



PLANNING PROPOSAL

55 Aird Street, Parramatta

Planning proposal drafts

Proponent versions:

No.	Author	Version
1.	Statewide Planning	July 2015
2.	Statewide Planning	March 2016

Council versions:

No.	Author	Version
1.	Parramatta City Council	May 2016 – report to Council
2.	City of Parramatta Council	August 2017 - Section 56(1) submission to the DP&E

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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 55 Aird Street, Parramatta. These amendments are sought with the intent to erect a mixed residential and commercial use tower.

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' (April 2013) and 'A Guide to Preparing Planning Proposals' (October 2012).

Background and context

On 24 August 2015, Council received a planning proposal and supporting documents from Statewide Planning Pty Ltd for land at 55 Aird Street, Parramatta, see Figure 1. The legal description of the site is Lot 4 DP 310151. The site area is 658m² and currently contains a 2 storey commercial building with a vehicular right of way along the eastern boundary, providing access to the rear of the retail tenancies fronting Church Street. The site adjoins a Westfield loading dock and retail tenancies back onto the site, see Figure 2.



Figure 1 Location map



Figure 2 Street view of the site viewed from north east

PART 1 – OBJECTIVES OR INTENDED OUTCOMES

The objective of this planning proposal is to enable the redevelopment of land at 55 Aird Street, Parramatta in accordance with the site’s B4 Mixed Use zone for a high density mixed use development. The increased FSR and height controls proposed in this planning proposal will facilitate the growth of Parramatta’s CBD.

PART 2 – EXPLANATION OF PROVISIONS

This planning proposal seeks to amend *Parramatta Local Environmental Plan 2011 (PLEP 2011)* in relation to height and FSR controls. In order to achieve the desired objective, the following amendments to *PLEP 2011* would need to be made:

1. Remove the maximum building height in the **Height of Buildings Map** (Sheet HOB_010). No maximum height limit will apply. Refer to Figure 10 in Part 4 of this planning proposal.
2. Amend the maximum FSR in the **Floor Space Ratio Map** (Sheet FSR_010) to 10:1 (a total FSR of 15:1 may apply should design excellence, high performance building bonus and additional commercial floor space incentives be achieved). Refer to Figure 11 in Part 4 of this planning proposal.
3. Apply a site specific provision ensuring FSR of 1:1 be provided as employment generating floor space (commercial) within the base 10:1, with any additional floor space above 1:1 not being counted towards the site’s FSR (up to a maximum of 3:1).
4. Require Clause 7.6 (Airspace Operations) to apply to the site.
5. Inclusion of maximum parking rates in line with the resolution of Council on 10 April 2017 with regards to parking rates in the CBD Planning Proposal.

	Existing	Proposed by applicant	Controls adopted by Council
FSR	4.2:1	10:1 (15:1 including design excellence, high performance building bonus and additional commercial floor space)	10:1 (15:1 including design excellence, high performance building bonus and additional commercial floor space) 1:1 commercial FSR (to be accommodated within 10:1)
Height	36m	120m	No height limit

Table 1 Controls

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

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

This Planning Proposal is not the result of a site specific study or report. It was prepared in response to the emerging character of Parramatta CBD as a centre of national significance. The planning proposal was amended to reflect some elements of the Parramatta CBD Planning Strategy and the Parramatta CBD Planning Proposal.

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 also 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. Key details of the Strategy, as they apply to this site, include a potential Floor Space Ratio (FSR) of 10:1 throughout the majority of the City Centre and a non-numerical maximum building height that responds to sun access for key public spaces and heritage items, with towers characterised as tall and slender.

The Parramatta CBD Planning Proposal (CBD PP) was adopted by Council on 11 April 2016. The CBD PP proposes that a potential increase in height and FSR can be sought for sites within the Parramatta CBD subject to the provision of community infrastructure. This planning proposal is consistent with some elements of the CBD PP.

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 development envisaged in the planning proposal nor respond to the emerging CBD character of Parramatta.

3.2 Section B – Relationship to strategic planning framework

3.2.1 Is the planning proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy?

A Plan for Growing Sydney

On 14 December 2014, the NSW Government released '*A Plan for Growing Sydney*' which outlines actions to achieve the Government's vision for Sydney which is a 'strong global city and a great place to live'.

Parramatta local government area is part of the West Central Subregion. The subregional strategies for the Sydney districts, which are expected to set out detailed priorities for each subregion, are yet to be finalised and exhibited. The following details are included in the mother document *A Plan for Growing Sydney* which identifies the following

directions, actions and priorities for Parramatta and the West Central Subregion that are relevant to this site and planning proposal:

1.2 Grow Greater Parramatta – Sydney’s Second CBD

- Grow Parramatta as Sydney’s second CBD by connecting and integrating Parramatta CBD, Westmead, Parramatta North, Rydalmere and Camellia

1.3 Establish a New Priority Growth Area – Greater Parramatta To The Olympic Peninsula

- Deliver priority revitalisation precincts

Direction 1.6: Expand the Global Economic Corridor

- Grow high-skilled jobs in the global economic corridor by expanding employment opportunities and mixed-use activities

1.7 Grow Strategic Centres – providing more jobs closer to home

- Invest in strategic centres across Sydney to grow jobs and housing and create vibrant hubs of activity

2.1 Accelerate housing supply across Sydney

- Accelerate housing supply and local housing choices
- Accelerate new housing in designated infill areas (established urban areas) through the priority precincts and UrbanGrowth NSW programs

2.2 Accelerate urban renewal across Sydney – providing homes closer to jobs

- Use the Greater Sydney Commission to support Council-led urban infill projects
- Undertake urban renewal in transport corridors which are being transformed by investment, and around strategic centres

2.3 Improve housing choice to suit different needs and lifestyles

- Require local housing strategies to plan for a range of housing types

West Central Subregion

- A competitive economy – leverage investment and economic development opportunities for the whole subregion generated by the growth of Greater Parramatta and the Global Economic Corridor extension
- Accelerate housing supply, choice and affordability and build great places to live
- Provide capacity for long-term employment growth in Greater Parramatta, particularly in its CBD
- Provide capacity for additional mixed use development in Parramatta CBD and surrounding precincts including offices and retail in Parramatta CBD, arts and culture in Parramatta and housing in all precincts

The planning proposal will enable the development of residential dwellings and non-residential uses that will contribute towards dwelling and employment targets on a site located within the Parramatta City Centre. Approximately 104 units with a range of unit types are proposed to promote housing supply and choice. The non-residential uses on the site support Council’s vision of the growing Parramatta CBD with a commercial core

nurtured by mixed use developments on the periphery as stipulated by the zoning maps in PLEP 2011 and the Parramatta CBD Planning Proposal.

The site is located in a transport corridor with Parramatta Railway Station/Bus Interchange located within 200m. Additionally Jubilee Park is located approximately 300m south east. Although the details of the proposed Light Rail service are not fixed, the stations are likely to be located within close proximity to the site, potentially along Macquarie Street or in Parramatta Square. The proposal will provide accessible employment and residential uses, supporting the growing transport corridor in which Parramatta centres.

