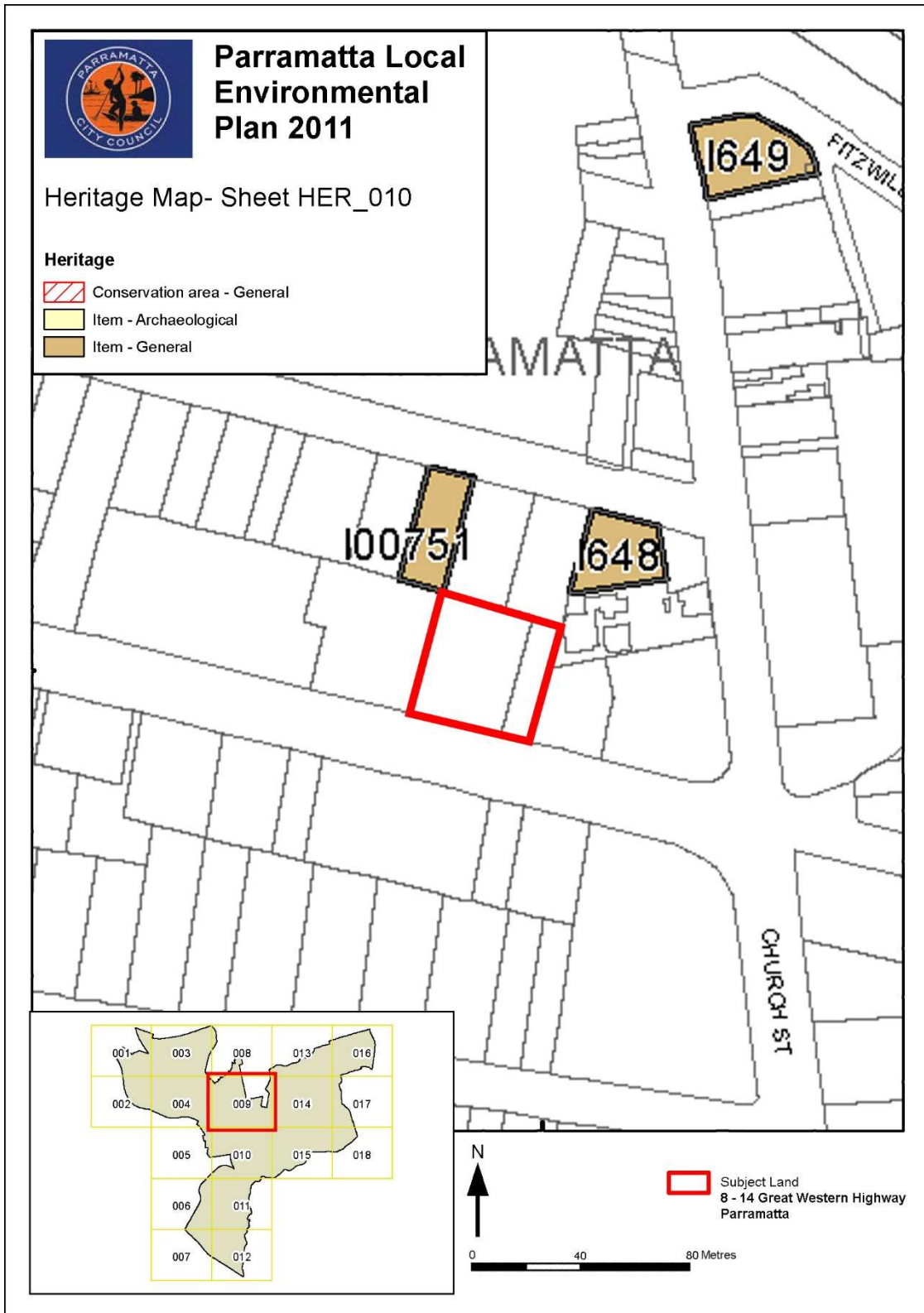
**Figure 5 – Extract of Existing Heights of Buildings Map HOB\_010 (Parramatta LEP 2011)**

Figure 5 illustrates the existing 28 metre maximum building height over the site.



**Figure 6 - Extract of Existing Floor Space Ratio Map FSR\_010 (Parramatta LEP 2011)**

Figure 6 illustrates the existing 3.5:1 FSR over the site.



