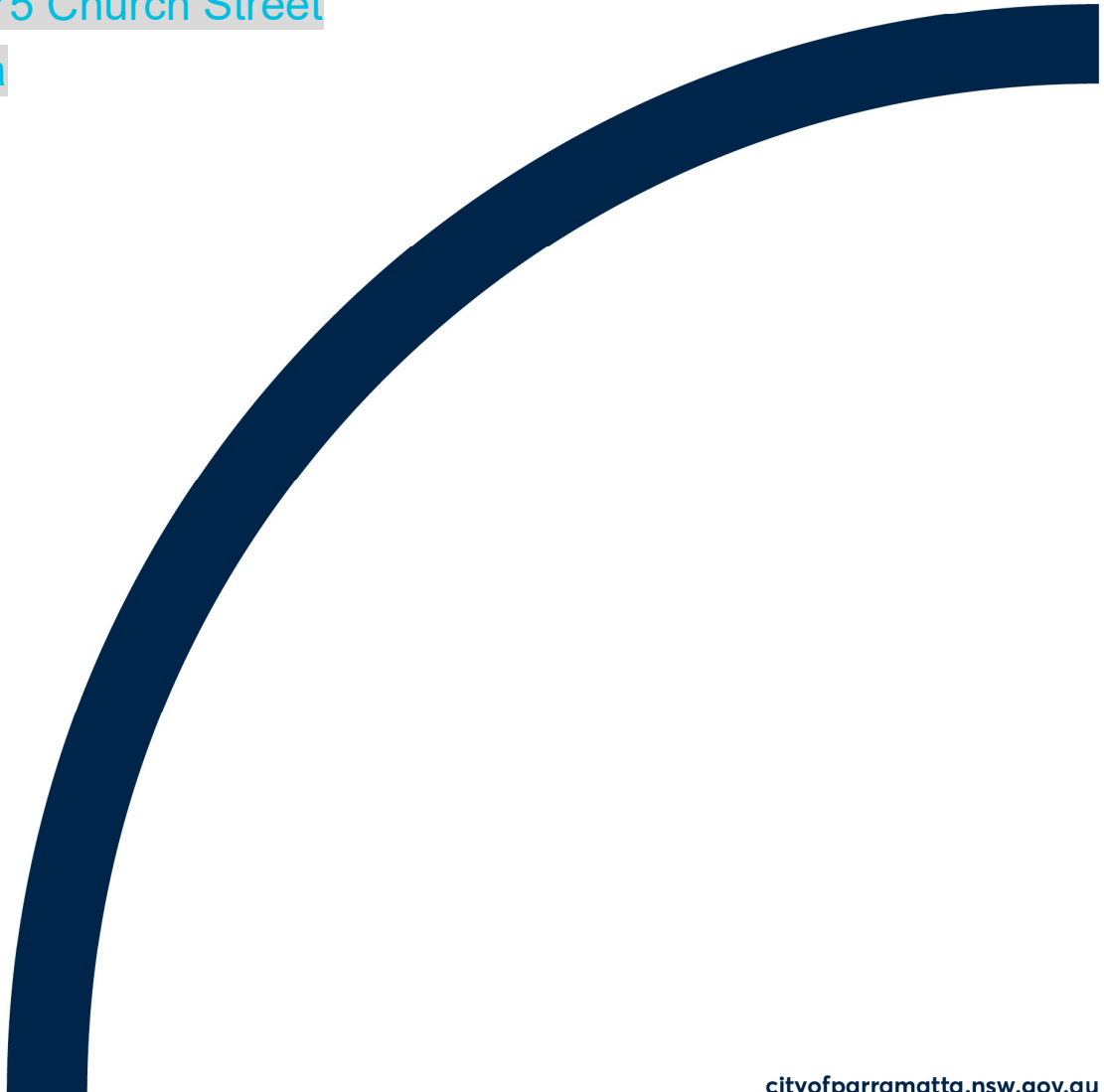


# PLANNING PROPOSAL

355 and 375 Church Street  
Parramatta





**CITY OF  
PARRAMATTA**

# PLANNING PROPOSAL

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## Planning Proposal drafts

Proponent versions:

No.	Author	Version
1.	Ethos Urban	14 November 2019
2.	Proponent	12 May 2020 - Draft in preparation for pre-Gateway report to Local Planning Panel and Council

Council versions:

No.	Author	Version
1.	City of Parramatta Council	June 2020 – final version for attaching to pre-Gateway report to Local Planning Panel and Council
2.	City of Parramatta Council	July 2020 – amendments to the Planning Proposal in response to Council’s resolution of 13 July 2020 prior to submitting for Gateway assessment; administrative amendments as required

# INTRODUCTION

This planning proposal explains the intended effect of, and justification for, the proposed amendment to *Parramatta Local Environmental Plan 2011*. It has been prepared in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979* and the Department of Planning and Environment (DP&E) guides, 'A Guide to Preparing Local Environment Plans' (August 2016), 'A Guide to Preparing Planning Proposals' (August 2016) and 'Guidance for merged councils on planning functions' (May 2016).

## Background and context

The subject site is located at 355 and 375 Church Street, Parramatta, on the north-west corner of the intersection of Victoria Road and Church Street, Parramatta; see Figure 1. The legal description is Lot 1 in DP668821 (the southeastern corner lot) and Lot 1000 in DP791977. The site has a total area of approximately 4,796m<sup>2</sup> and is currently occupied by a currently vacant low-rise retail building on the southeastern corner, with the remainder of the site accommodating an existing McDonald's restaurant and drive-through facility.