Towards Our Greater Sydney 2056

In November 2016 the Greater Sydney Commission released *Towards Our Greater Sydney 2056* (TOGS), a draft amendment to *A Plan for Growing Sydney*, for public exhibition. TOGS aligns with the district plans, released on the same date. Both TOGS and the district plans were on exhibition until March 2017.

The vision for the future of Sydney as identified in TOGS is for decentralisation with centres supported by public transport. TOGS introduces the concept of three cities; the Eastern City; the Central City; and the Western City. Parramatta is located in the Central City and identified as the anticipated greatest area of growth over the next decade. This planning proposal is in keeping with the vision of TOGS by providing employment and housing opportunities in close proximity to public transport in the Central City.

TOGS identifies the integration of the economic, social needs and the environment to move Sydney forward. The district plans provide further detail as to how a productive Sydney, a liveable Sydney and a sustainable Sydney will be achieved. A response to the relevant district plan is outlined below.

Draft West Central District Plan

The Draft West Central District Plan was released for exhibition by the Greater Sydney Commission from November 2016 to March 2017. The planning proposal responds to the relevant overarching priorities outlined in the District Plan, identified below.

- **A Productive City**

Productivity priorities	Productivity actions
Integrate transport and land use planning	No relevant productivity actions
Plan for a growing and vibrant Parramatta City	
Prioritise the provision of retail floor space in centres	

The planning proposal will support the continuing development of the Parramatta CBD by providing employment generating floor space in close proximity to Parramatta Railway Station/Bus Interchange, and the proposed light rail.

The planning proposal is consistent with the productivity priorities and actions.

- **A Liveable City**

Liveability priorities	Liveability actions
Deliver West Central's five-year housing targets	L2 – Identify the opportunities to create the capacity to deliver 20 year strategic housing supply targets L3 – Councils to increase housing capacity across the District
Deliver housing diversity	L4 – Encourage housing diversity

The residential component of the site will contribute approximately 104 units to meet the West Central's five and 20-year housing targets. The units range from 1 to 3 bedrooms, improving housing mix and diversity in the CBD. The site is located in a liveable area with public transport, shops, parks, schools and related infrastructure within walking distance.

The Urban Design Report at Attachment 1 outlines a 12m setback on the rear setback of the site to apply to both the podium and tower elements to enable solar access and separation to the future development of the adjoining land fronting Church Street.

The planning proposal is consistent with the liveability priorities and actions.

3.2.2 Is the planning proposal consistent with the local council's Community Strategic Plan 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 development will allow for the concentration of housing around transport nodes and contribute towards dwelling targets for NSW.

Parramatta CBD Planning Proposal

The Parramatta CBD Planning Proposal (CBD PP) was adopted by Council on 11 April 2016. The CBD PP 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 CBD PP sets 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 CBD PP proposes that a potential increase in height and FSR can be sought for sites within the Parramatta CBD subject to the provision of community infrastructure. The CBD PP allows no height limit, a maximum 10:1 FSR and of that FSR 1:1 is to be

commercial floor space to apply to the majority of sites within the area to which the plan applies.

Height

The CBD PP proposes that no maximum height limit (incentive height) apply to the majority of land within the CBD subject to the delivery of community infrastructure. The height of buildings will be determined by the design response to the site area, FSR and aviation limitations. It is recommended no height limit be applied to the subject site.

Commercial floor space

A local clause is proposed in the CBD PP that requires a minimum 1:1 FSR of commercial floor space to be provided as part of a mixed use development on certain sites zoned B4 Mixed Use. 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.

A site specific clause is recommended to ensure a minimum 1:1 commercial floor space (included within the maximum FSR) is realised in accordance with Council’s resolved position. The Urban Design Report submitted by the applicant demonstrates a design option that includes 4:1 commercial floor space.

Floor Space Ratio (FSR)

Under the CBD PP a sliding scale applies to small sites. This provides an appropriate FSR that avoids overdevelopment whilst allowing flexibility for landowners to potentially reach the maximum 10:1 FSR. The purpose of a sliding scale for FSR is to control density on small sites and encourage amalgamation. Table 2 is an extract from the CBD PP as adopted by Council.

Part A – FSR up to 6:1			
FSR Shown on Map	Site is less than or equal to 500m ²	Site is greater than 500m ² but less than 1,300m ²	Site is equal to or greater than 1,300m ²
4:1	3:1	(3+1X):1	4:1
6:1	4:1	(4+2X):1	6:1
Part 2 – FSR of 10:1			
FSR Shown on Map	Site is less than or equal to 800m ²	Site is greater than 800m ² but less than 1,600m ²	Site is equal to or greater than 1,600m ²
10:1	6:1	(6+4Y):1	10:1

Where $X = (the\ site\ area\ in\ square\ metres - 500)/800$
 $Y = (the\ site\ area\ in\ square\ metres - 800)/800$

Table 2: Extract from Parramatta CBD Planning Proposal, adopted at Council meeting 11 April 2016

The majority of sites in the CBD are identified on the new Incentive Floor Space Ratio Map as 10:1, this makes the ‘Part 2 – FSR of 10:1’ section of Table 2 applicable. Under the sliding scale provision an FSR of 6:1 or the second column in Table 2 would apply to sites

that have a site area of less than 800m², the third column applies to sites with site areas between 800m² and 1,600m² and the fourth column applies to sites larger than 16,000m². As site areas become larger the FSR permitted increases.

The subject site has a site area of 658m², therefore an FSR of 6:1 applies under the sliding scale outlined in the CBD PP. However, due to the site's isolation and smaller site area, additional FSR is required to enhance the viability of future development. As a result, this planning proposal seeks a base FSR of 10:1 (up to a total of 15:1 including design excellence, high performance building provisions and an additional 3:1 commercial floor space).

Figure 3 demonstrates opportunities to amalgamate with sites along the eastern boundary of the subject site that front Church Street. This amalgamation prospect would significantly improve the urban design options. Attempts at amalgamation are yet to come to fruition hence these sites are not included as part of this planning proposal. The amalgamation process may be more successful at the Development Application stage.

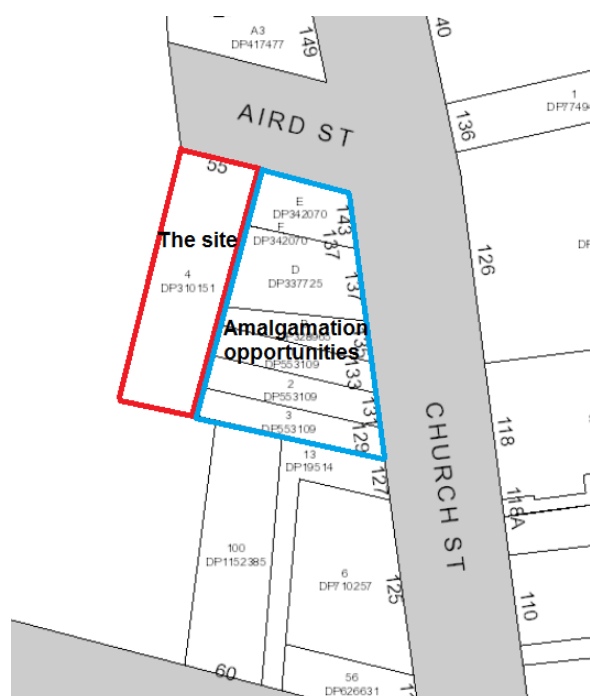


Figure 3 Amalgamation options

The planning proposal has been amended to apply no height limit and a 1:1 FSR of commercial floor space to be consistent with the CBD PP, Council's most recently adopted position.