**Figure 7 - Extract of Existing Heritage Map HER\_010 (Parramatta LEP 2011)**

Figure 7 illustrates the existing heritage items identified within proximity of the site:

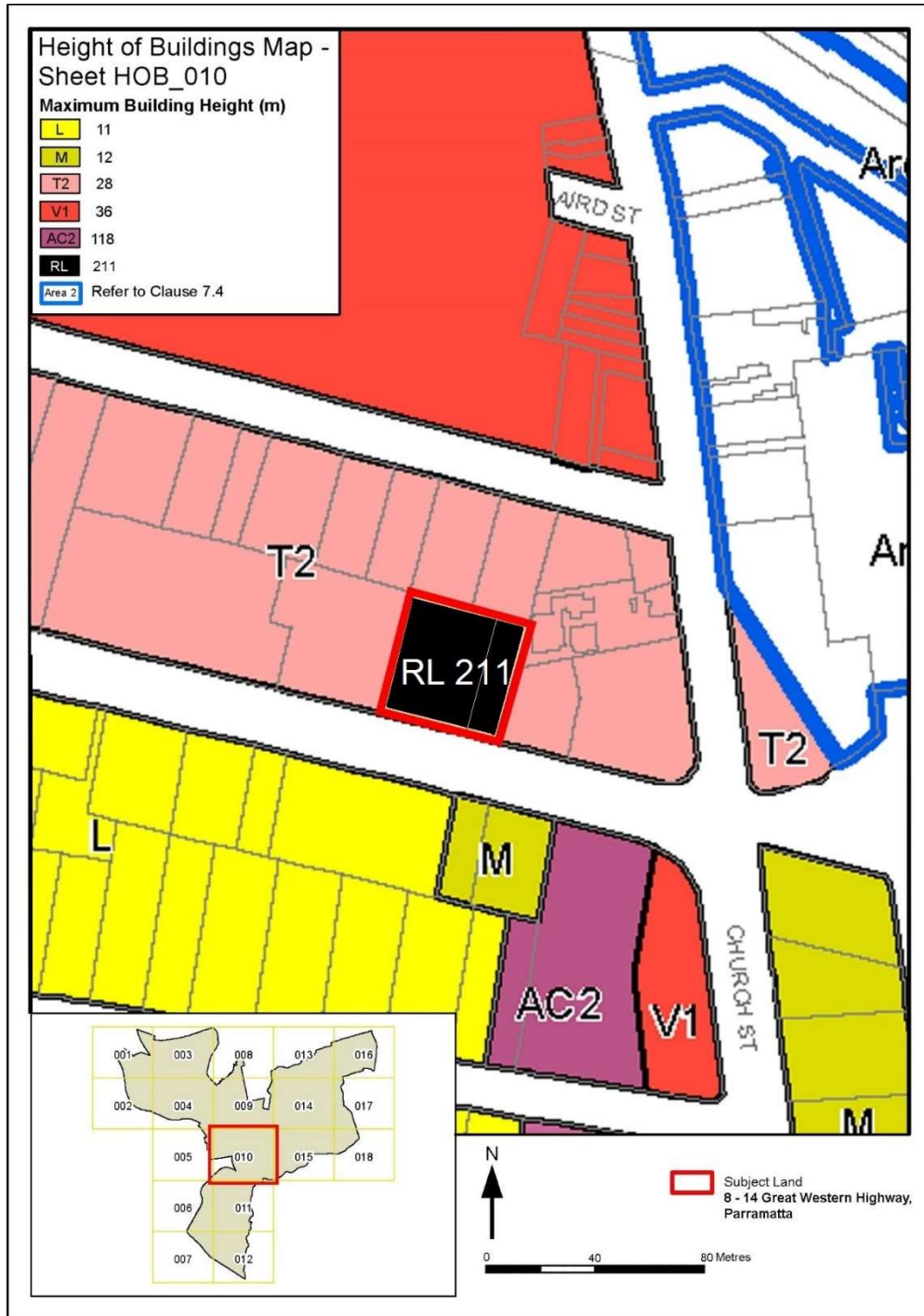
- Item 00751 being Lennox House (and adjoining brick wall on footpath); and
- Item 648 being Masonic Centre

Both items are listed as being of State significance.