 The Site

**Figure 1** – Site at 355 and 375 Church Street, Parramatta subject to the planning proposal

Under the *Parramatta Local Environmental Plan 2011* the site:

- is zoned B4 mixed use;
- has a maximum building height of 24 metres (northern and western part of the site) and 34 metres (south-eastern corner of the site);
- has a maximum floor space ratio (FSR) of part 3:1 and part 4:1.



These principal planning controls are to remain unchanged under this planning proposal. Instead, this planning proposal seeks to introduce a site-specific local provision in Part 7 of the Parramatta LEP which contains an incentive height control to be determined by the sun access control to Prince Alfred Square, an incentive FSR control totalling a maximum potential 7.2:1 (including all bonuses), and other provisions.

These amendments are sought with the intention of providing a mixed-use residential and commercial tower complex at the site. An indicative development concept was prepared to test the opportunities for built form within the envelopes sought, consisting of a 31-storey mixed-use building that is inclusive of a three (3) to four (4) storey podium and two (2) towers (31 and 28 storeys) over a single basement level for car parking. An indicative concept is shown in Figure 2 below.

In response to Council's resolution of 13 July 2020 (which added a High Performing Building clause to this Planning Proposal) the Applicant has also undertaken additional work demonstrating how the High Performing Building bonus floorspace could be added to the reference design. This additional work is included with this Planning Proposal, and described in further detail in Part 2 – Explanation of Provisions.



**Figure 2** – Indicative design concept

This Planning Proposal is a result of the findings of the Parramatta CBD Planning Strategy (2015) and Parramatta CBD Planning Proposal (2016), both of which identify the site as being suitable for increased density to support the future growth of Parramatta CBD. This Planning Proposal seeks to amend core development standards within the LEP in accordance with the development standards Council has already recommended for the site. The purpose of this standalone Planning Proposal is to facilitate an indicative development concept that would deliver a project in keeping with the vision set in the Parramatta CBD Planning Proposal.

In 2015, the applicant (McDonald's) submitted a previous Development Application (DA96/2015A) for a staged development of the site involving the demolition of existing structures, consolidation and subdivision to create 2 Torrens title allotments, construction of a McDonald's restaurant on proposed Lot A (Stage 1) and concept approval for a future mixed-use development over basement parking on proposed Lot B (Stage 2). This application was deferred by the Sydney

West Joint Regional Planning Panel (JRPP), with the Panel recommending that an amended proposal be developed that responds to design issues identified. McDonald's and Stockland (the applicant) have subsequently committed to renew the site into a mixed-use precinct and this Planning Proposal will facilitate changes to the LEP that will enable this key site to be redeveloped, in keeping with the Panel's comments from this previous DA.

# PART 1 – OBJECTIVES OR INTENDED OUTCOMES

The key objective of this planning proposal is to increase the permissible density of development at 355 and 375 Church Street, Parramatta, whilst minimising amenity impacts on surrounding sites.

The intended outcomes of this planning proposal are as follows:

- Deliver controls and a built form outcome which is generally consistent with the Parramatta CBD Planning Proposal
- Achieve design excellence on a strategic CBD site
- Achieve High Performing Buildings outcomes on a strategic CBD site
- Protect solar access to Prince Alfred Square
- Ensure a podium design that is compatible to the existing streetscape and which provides attractive active frontages to Victoria Road and Church Street
- Facilitate higher density residential development on a strategic site in immediate proximity of the future light rail, building on the principles of transit-oriented development



# PART 2 – EXPLANATION OF PROVISIONS

This planning proposal seeks to amend *Parramatta LEP 2011 (PLEP 2011)* in relation to introducing site-specific local provisions for an incentive height of building and floor space ratio control at 355 and 375 Church Street, Parramatta (the site).

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

1. Introduce an incentive height control with maximum height determined by the sun access plane to Prince Alfred Square in accordance with a site-specific local provision, and in a manner consistent with the Parramatta CBD Planning Proposal. The existing Height of Buildings Map is to remain unchanged, while the Sun Access Protection Map would be altered to introduce designation of the portion of Prince Alfred Square which is subject to sun access protection.
2. Introduce an incentive FSR control of 7.2:1 in accordance with a site-specific local provision, and in a manner consistent with the Parramatta CBD Planning Proposal. The existing Floor Space Ratio map is to remain unchanged. The 7.2:1 FSR consists of:
  - 6:1 Incentive FSR control (consistent with CBD Planning Proposal)
  - 0.9:1 Design Excellence bonus (i.e. 15% of 6:1 FSR)
  - 0.3:1 High Performing Buildings bonus (i.e. 5% of 6:1 FSR)
3. Introduce a site-specific local provision in Part 7 to facilitate the above height and FSR controls, as well as introduce high performing buildings standards, and site-specific maximum car parking rates for residential uses, commercial uses, and *Take Away Food and Drink Premises* uses as outlined in the example clause below:

## **7.XX Development on land at 355 and 375 Church Street, Parramatta**

1. *This clause applies to land marked “Area #xx” on the Special Provisions Area Map.*
2. *Despite any other provision of this Plan, the consent authority may grant consent to the erection of a building on land to which this clause applies that has a floor space ratio that exceeds the maximum floor space ratio shown for the land on the Floor Space Ratio Map, up to a maximum floor space ratio of 6.9:1, but only if the consent authority is satisfied that development has been subject to a competitive design process and exhibits design excellence as provided in clause 7.10.*
3. *Despite any other provision of this Plan, the consent authority may grant consent to the erection of a building on land to which this clause applies that has a height that exceeds the maximum height of a building shown for the land on the Height of Buildings Map, but only if the consent authority is satisfied that the development does not result in any additional overshadowing on the land shown with blue hatching as ‘Prince Alfred Square’ on the Sun Access Protection Map – between 12 noon and 2pm on 21 June in each year.*
4. *Despite any other provisions of this Plan, the maximum number of car parking spaces for residential accommodation in a building on land to which this clause applies is as follows—*

- (a) 0.1 space per studio apartment,
- (b) 0.3 space per 1 bedroom apartment,
- (c) 0.7 space per 2 bedroom apartment,
- (d) 1 space per 3 bedroom apartment.

5. Despite any other provisions of this Plan, the maximum number of car parking spaces for non-residential premises in a building on land to which this clause applies is to be calculated using the following formula (but only if the building has a floor space ratio greater than 3.5:1)— $M = (G \times A) / (50 \times T)$

where—

*M* is the maximum number of parking spaces.

*G* is the gross floor area of all non-residential premises (excluding any gross floor area used for the purposes of Take Away Food and Drink Premises\*) in the building in square metres.

*A* is the site area in square metres.

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

6. Despite any other provisions of this Plan, the maximum number of car parking spaces for Take Away Food and Drink Premises in a building on land to which this clause applies is as follows:

1 parking space / 30 sqm of gross floor area of all Take Away Food and Drink Premises, or a maximum of 30 parking spaces, whichever is less\*

*\*Note: The parking rate described above for Take Away Food and Drink Premises (#6 above) will also have a “sunset” clause which will end the application of this provision after 5 years from the date of notification of the amendment. Once this part of the clause ends, this will require the formula contained in #5 above (that applies to all other commercial floor space) to be edited, so that it no longer excludes the Take Away Food and Drink Premises floor space.*

7. Insert High Performing Buildings clause.\*\*

*\*\*Note: Council officers note that the recent Gateway alteration for the Parramatta CBD Planning Proposal directed Council to exhibit only the intent of the High Performing Buildings clause. Therefore, it is proposed that whatever is inserted as part of the Parramatta CBD Planning Proposal’s exhibition materials relating to High Performing Buildings would be included as part of the site-specific Planning Proposal exhibition for this site.*

*It is noted that one part of the intent of the High Performing Buildings clause is that proponents of mixed-use residential development can elect to take up the clause, and a bonus is made available to them. The bonus is 5% of the otherwise-mapped FSR for the site. In this case, this would mean a 0.3:1 bonus (5% of 6:1 FSR).*

*Therefore, the maximum FSR that could be sought under this Planning Proposal is 7.2:1, comprising 6:1 mapped FSR, 0.9:1 Design Excellence bonus, and 0.3:1 High Performing Buildings bonus (in the case of a mixed-use residential development).*

*The applicant has submitted additional materials that demonstrate how the High Performing Buildings bonus FSR can be achieved on the site. These materials are as follows:*

- Amended Transport Report (attachment 3)
- Addendum Urban Design Study (attachment 6)
- Addendum Heritage letter (attachment 7)

## **1.1. Other relevant matters**

### **1.1.1. Voluntary Planning Agreement**

The Applicant has indicated willingness to negotiate a Voluntary Planning Agreement (VPA) alongside this Planning Proposal. This matter is discussed in further detail in the pre-Gateway reports to Local Planning Panel and Council, and Council's resolution of 13 July 2020 set the direction for negotiations in this regard.

### **1.1.2. Draft DCP**

A site-specific DCP will accompany the PP process, and the parameters for commencing this process are set out in the pre-Gateway reports to Local Planning Panel and Council. Please refer to Council's resolution of 13 July 2020 for more detail.

# 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?

Yes. The primary outcome of this Planning Proposal, to enable a higher density of development and mix of residential and commercial land uses, stems from local and state government strategic plans including the NSW Government's 'A Metropolis of Three Cities – Greater Sydney Regional Plan' (the Regional Plan) and the Parramatta CBD Planning Strategy. The proposal's consistency and alignment to these two strategies, is outlined later in this section of the report.

Council adopted the Parramatta CBD Planning Strategy at its meeting on 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 CBD-wide Planning Proposal which has been informed by workshops and Council resolutions.

The Parramatta CBD Planning Proposal was adopted by Council on 11 April 2016. It has been submitted to the NSW Department of Planning and Environment, and has received a Gateway determination.

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

Yes. A Planning Proposal seeking to amend the LEP 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 this Planning Proposal, nor do they respond to the emerging CBD character of Parramatta.

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

This section assesses the relevance of the Planning Proposal to the directions outlined in key strategic planning policy documents. Questions in this section consider state and local government plans including the Greater Sydney Commission's *Greater Sydney Region Plan* and District Plans, 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.