To achieve an FSR of 15:1, the planning proposal seeks access to the high performance building provisions (additional 0.5:1) and 3:1 additional commercial floor space outside the base FSR of 10:1. While this planning proposal is not entirely consistent with the CBD PP in this regard, in the interest of allowing smaller developers to deliver buildings that contribute to the desired CBD skyline characterised by tall slender towers with fast moving shadows, it is considered that in this instance the inconsistency is an acceptable deviation from Council's CBD PP.

Should the Department issue a Gateway Determination for the site Council would invite the applicant to submit a Voluntary Planning Agreement (VPA) consistent with the CBD PP and Value Sharing Policy to allow for the concurrent exhibition of the Planning Proposal, draft DCP and draft VPA.

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

The following State Environmental Planning Policies are of relevance to the site.

State Environmental Planning Policy No. 32 - Urban Consolidation (Redevelopment of Urban Land)

The intention of the State Environmental Planning Policy No. 32 Urban Consolidation (Redevelopment of Urban Land) is to ensure that urban consolidation objectives are met in all urban areas throughout the State. The policy focuses on the redevelopment of urban land that is no longer required for the purpose it is currently zoned or used, and encourages local councils to pursue their own urban consolidation strategies to help implement the aims and objectives of the policy.

The planning proposal is consistent with the SEPP given its purpose is for the orderly and economic development of the land for high density mixed use in a location which benefits from suitable infrastructure, employment and leisure opportunities.

State Environmental Planning Policy No. 65 – Design Quality of Residential Flat Development (SEPP 65)

The objective of SEPP 65 is to ensure high density residential development is created to a high quality taking into consideration the function and impact of the proposal along with aesthetic appeal. SEPP 65 requires that the Apartment Design Guide (published by the Department of Planning and Environment) is a matter for consideration as part of the assessment process for residential flat buildings.

SEPP 65 is required to be considered during the assessment of any future development on a site that includes three or more storeys and four or more dwellings and it is reasonable to expect that a design concept supporting a planning proposal demonstrates compliance with the Apartment Design Guide.

The built forms presented in the original urban design report with FSRs of 20:1 and 15:1 demonstrated compliance with the objectives of the SEPP 65 Apartment Design Guidelines cannot be achieved. Additionally, to achieve a tower form zero lot setbacks are required and blank walls are utilised in order to respond to building separation and privacy requirements. As a result, the onus was placed on neighbouring landowners to provide the required setbacks.

The planning proposal has been revised and a base FSR of 10:1 is being sought. At the time of writing this planning proposal a reference design demonstrating how 10:1 can be achieved on the site that complies with the ADG was yet to be submitted. Should a built form with a reduced floor plate be proposed for the site, compliance with the ADG and a better design outcome can likely be realised.

3.2.4 Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)

In accordance with Clause 117(2) 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
- Regional planning
- Local plan making
- Metropolitan planning

The following directions are considered relevant to the subject planning proposal.

Employment and Resources - 1.1 Business and Industrial Zones

Business and Industrial Zones The objectives of this direction are to:

- a) encourage employment growth in suitable locations,*
- b) protect employment land in business and industrial zones, and*
- c) support the viability of identified strategic centres.*

The planning proposal will maintain the existing zone which allows for a mix of residential and non-residential uses. 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 delivering homes close to employment.

Housing, infrastructure and urban development - 3.1 Residential Zones

The objectives of this direction are:

- a) to encourage a variety and choice of housing types to provide for existing and future housing needs,*
- b) to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and*
- c) to minimise the impact of residential development on the environment and resource lands.*

The planning proposal is consistent with the objectives of this direction as it will increase residential densities and housing choice in a location that is close to public transport, shops, employment and recreational opportunities.

Housing, Infrastructure and Urban Development - 3.4 Integrating Land Use and Transport

The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:

- a) improving access to housing, jobs and services by walking, cycling and public transport, and*
- b) increasing the choice of available transport and reducing dependence on cars, and*
- c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and*
- d) supporting the efficient and viable operation of public transport services, and*

- e) *providing for the efficient movement of freight.*

Increasing the density of development within the walking catchment of transport nodes, namely the proposed light rail service and Parramatta Railway Station and Bus Terminal will support the viability of existing and proposed public transport services and reduce dependence on cars.

Housing, Infrastructure and Urban Development - 3.5 Development near Licensed Aerodromes

The objectives of this direction are:

- a) *to ensure the effective and safe operation of aerodromes,*
- b) *to ensure that their operation is not compromised by development that constitutes an obstruction, hazard or potential hazard to aircraft flying in the vicinity, and*
- c) *to ensure development for residential purposes or human occupation, if situated on land within the Australian Noise Exposure Forecast (ANEF) contours of between 20 and 25, incorporates appropriate mitigation measures so that the development is not adversely affected by aircraft noise.*

Sydney and Bankstown Airports are subject to the federal *Airports Act 1996* and the *Airports (Protection of Airspace) Regulations 1996*. Airspace above the Parramatta CBD is affected by operational requirements for those airports. A building that penetrates the Obstacle Limitation Surface (OLS) requires approval under that legislation, via the Commonwealth Department of Infrastructure and Regional Development.

The reference design submitted as part of this planning proposal does not specify an estimated height. However, the indicative design provided demonstrates the proposed FSR of 15:1 is unlikely to penetrate the OLS of 156AHD. The planning proposal is considered to satisfy this direction.

Hazard and risk - 4.1 Acid Sulfate Soils

The objective of this direction is to avoid significant adverse environmental impacts from the use of land that has a probability of containing 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 Acid Sulfate Soils. An Acid Sulfate Soils Management Plan will be required to support any future DA in accordance with the existing provisions of PLEP 2011.

Regional planning – 5.1 Implementation of Regional Strategies

The objective of this direction is to give legal effect to the vision, land use strategy, policies, outcomes and actions contained in regional strategies.

As discussed in 3.2.1 the planning proposal is consistent with *A Plan for Growing Sydney* and the West Central Subregion strategy. Additionally the planning proposal is consistent with NSW's State Environmental Planning Policies as outlined in 3.2.3.

Local Plan Making - 6.3 Site Specific Provisions

The objective of this direction is to *discourage unnecessarily restrictive site specific planning controls*.

This planning proposal recommends the following site specific provision is applied to the site:

- minimum 1:1 commercial floor space with any additional floor space above 1:1 not being counted towards the site's FSR, up to a maximum additional 3:1

The Parramatta CBD Planning Strategy as endorsed by Council on 27 April 2015 states a *minimum non-residential FSR of 1:1 must be achieved for all sites in the mixed use zone of the Parramatta CBD*. The Parramatta CBD Planning Proposal as adopted on 11 April 2016 clarifies the intent of this proposed control. *A local provision is proposed which requires a minimum of 1:1 FSR of commercial development to be provided as part of a mixed use development on some sites zoned B4 Mixed Use*. 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. To further encourage non-residential development in the B4 zone the CBD PP proposes any commercial floor space in addition to the required 1:1 will not be included in the calculation of FSR for the site.