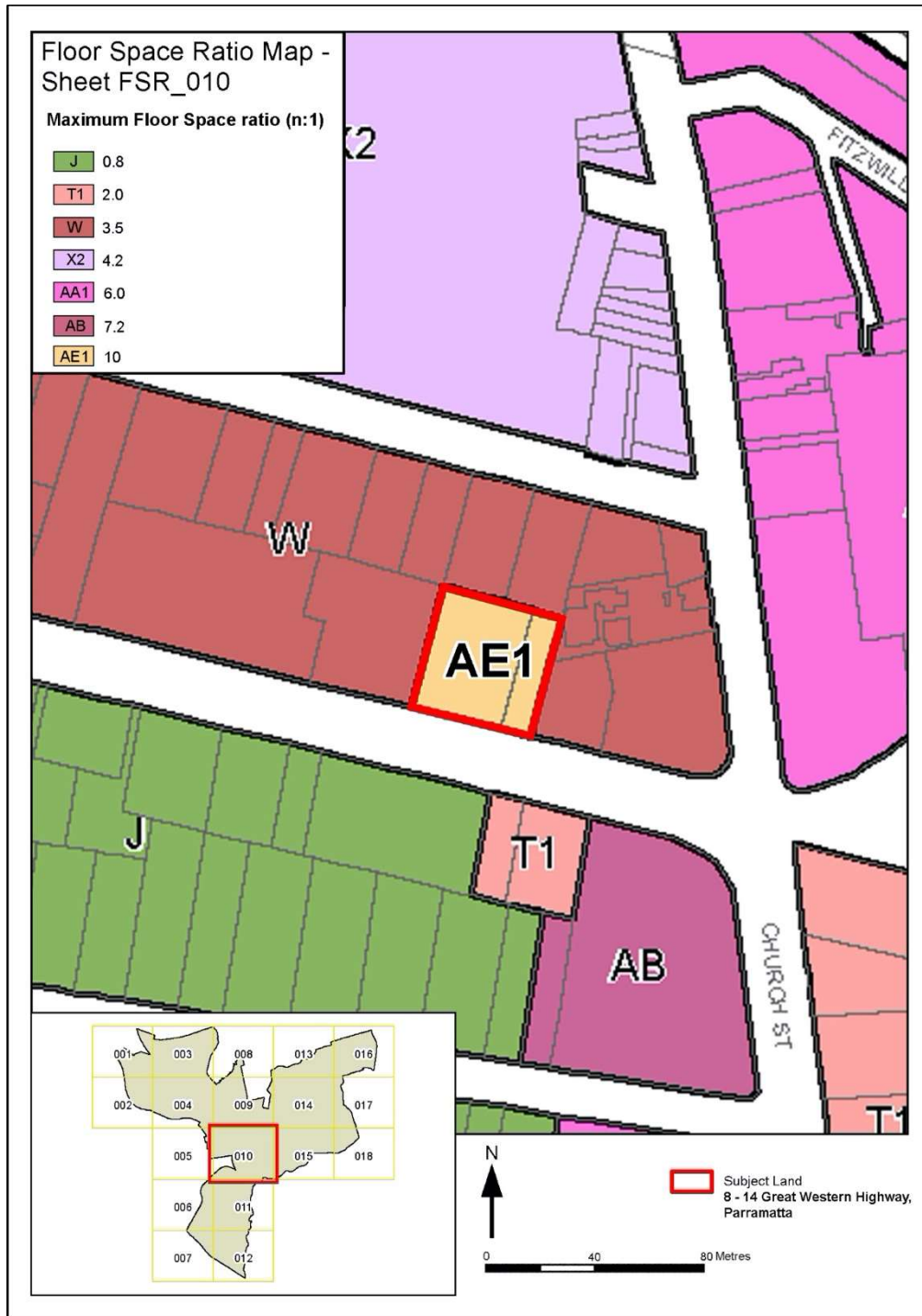
## 4.2 Proposed controls

The figures in this section (Figures 8 to 10) illustrate the proposed building height and floor space ratio controls sought by this planning proposal.