#### Liveability

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

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

Liveability Direction	Relevant Objective	Comment
Housing the city	O10: Greater housing supply	The planning proposal will meet contribute to delivering housing targets in the Central District and facilitate the Greater Parramatta Growth area. Consistent with the objective it will link the delivery of new homes in the right locations with local infrastructure evidenced by the proximity of the proposal to the Parramatta Light Rail.
	O11: Housing is more diverse and affordable	The planning proposal will facilitate a diversity of housing types, sizes and price points that can help improve affordability. It will increase the supply of housing that is of universal design and adaptable to people’s changing needs as they age which is increasingly important across Greater Sydney.

#### Productivity

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

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

Productivity Direction	Relevant Objective	Comment
A well connected city	O14: The plan integrates land use and transport creates walkable and 30 minute cities	The planning proposal will attract housing in the Parramatta Metropolitan centre to create walkable, cycle-friendly neighbourhoods. Specifically, the site is in the Parramatta CBD and therefore provides future residents with excellence access to jobs and services, well below 30 minutes.
	O15: The Eastern, GPOP and Western Economic Corridors are	The planning proposal is consistent with this objective and will contribute

	better connected and more competitive	to delivery of the Greater Parramatta and Olympic Peninsula (GPOP) vision. It is consistent with Parramatta Light Rail by locating new housing and business opportunities in the GPOP area.
<b>Jobs and skills for the city</b>	<b>O22:</b> Investment and business activity in centres	The planning proposal will create the conditions for residential development within the Parramatta strategic centre within walking distance of the CBD core.

### 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.

### Liveability

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

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

Liveability Direction	Planning Priority/Action	Comment
<b>Housing the city</b> <b>O10:</b> Greater housing supply <b>O11:</b> Housing is more diverse and affordable	<b>PP C5: Providing housing supply, choice and affordability, with access to jobs, services and public transport</b> <ul style="list-style-type: none"> <li><b>A16:</b> Prepare local or district housing strategies that address housing targets [abridged version]</li> </ul>	The planning proposal is consistent with the Planning Priority and actions by facilitating new housing supply and choice which will put downward pressure on affordability. The site is in a key location that will be close to jobs, service and public transport.  Importantly, the planning proposal supports the appropriate land use planning of sites proximate to new public infrastructure, ensuring good utilisation of land.
<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	<b>PP C6: Creating and renewing great places and local centres, and respecting the District’s heritage</b> <ul style="list-style-type: none"> <li><b>A18:</b> Using a place-based and collaborative approach throughout planning, design, development and management deliver great places by (a-e)</li> <li><b>A20:</b> Use place-based planning to support the role of centres as a</li> </ul>	The planning proposal will renewal of a strategic site in Parramatta CBD. It will enable revitalisation of the locality that will be activated by high quality spaces that will engage with the community.  The indicative concept design shows a future built form that has been designed and planned to respond to the local context, in particular providing a suitable and well-scaled

	focus for connected neighbourhoods • <b>A21:</b> In Collaboration Areas, Planned Precincts and planning for centres (a-d) • <b>A22:</b> Use flexible and innovative approaches to revitalise high streets in decline.	built form relative to Prince Alfred Square.
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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 4b, below.

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

Productivity Direction	Planning Priority/Action	Comment
<b>A well-connected city</b> <b>O19:</b> Greater Parramatta is stronger and better connected	<b>PP C7: Growing a stronger and more competitive Greater Parramatta</b> • <b>A23:</b> Strengthen the economic competitiveness of Greater Parramatta and grow its vibrancy [abridged]	The planning proposal is consistent with the CBD PP and will contribute to a stronger and more competitive Parramatta by facilitating a high-quality development in a key strategic location.
<b>O14:</b> The plan integrates land use and transport creates walkable and 30 minute cities	<b>PP C9: Delivering integrated land use and transport planning and a 30-minute city</b> • <b>A32:</b> Integrate land use and transport plans to deliver a 30-minute city	The planning proposal will facilitate housing and jobs in a location close to public transport, consistent with the principles of the 30-minute city.

**NSW State Plan 2021**

The New South Wales State Plan sets the strategic direction and goals for the NSW Government across a broad range of services and infrastructure. The planning proposal is consistent with the revised NSW State Plan 2021 in that it will:

- Create construction jobs
- Contribute to housing supply
- Encourage business investment in the Parramatta City Centre
- Develop a high-quality development in proximity to new infrastructure delivered by the NSW Government, including the Parramatta Light Rail Network.

**Future Transport Strategy 2056**

The Future Transport Strategy is a 40-year strategy to achieve the Government’s vision for the city’s transport system. The planning proposal is consistent with the Strategy by:

- Integrating land use and transport by increasing density directly adjacent to the future Parramatta Light Rail line on Church Street
- Improving liveability by providing housing and jobs close to high quality, reliable public transport



- Improving sustainability by locating jobs and homes close to public transport which will reduce reliance on private motor vehicles and encourages active transport.

### **3.2.1. 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.

This planning proposal is consistent with the strategies and key objectives identified in the Plan, including its central vision for “a successful and connected CBD with a thriving commercial heart”, by facilitating the provision of a higher density development at 355 and 375 Church Street that exhibits design excellence. It is consistent with the identified strategic objectives of ‘Environment’, ‘Connectivity’, and ‘People and Neighbourhoods’, with the indicative development scheme at the site to increase energy and water efficiency, increase walking/cycling/public transportation usage, and improve housing affordability and diversity.