The Urban Design Report as originally submitted demonstrated a design option that includes no commercial floor space. A site specific clause ensures a minimum 1:1 commercial floor space is realised in accordance with Council's latest position, as outlined in the CBD PP.

Metropolitan Planning - 7.1 Implementation of a Plan for Growing Sydney

This direction applies to land within the Sydney metropolitan area.

The objective of this direction is to give legal effect to the planning principles; directions; and priorities for subregions, strategic centres and transport gateways contained in A Plan for Growing Sydney.

As detailed above in section 3.2.1, the planning proposal is consistent with the directions, actions and priorities for Parramatta and the West Central Subregion as set out in *A Plan for Growing Sydney*.

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 impacts
- Urban Design and Built Form
- Flooding – addressed in ‘Hazard and Risk - 4.3 Flood Prone Land’, Section B3.2
- Transport and Accessibility Assessment
- Acid Sulfate Soils – addressed in ‘Hazard and Risk - 4.1 Acid sulphate Soils’, Section B3.2

Heritage

The subject site does not contain a heritage item listed under PLEP 2011. However the site is located in close proximity to the following heritage items (see Figure 7):

- Item number 649 located at 140 Church Street, a shop/former fire station of local significance.
- Item number 00751 located at 39 Campbell Street, Lennox House of State significance and listed on State Heritage Registry.
- Item number 648 located at 47 Campbell Street, Masonic Centre of State significance.

The subject site is located in close proximity to a number of heritage items, the former Fire Station, Lennox House and the Masonic Centre. The former Fire Station is already impacted by development and therefore any impacts from the proposed form are considered acceptable. The Masonic Centre is located to the south of the site and will be impacted by overshadowing. Lennox House is listed on the State Heritage Register, the item is located south of the subject site and will be impacted by overshadowing.

Council’s heritage officer recommends controls be applied that are consistent with the immediate area and the proposed CBD PP. The planning proposal at 10:1 is likely to result in acceptable impacts on the heritage items. The planning proposal should be referred to the NSW Heritage Office for comment as part of the public exhibition process.

Urban Design

The Parramatta Development Control Plan (DCP) 2011 identifies front, side and rear building setbacks. Buildings above 54m, such as that proposed on the subject site are required to provide a 6m front setback, 6m side setback and 12m rear setback. Due to the site’s size a tower form that complies with the setback controls cannot be developed. The objectives of the DCP setback controls are to provide privacy, ventilation and solar access for residents and help establish high quality streetscapes. A tower form that is fully compliant with Council’s DCP cannot be practically accommodated on this site. The best outcome is for the site to be amalgamated. However, should the site be developed individually a built form in keeping with Council’s adopted CBD PP that presents an acceptable design outcome with appropriate amenity for future residents may warrant relaxing the DCP controls.

Due to the small site area it will be challenging to fully comply with the SEPP 65 Apartment Design Guidelines (ADG) with regard to building separation, natural light, privacy and ventilation whilst ensuring a good design outcome is realised. Internal modelling has demonstrated a built form at 6:1 can be developed that is compliant with the ADG whilst making a positive contribution to the streetscape and providing high amenity for future residents.

The urban design report prepared by Aleksander Design Group demonstrates a reference design that shows a potential development option for the site under the proposed controls. Key features include:

- A 41 storey development comprising a 7 storey above ground parking facility contained within an 8 storey podium, with one mixed use tower of 31 storeys including approximately 104 dwellings and commercial floor space of up to 4:1 FSR;
- A blank wall facing Church Street, relying on future development of adjoining sites to integrate the proposed tower form and provide an improved urban design outcome along the Church Street view corridor.



Figure 4 Photo montage of potential built form outcome (55 Aird Street – building to right) under proposed 15:1 FSR without site amalgamation. Blank wall to Church Street allows for future development of adjoining sites that are not amalgamated under this proposal.

Traffic and Transport

Of relevance is Council's recent resolution on 10 April 2017 to endorse the Strategic Transport Study which is a key supporting document for the CBD Planning Proposal. Resolutions (b) and (c) below are of particular relevance to the site:

- “(b) **That** Council endorses the action recommended by the Parramatta CBD Strategic Transport Study to reduce maximum car parking rates to levels

currently used by City of Sydney CBD and that the Parramatta CBD Planning Proposal be amended to reflect this prior to public exhibition; and

- (c) **That Council applies the recommended parking rates proposed in this report to existing site-specific Planning Proposals and Design Competitions within the Parramatta CBD as a provision applicable to each proposal or competition to ensure future development will be consistent with the strategic direction to reduce maximum car parking rates. (N.B. Only those site-specific planning proposals which are imminent to finalisation (gazetted), that is they have been endorsed by the Council to proceed to finalisation following public exhibition, will be exempt from this provision)."**

Recommendation (c) above is to be applied through a site-specific clause to be included within Parramatta LEP 2011. This will apply the following parking rates to the site:

Residential development

Type of Apartment	Spaces/unit
3-bedroom	1 space/unit
2-bedroom	.7 spaces/unit
1-bedroom	.3 spaces/unit
Studio	.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 reference design indicates that approximately 104 apartments could be developed on the site. However, as the reference design that accompanies this planning does not provide an indicative dwelling mix, a hypothetical calculation of required parking spaces that would be required under the proposed maximum parking rates policy could not be calculated.

Despite this, the Planning Proposal has been reviewed by Council’s traffic and transport section and it has been determined that the planning proposal has demonstrated that parking and traffic impacts could be addressed within acceptable limits.

It is recommended that a site-specific clause be applied that is consistent with the above maximum parking rates, as previously resolved by Council. Council’s traffic and transport team have concurred with this approach, advising that this Planning Proposal should assume a parking rate that is consistent with the rate in the CBD Planning Proposal resolved by Council in April 2017.

Note: Determining the final number of approved car parking spaces is a matter for the development application stage.

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 in Parramatta CBD. The dominant residential use will deliver a range of housing options located in close proximity to public transport, 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 is located in a transport corridor with Parramatta Railway Station/Bus Interchange located within 200m. Additionally Jubilee Park is located approximately 300m south east. Although the details of the proposed Light Rail service are not fixed, the stations are likely to be located within close proximity to the site, along Macquarie Street or in Parramatta Square.

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

Due to the close proximity of the site to items listed on the State Heritage Register the planning proposal should be referred to the NSW Heritage Office for comment as part of the public exhibition process.