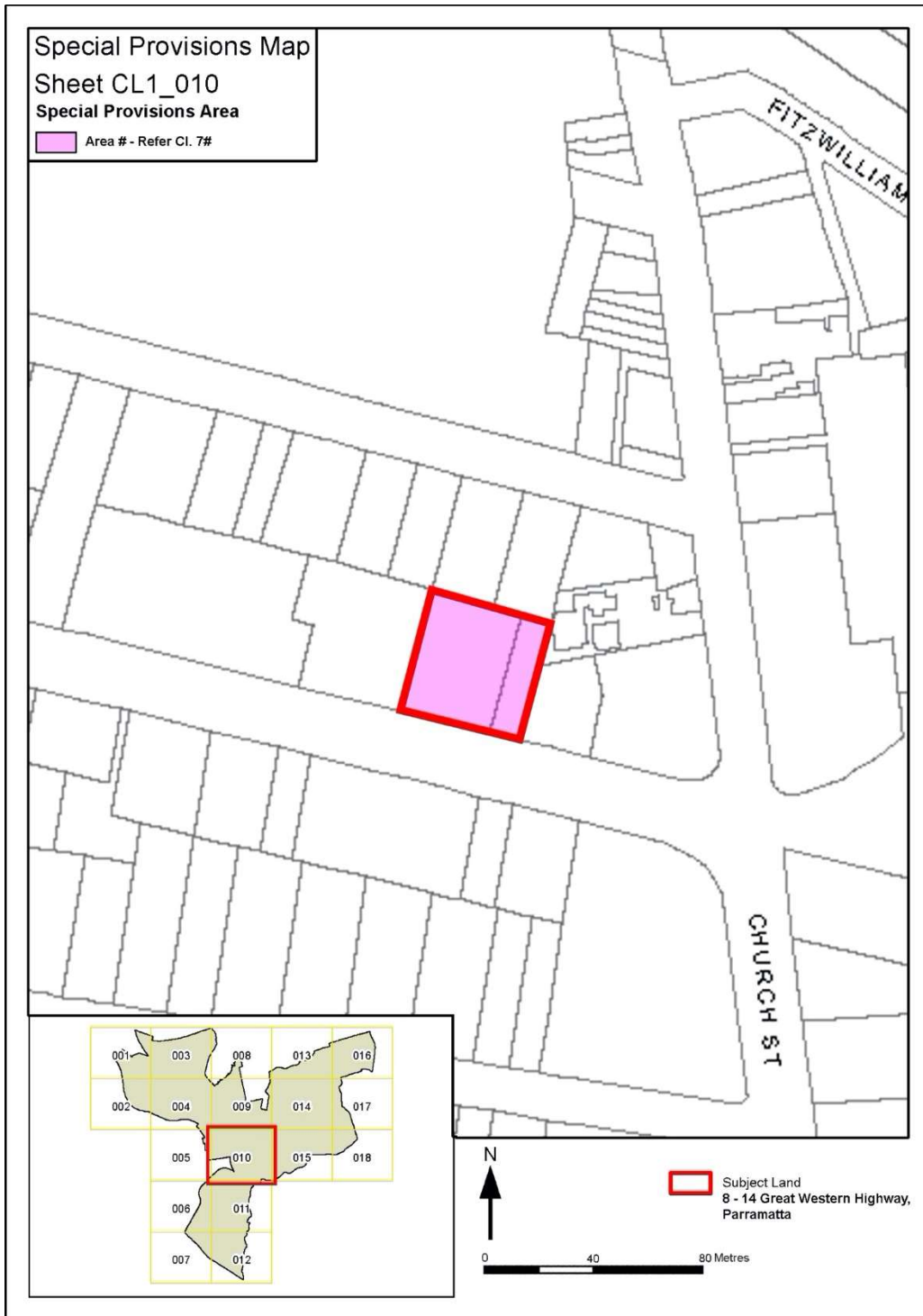
**Figure 8** – Proposed amendment to the *Parramatta LEP 2011* Height of Building Map

Figure 8 above illustrates the proposed RL 211 metres building height over the site. This excludes the 15% design excellence bonus which can be achieved under Cl. 7.10 of the Parramatta LEP 2011, through which a height of RL 243 metres (75 storeys) can be achieved.



**Figure 9 – Proposed amendment to the Parramatta LEP 2011 Floor Space Ratio Map**

Figure 9 above illustrates the proposed 10:1 over the site. This excludes the floor-space ratio bonuses which can be achieved under site-specific clauses relating to Design Excellence, high performing buildings, opportunity sites and additional commercial floor-space (a maximum floor-space ratio of 16.42:1 is intended to be achieved).



**Figure 10** Proposed amendment to the *Parramatta LEP 2011* Special Provisions Area

Figure 10 above identifies the site to which the proposed additional clause will apply.

# PART 5 – COMMUNITY CONSULTATION

The planning proposal (as revised to comply with the Gateway determination) is to be publicly available for community consultation.

Public exhibition will include:

- display on the Council's website;
- newspaper notification;
- hard-copy display in Council's main office and central library (this may not be possible subject to Covid restrictions as in place by NSW Health at the time of exhibition) ; and
- written notification to adjoining landowners.

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

Consistent with sections 3.34(4) and 3.34(8) of the *EP&A Act 1979*, where community consultation is required, an instrument cannot be made unless the community has been given an opportunity to make submissions and the submissions have been considered.

# PART 6 – PROJECT TIMELINE

Once the planning proposal has been referred to the Minister for review of the Gateway Determination and received a Gateway determination, the anticipated project timeline will be further refined, including at each major milestone throughout the planning proposal's process.

Table 7 below outlines the anticipated timeframe for the completion of the planning proposal.

**Table 7 – Anticipated timeframe to planning proposal process**

MILESTONE	ANTICIPATED TIMEFRAME
Report to LPP on the assessment of the PP	May 2020
Report to Council on the assessment of the PP	June 2020
Referral to Minister for review of Gateway determination	July 2020
Date of issue of the Gateway determination	1 September 2020
Commencement and completion dates for public exhibition period	21 July – 20 August 2021
Commencement and completion dates for government agency notification	21 July – 20 August 2021
Consideration of submissions	September 2021
Consideration of planning proposal post exhibition and associated report to Council	Local Planning Panel – October 2021 Council - November 2021
Submission to the Department to finalise the LEP	December 2021
Notification of instrument	February/March 2021

# Appendix 1 – Urban Design Analysis (Plus Architecture)