#### **Parramatta Local Strategic Planning Statement**

The Parramatta Local Strategic Planning Statement (LSPS) entered into effect on 31 March 2020, becoming the primary strategic planning document defining Council’s long-term vision for land use and infrastructure provision within the LGA and giving guidance to its future character. Local Strategic Planning Statements are statutory requirements under the EP&A Act (updated at least every seven years), giving effect to the *Greater Sydney Region Plan*, *Eastern City District Plan* and other strategies such as *Future Transport 2056* and the State Infrastructure Strategy.

The LSPS is a formal matter for consideration for any future rezoning of sites within the LGA. The LSPS will also inform the future revision of Council’s LEP and DCP controls. This planning proposal is consistent with the relevant Planning Priorities of the finalised LSPS, including that of the following:

- Expand Parramatta’s economic role as the Central City of Greater Sydney
- Focus housing and employment growth in the GOP and Strategic Centres
- Provide for a diversity of housing types and sizes to meet community needs into the future
- Build the capacity of the Parramatta CBD, Strategic Centres, and Employment Lands to be strong, competitive and productive

#### **Parramatta Local Housing Strategy**

The Draft Parramatta Local Housing Strategy was exhibited in conjunction with Council’s Local Strategic Planning Statement and Community Infrastructure Strategy for six weeks from September to November 2019. It is anticipated to be considered by Council in mid-2020.

The planning proposal is consistent with the overarching aims and objectives of the Draft Local Housing Strategy, including that of the following:

- Housing delivery complements, not compromises, the economic significance of the City
- Additional housing is focussed in identified growth precincts and is aligned and sequenced with existing transport and capacity improvements
- Housing supports the key essential services in the City through striving for housing affordability.

The draft Local Housing Strategy, in addition to the *Central City District Plan*, identifies the need for 83,975 new dwellings to be constructed within the LGA between the years of 2016 and 2036. The indicative development concept of this planning proposal will contribute towards meeting this target, by providing an additional 346 apartments.

### **Parramatta CBD Planning Strategy**

The vision and objectives in the Parramatta CBD Planning Strategy were prepared to reflect Council's vision for how the objectives in *A Plan for Growing Sydney* will be achieved in the Parramatta CBD. This planning proposal is consistent with the principles of the Parramatta CBD Planning Strategy as it will:

- Integrate appropriate land use, density and transport at a strategically important site
- Contribute toward the additional 27,000 additional jobs and 7,500 additional dwellings identified
- Provide financial contribution toward community infrastructure
- Provide value uplift sharing as a result of the incentive floor space
- Enable delivery of a built form outcome that can achieve design excellence and slender tower forms
- Renew an underutilised site in a key location that will improve the public domain.

### **Parramatta CBD Planning Proposal**

The City of Parramatta has expressed clear ambitions to provide for an expanded and more intense commercial core and to support the CBD as a vibrant centre by surrounding the core with higher density mixed use. The commissioning of the Parramatta CBD Planning Strategy lead to the establishment of a vision for growth, including principles and actions to guide a new planning framework and an implementation plan for delivery. This Planning Strategy has been translated into the Parramatta CBD Planning Proposal, against which this planning proposal is generally consistent.

### **Parramatta Draft Social Infrastructure Strategy**

The Parramatta Draft Social Infrastructure Strategy outlines the City of Parramatta Council's long-term direction for social infrastructure provision. Once finalised, it will be used by Council to identify priorities for future social infrastructure, direct sound decision making about planning, funding, delivering and negotiating for social infrastructure.

This planning proposal includes a local provision that enables the site to achieve incentive floor space where community infrastructure is provided or is contributed toward. The incentive FSR control is to enable some of the financial value resulting from the uplift to the residential floor space ratio of a site to be captured for the benefit of the community.

A Voluntary Planning Agreement is proposed that would provide a financial contribution toward community infrastructure that may include Prince Alfred Square, as identified by the Draft Social Infrastructure Strategy.

Notwithstanding the above, the Strategy outlines ways in which social infrastructure can be integrated within development. The indicative development concept has considered

how the McDonalds drive-through could be adapted in the future where it is no longer required, as a way to respond to community requirements in the future.

**Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan**

The planning proposal is consistent with the Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan as it will:

- Contribute to the additional 20,297 housing and 48,763 jobs forecast for the Parramatta CBD District
- Locate new housing and jobs in an urban renewal area that takes advantage of the opportunities the new Parramatta Light Rail will provide
- Provide financial contributions through value uplift sharing that will contribute toward Council infrastructure needs

**3.2.2. 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 1 Development Standards	N/A	This SEPP is not applicable to the subject land under Clause 1.9 of the Parramatta LEP 2011.
SEPP 4 – Development Without Consent and Miscellaneous Exempt and Complying Development	N/A	Not relevant to proposed LEP amendment
SEPP 6 – Number of Storeys in a Building	N/A	Not relevant to proposed LEP amendment
SEPP 33 – Hazardous and Offensive Development	N/A	Not relevant to proposed LEP amendment
SEPP No 55 Remediation of Land	✓	Not relevant to proposed LEP amendment. May apply to future development on the sites.
SEPP 60 – Exempt and Complying Development	N/A	Not relevant to proposed LEP amendment
SEPP 64 – Advertising and Signage	N/A	Not relevant to proposed LEP amendment
SEPP No 65 Design Quality of Residential Flat Development	✓	Nothing within this amendment will prevent a future DA’s ability to comply with SEPP 65.