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

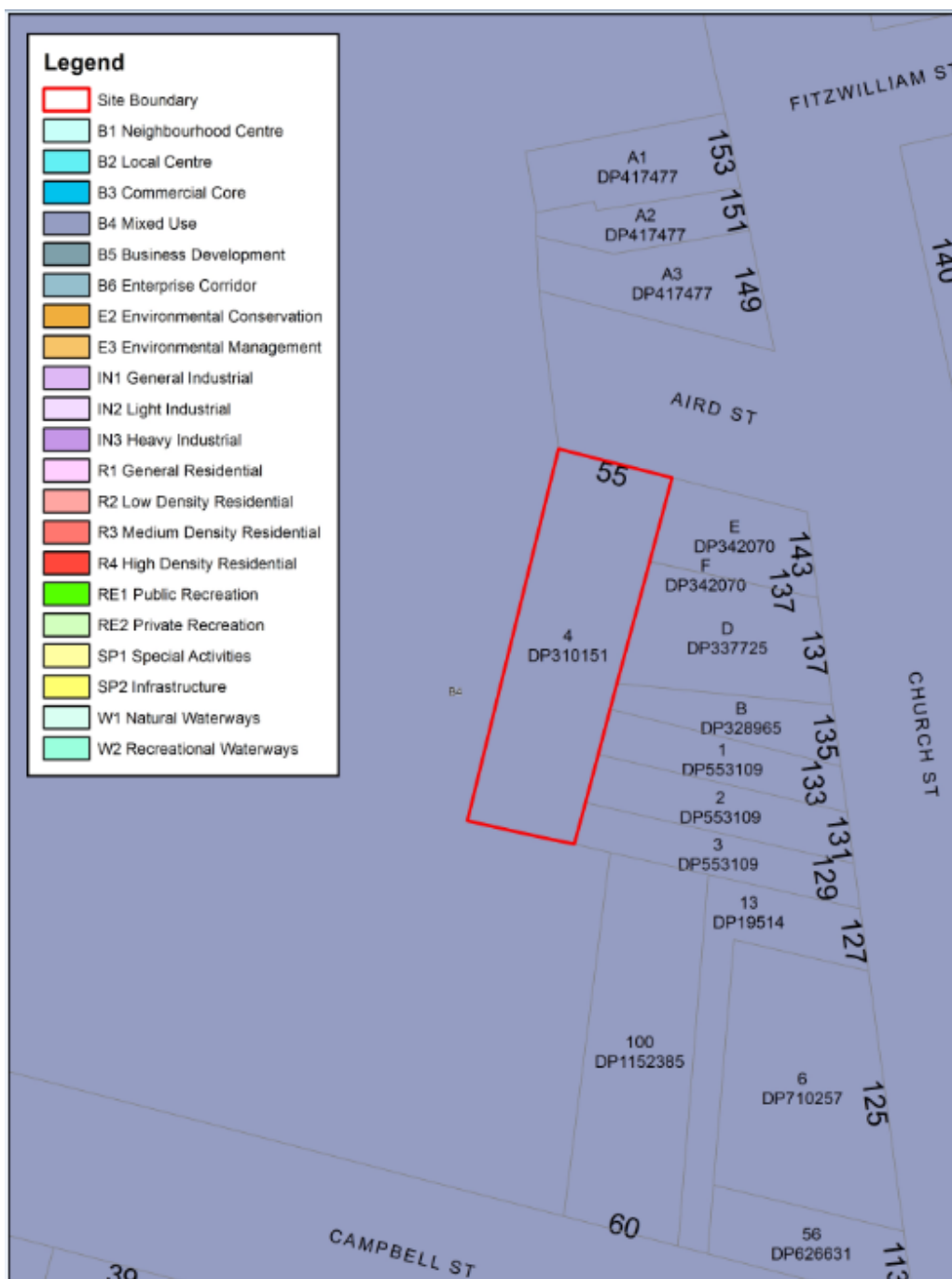


Figure 5 Existing zoning extracted from the *PLEP 2011* Land Zoning Maps

Figure 5 above illustrates the existing B4 Mixed Use zone over the site.

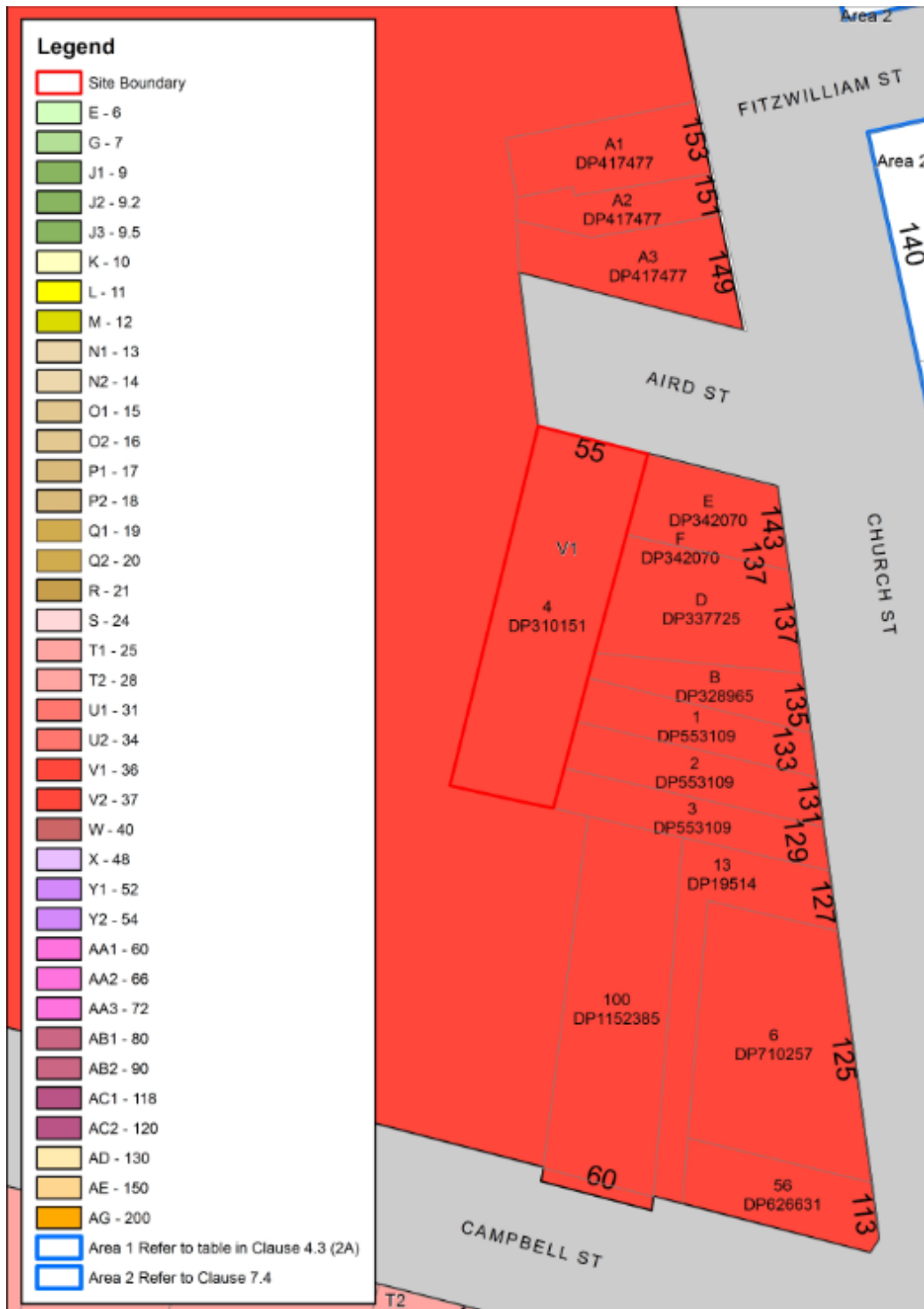


Figure 6 Existing building heights extracted from the *PLEP 2011* Height of Buildings Maps

Figure 6 above illustrates the existing 36 metre height restriction which applies to the site.