SEPP No.70 Affordable Housing (Revised Schemes)	N/A	Not relevant to proposed LEP amendment
SEPP (Affordable Rental Housing) 2009	N/A	Not relevant to proposed LEP amendment
SEPP (BASIX) 2004	✓	Not relevant to proposed LEP amendment. May apply to future development on the sites.
SEPP (Exempt and Complying Development Codes) 2008	N/A	Not relevant to proposed LEP amendment
SEPP (Infrastructure) 2007	✓	Not relevant to proposed LEP amendment. May apply to future development on the sites.
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	Not relevant to proposed LEP amendment
SEPP (Urban Renewal) 2010	✓	The Planning Proposal will stimulate renewal within Parramatta and will contribute to the employment and job targets for the area.

**3.2.3. 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
- Local plan making
- Metropolitan planning

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	While the planning proposal does not seek to amend the B4 Mixed Use zoning, the planning proposal will facilitate a mixed-use development consistent with this direction in that it retains a zoning that permits all types of commercial premises with consent.	Yes
<b>3. Housing, Infrastructure and Urban Development</b>		

Direction 3.1 - Residential Zones	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.	Yes
Direction 3.4 - Integrating Land Use and Transport	This Direction applies due to this planning proposal relating to a residential zone. The Direction states that a planning proposal must be consistent with the aims, objectives and principles of: <ul style="list-style-type: none"> <li>Improving Transport Choice – Guidelines for planning and development (DUAP 2001), and</li> <li>The Right Place for Business and Services – Planning Policy (DUAP 2001).</li> </ul> The planning proposal is broadly consistent with the aims, objectives and principles of the above documents in that it will provide residential accommodation in an area well serviced by public transport.	Yes
Direction 3.5 - Development Near Licensed Aerodromes	Bankstown Airport is subject to the federal Airports Act 1996 and the Airports (Protection of Airspace) Regulations 1996. <p>Airspace above the Parramatta CBD is affected by operational requirements for this airport. A building that penetrates the Obstacle Limitation Surface (OLS) requires approval under that legislation, via the Commonwealth Department of Infrastructure and Regional Development.</p> <p>In accordance with the Direction, relevant approvals will be sought at the relevant stage.</p>	Yes

**4. Hazard and Risk**

Direction 4.1 - Acid Sulfate Soils	Parramatta LEP 2011 contains acid sulphate soils provisions and this proposal does not seek to amend them. Acid sulphate soils investigations and analysis will accordingly be undertaken as part of any future development of the land in accordance with the requirements of the LEP.	Yes
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Direction 4.3 - Flood Prone Land	A draft LEP may be inconsistent with the requirements of this direction if it “is in accordance with a floodplain risk management plan prepared in accordance with the principles and guidelines of the Floodplain Development Manual 2005.” <p>Flood Advice for the site has been prepared that confirms the site is located on the fringe of the PMF extent, is not in a floodway and will not result in significant flood impacts to other properties. Furthermore, while the subject site is located within the extent of the PMF Direction 4.3 states that this is permitted where any development proposal is prepared in accordance with a floodplain risk management plan prepared in accordance with the principles and guidelines of the Floodplain Development Manual 2005.</p> <p>The indicative development concept is in accordance with the requirements of The Floodplain Risk Management Plan for the Upper Parramatta River Catchment and therefore the planning proposal is consistent with the requirements of Direction 4.3.</p>	Yes
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**5. Local Plan Making**

Direction 6.1 – Approval and Referral Requirements	This planning proposal is consistent with this Direction in that it does not introduce any provisions that require any additional concurrence, consultation or referral.	Yes
Direction 6.2 – Reserving Land for Public Purposes	This planning proposal is consistent with this Direction in that it does not create, alter or reduce existing zonings or reservations of land for public purposes.	Yes
Direction 6.3 – Site Specific Provision	Site specific amendments to the LEP are sought, however, these are consistent with the proposed provisions of the CBD PP.	Yes
<b>6. Metropolitan Planning</b>		
Direction 7.1 - Implementation of A Plan for Growing Sydney	The planning proposal is consistent with the Metropolitan Plan, as discussed in above.	Yes
Direction 7.5 – Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	The planning proposal is consistent with the Interim Plan.	Yes

### 3.3. Section C – Environmental, social and economic impact

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

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

The site is located within a highly modified urban environment and does not 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?

##### Density

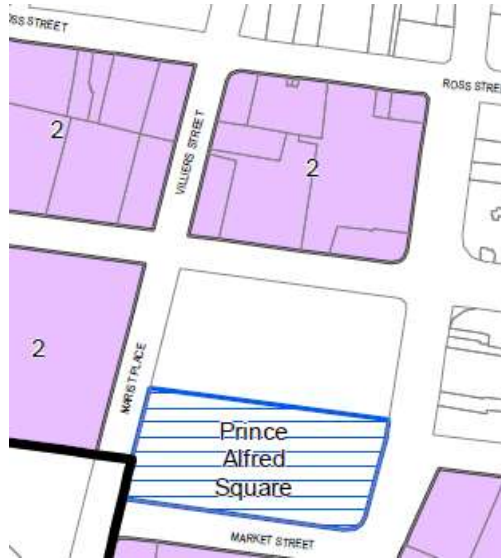
The FSR sought under this Planning Proposal (6:1 FSR + 15% Design Excellence bonus, bringing total FSR to 6.9:1) is consistent with the provisions for this site under the Parramatta CBD Planning Proposal.

##### Height and Sun Access Plane (SAP) to Prince Alfred Square

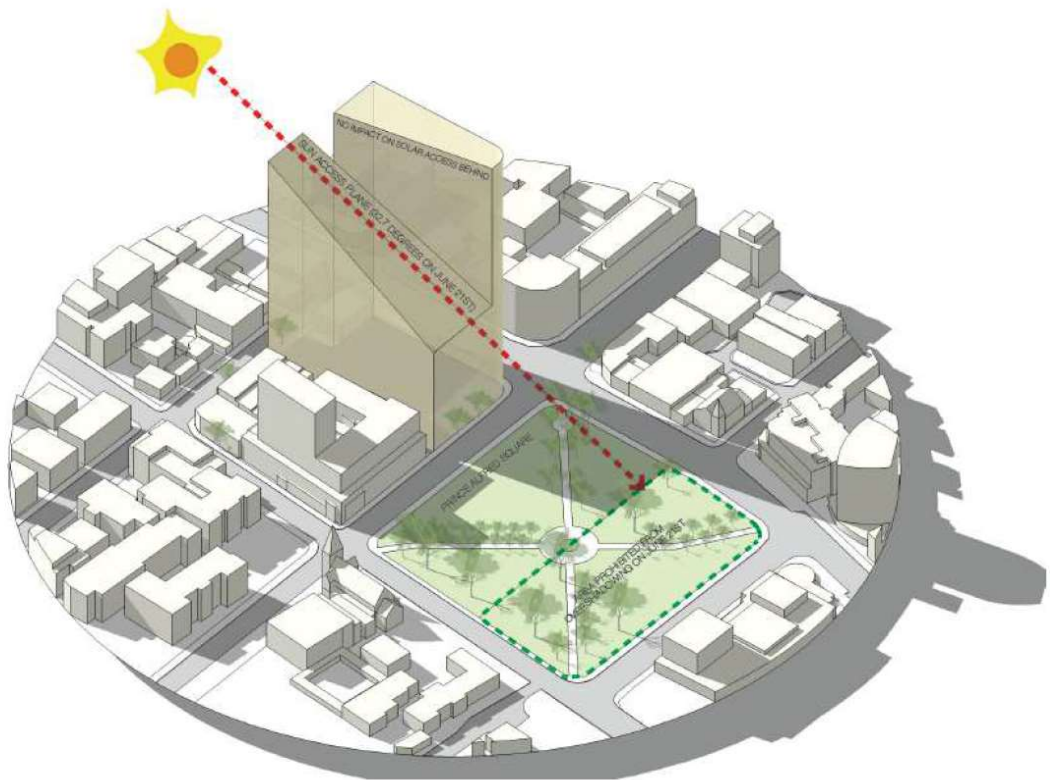
Under the Parramatta CBD Planning Proposal, the height controls for this site are determined by the Prince Alfred Square Sun Access Plane (SAP). The SAP ensures that no additional overshadowing is created on the southern part of the Square between 12pm-2pm in midwinter (21 June). Figures 3 and 4 illustrate the protected portion of the park, and the impact that this control has on the potential building envelope for this site.

**Figure 3: Portion of Prince Alfred Square protected by SAP (blue hatching)**  
**Source: Draft Parramatta CBD Planning Proposal (as at time of report writing)**





**Figure 4: Prince Alfred Square SAP and resulting building envelope on subject site**  
Source: Applicant's reference design



The Planning Proposal aligns with the desired outcomes of the Parramatta CBD Planning Proposal on this issue, as it seeks to replicate the Prince Alfred Square SAP in its provisions and presents a preferred scheme that is compliant with this SAP (as discussed in the following section).



### Urban design and built form

In preparing the indicative concept design that supports this Planning Proposal, a number of options were considered to facilitate the intended outcomes outlined at Section 5.1, including:

- Option 1: A single tower scheme
- Option 2: A two tower scheme (the Planning Proposal)
- Option 3: Retain existing controls
- Option 4: Await gazettal of the CBD PP

#### **Option 1: Single tower scheme**

Under a single tower scheme, the resultant tower would include a 1,000m<sup>2</sup> floorplate to a height of 146m or 45 levels. The single tower would present a dominant 'monolith' that would not frame the surrounding space and would not relate well to Prince Alfred Square or the local context. This Planning Proposal therefore seeks controls that facilitate an alternative design that maintains a similar yield and protects shadowing of the park through delivery of two slender and shorter towers on the site.

#### **Option 2: Two tower scheme (this Planning Proposal)**

The preferred indicative development concept comprises two towers that are slender and elegant in appearance. The South Tower has a height of 31 storeys with a maximum floorplate of 912m<sup>2</sup>. The North Tower reaches 28 storeys and has a maximum floorplate of 711m<sup>2</sup>. Each tower tapers on upper levels reducing overshadowing and minimising building scale. Together the towers frame the space which is considered suitable to the surrounding context and to Prince Alfred Square. This scheme may have some non-compliances with the requirements set out in the Apartment Design Guide.