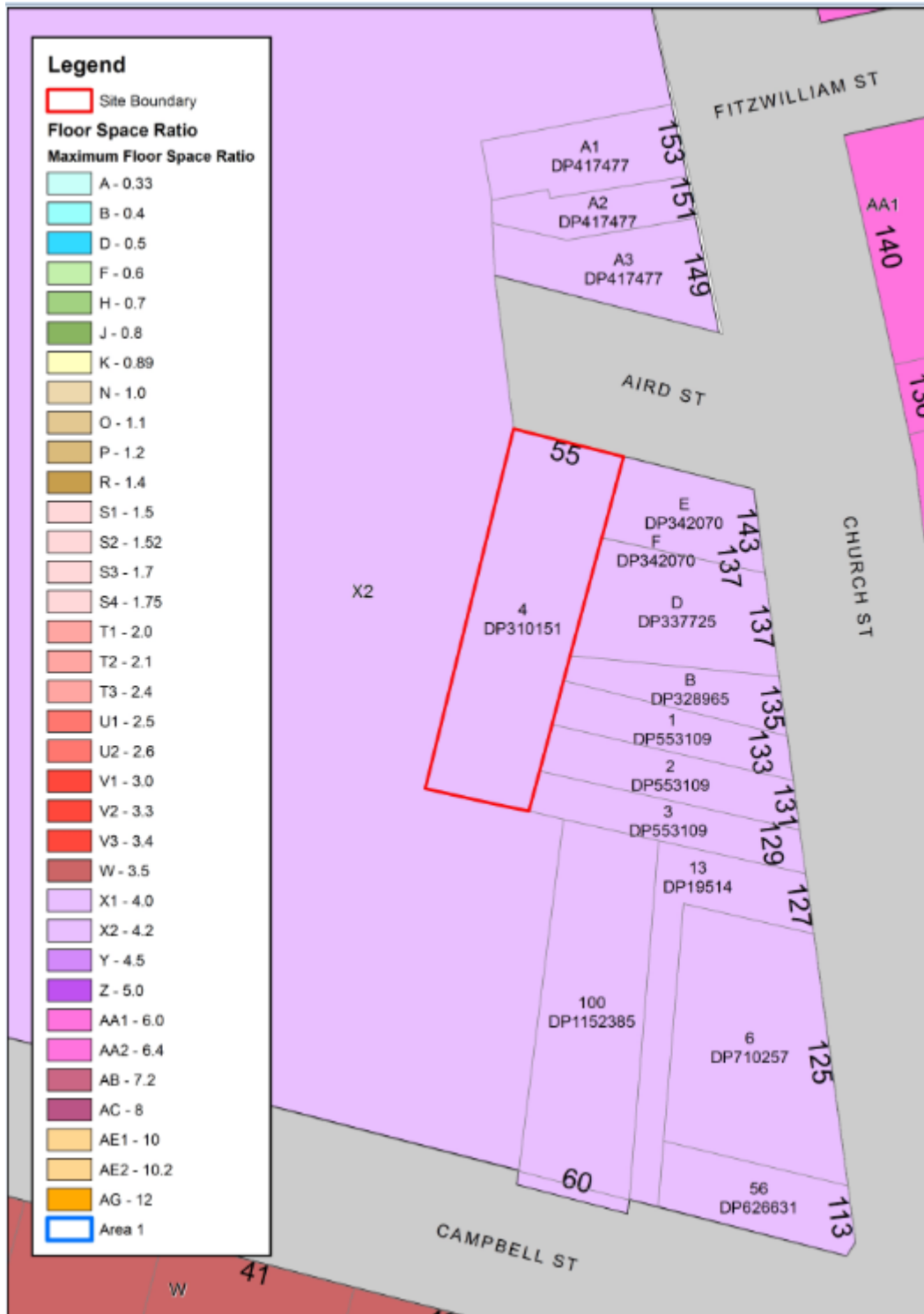


Figure 7 Existing floor space ratio extracted from the *PLEP 2011* Floor Space Ratio Map

Figure 7 above illustrates the existing FSR of 4.2:1 which applies to the site.

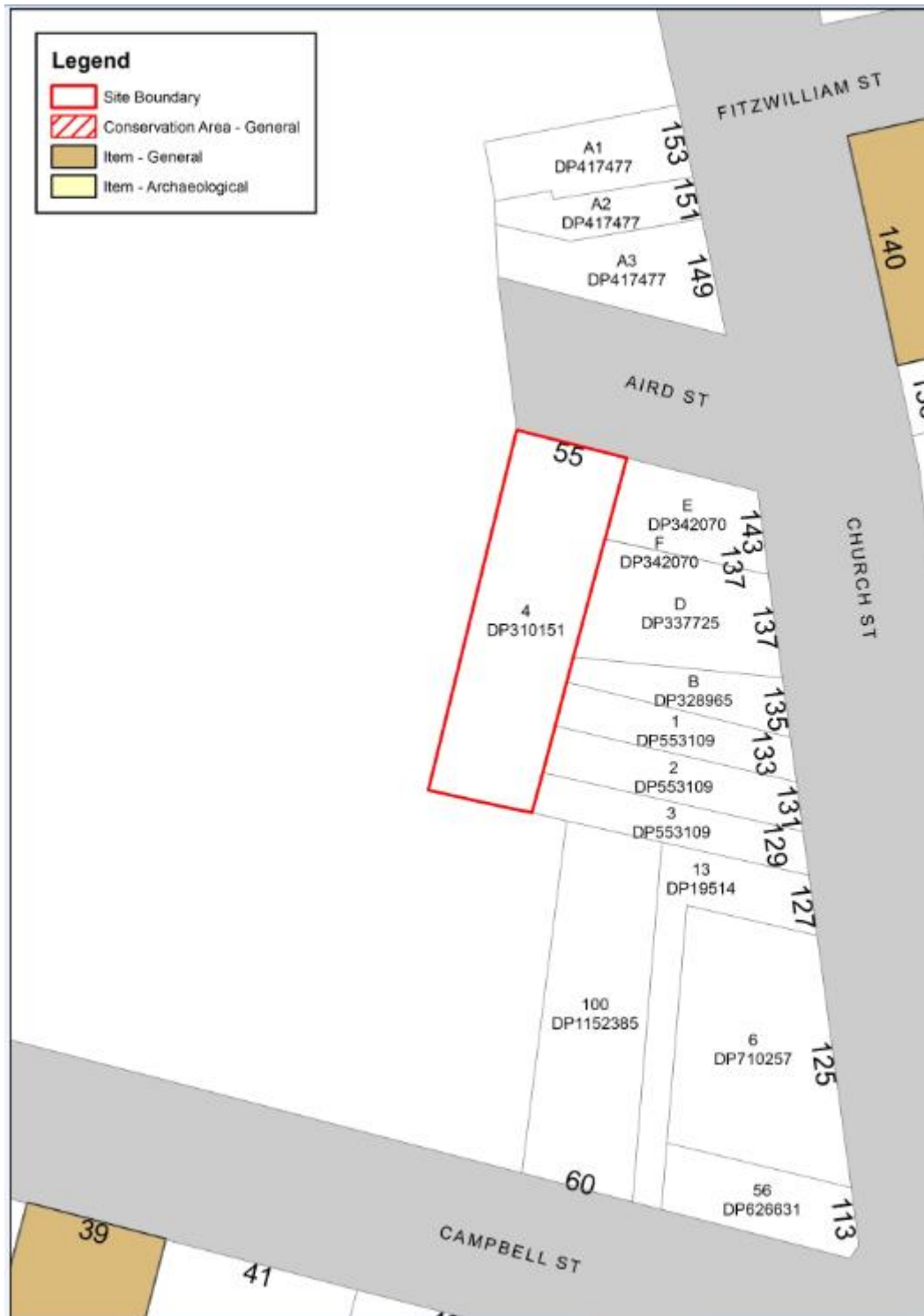


Figure 8– Existing heritage items extracted from the *PLEP 2011* Heritage Maps

Figure 8 above illustrates the heritage sites in close proximity to the site.

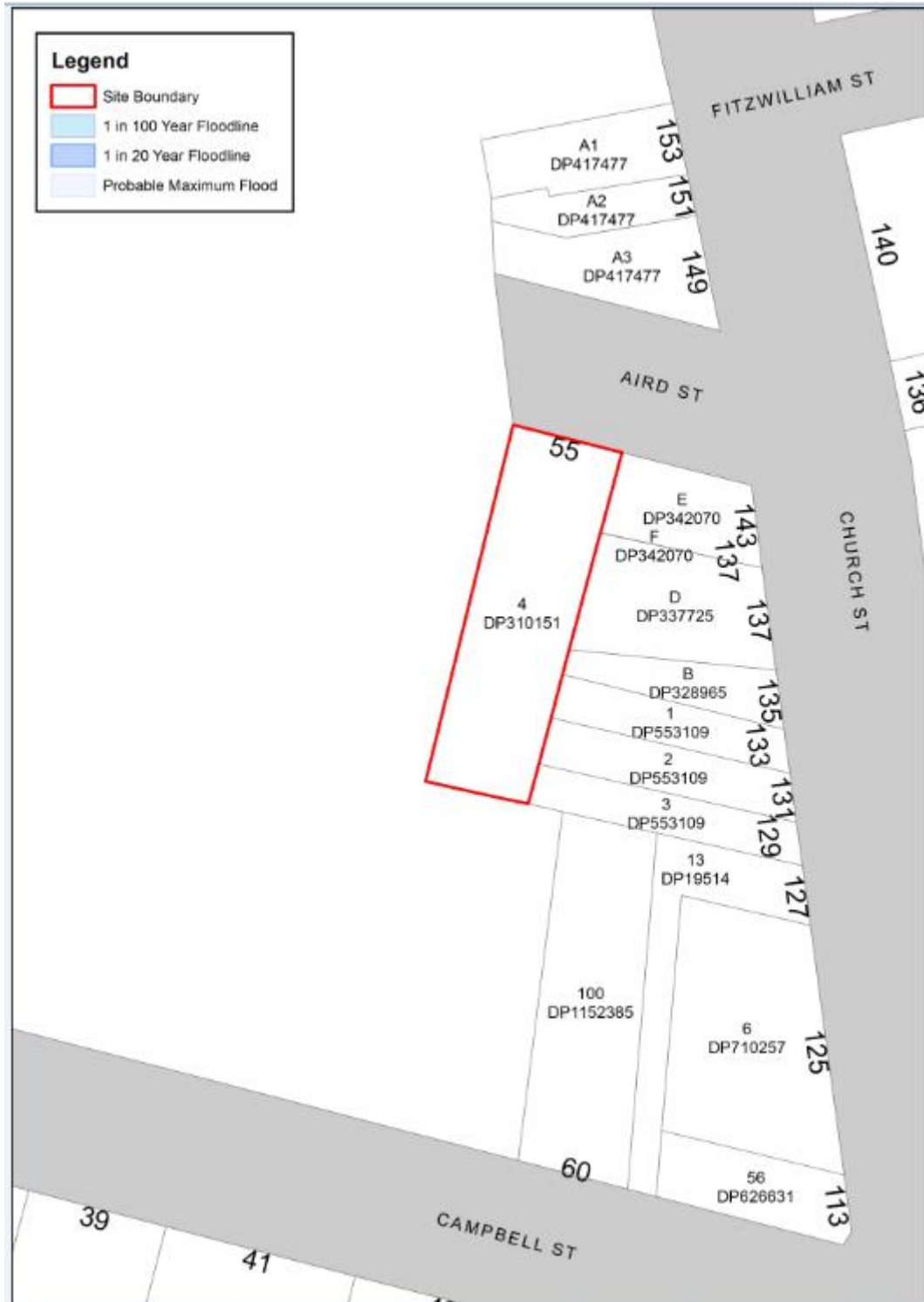


Figure 9 Existing flooding extant extracted from the *PLEP 2011* Flooding Maps

Figure 9 above illustrates that the site is not affected by flooding constraints.

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.

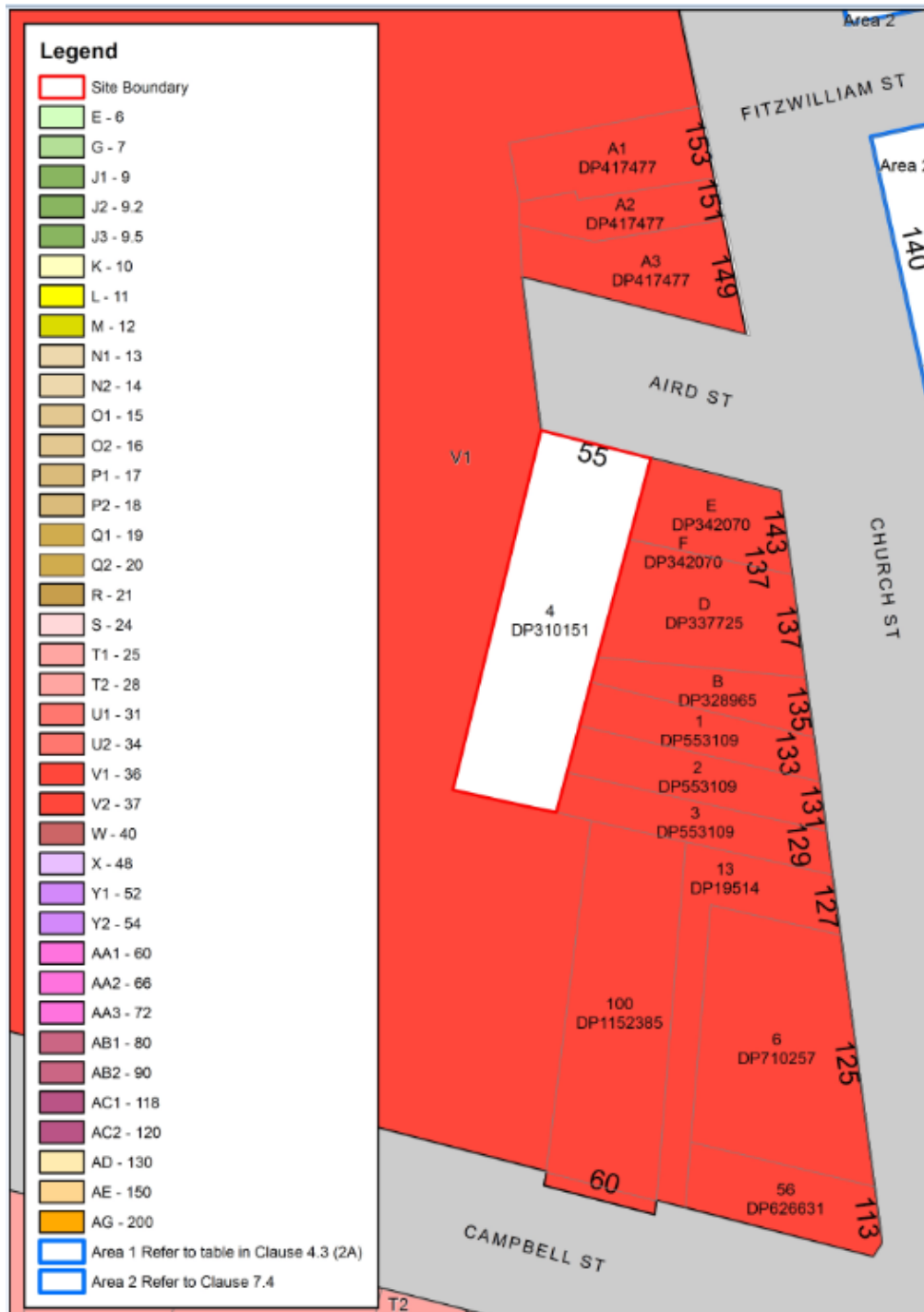


Figure 10 Proposed amendment to the *PLEP 2011* Height of Building Map

Figure 10 above illustrates the proposed no maximum building height.

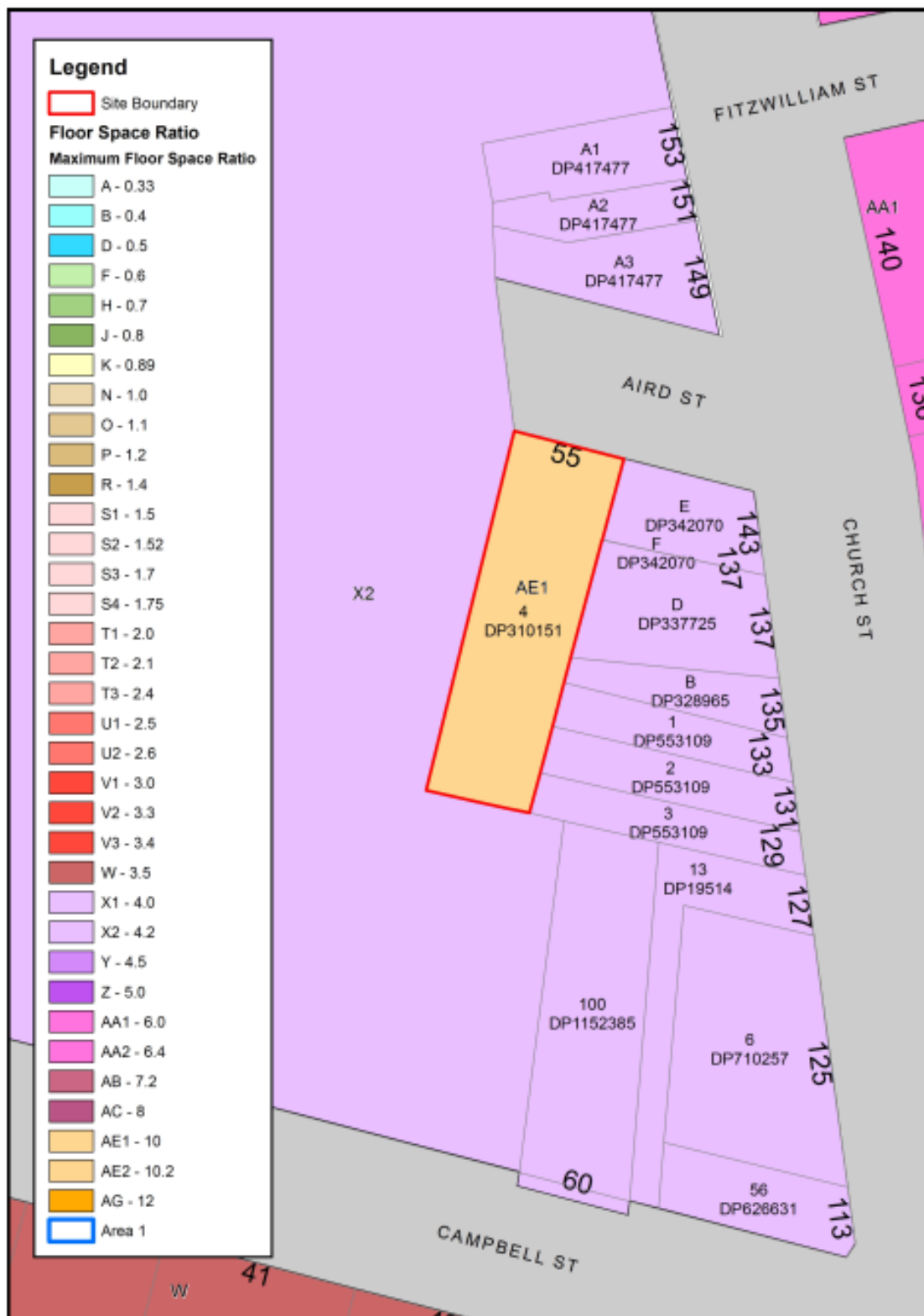


Figure 11 Proposed amendment to the *PLEP 2011* Floor Space Ratio Map

Figure 11 above illustrates the proposed 10:1 FSR over the site. This excludes the additional 15% of GFA achieved through the design excellence clause and additional 0.5:1 through the high performance building provision that can be applied at the development application stage.

PART 5 – COMMUNITY CONSULTATION

In accordance with Section 57(2) of the *EP&A Act 1979*, the Director-General of Planning must approve the form of the planning proposal, as revised to comply with the gateway determination, before community consultation is undertaken.

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.

Pursuant to Section 57(8) of the *EP&A Act 1979* the Responsible Planning Authority must consider any submissions made concerning the proposed instrument and the report of any public hearing.

PART 6 – PROJECT TIMELINE

The detail around the project timeline is expected to be prepared following the referral to the Minister for a Gateway Determination.

The following steps are anticipated:

- Referral to Minister for a Gateway determination (August 2017)
- Commencement and completion dates for public exhibition period and government agency notification (November 2017)
- Consideration of submissions (December 2017)
- Consideration of proposal post exhibition and reporting to Council (January 2018)
- Submission to the Department to finalise the LEP (February 2018)
- Notification of instrument (April 2018)

Appendix 1 Revised urban design report



Prepared by City of Parramatta Council

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