#### **Option 3: Retain existing controls**

The retention of the existing controls under the Parramatta LEP would not facilitate a development commensurate with the strategic nature of the site. As detailed in Council's CBD Planning Proposal, Council's position is that the site has the capacity to accommodate a greater height and floor space ratio control than those existing currently.

#### **Option 4: Await gazettal of the Parramatta CBD Planning Proposal**

Gazettal of the Parramatta CBD Planning Proposal (in its current form) would result in the same controls applied to the site as proposed in this Planning Proposal. However, due to the complexity associated with the scale of the Parramatta CBD Planning Proposal, the timeframe for its finalisation is currently not known.

Submitting a site-specific Planning Proposal will likely result in a quicker assessment process and therefore, facilitate the development of a high quality mixed-use development on this strategic site quicker than awaiting gazettal of the Parramatta CBD Planning Proposal. It also enables certainty about the LEP outcome, enabling the progression of a site-specific DCP for this site.

A comparison of Options 1 and 2 is included in the Design Report appended to this Planning Proposal.

Despite the potential non-compliances of a two-tower scheme with the Apartment Design Guide, the scale of the towers and podium in the two-tower scheme is considered more sensitive to the local context, which includes Church Street, Heritage-listed Prince Alfred Square, and other nearby Heritage items. The scale of the podium of the two-tower scheme is more appropriately matched with that of nearby buildings, and dividing the mass between two towers creates a more appropriate relationship between towers on this

site and other likely future development in the vicinity (as envisioned under the Parramatta CBD Planning Proposal).

Heritage

A Heritage Impact Statement is appended to this Planning Proposal.

The proposal is consistent with the Parramatta CBD Planning Proposal, which has given extensive consideration to Heritage matters. Given the proximity to Prince Alfred Square, a preliminary referral to the Office of Environment and Heritage was also undertaken. OEH’s preliminary comments and a response from Council officers is detailed in the table below.

<b>OEH Preliminary Comment</b>	<b>Council Officer Response</b>
<p>“The HIS has concentrated on the potential impact of the proposed development on views to and from the heritage items, more consideration needs to be given to assessing the impact of the proposal on the setting of heritage items in the immediate vicinity. Photomontages demonstrating the relationship between the new element and heritage items in the immediate vicinity should be provided in an updated HIS. The updated HIS should clearly articulate mitigation strategies recommended to reduce or avoid adverse impact on heritage items. Appropriate setbacks for the tower elements should be considered in the HIS. The proposed development should not overwhelm the neighbouring park or dominate vistas along Victoria Road.”</p> <p>“[the HIS] ... discusses views to and from heritage items in the vicinity however the images provided to not show a representation of proposed to development. Photomontages would assist in the assessment of the potential impact on views to and from these items. An updated HIS should included photomontages showing the extent to which the proposed development can be seen in identified views. Representations of the proposed structures should be solid (not semi-transparent).”</p>	<p>The Planning Proposal is consistent with the CBD Planning Proposal, the formulation of which has taken into account impacts on heritage items.</p> <p>The HIS originally submitted by the applicant has been updated to include a diagrammatic cross-section showing the relationship between the reference design’s podium and St. Patrick’s Cathedral.</p> <p>The Planning Proposal considers changes to planning controls with a potential reference design envelope only (i.e. it does not consider detailed proposed development). Therefore, Council officers consider that a more detailed examination of impacts on heritage items (including issues such as setbacks, relationship to Prince Alfred Square, vistas, views etc.) and mitigation strategies should form part of later stages of this project, (including DCP, design competition and DA) when the specific nature of the proposed development is known. Officers also consider that photomontages are more appropriately included at those later stages of development (again, when the specific nature of the proposed development is known).</p>
<p>“Documentation accompanying the proposal indicates that large part of Prince Alfred Park will be overshadowed in winter as a result of the proposed development. This may impact on the use of this historic park and on its plantings. The concept design should seek to mitigate or avoid this impact. An updated HIS should address the impact</p>	<p>The Planning Proposal complies with the Prince Alfred Square SAP, which seeks to protect the Southern half of Prince Alfred Square.</p> <p>The Planning Proposal is considering changes to planning controls with a potential reference design envelope only (i.e. it does not consider detailed proposed development). Therefore,</p>

<p>of the overshadowing of the park on the significance of this item.”</p>	<p>officers consider that further mitigation of the impacts on Prince Alfred Square should be investigated at later stages (including DCP, design competition and DA) when the specific nature of the proposed development is known.</p>
<p>“The podium elevation should be appropriately articulated on its street frontages to avoid the creation of a ‘wall effect’ along the length of the site.”</p>	<p>Officers consider that podium articulation is a design issue best addressed through the DCP and design competition stages. Nevertheless, the applicant has added further consideration of the podium’s relationship to nearby Heritage Items to the amended HIS; this discussion suggests a green interface with landscaping elements on the podium to break up the podium element and extend the green space established by Prince Alfred Square.</p>
<p>“The Australian Government, the NSW Government and Parramatta City Council have signed a Conservation Agreement under the <i>Environmental Protection and Biodiversity Conservation Act 1999</i> to protect the world and National Heritage values of Old Government House and Domain (OGHD) in relation to its significant views and settings. The Agreement requires that the findings of the Technical Report (Planisphere 2012) be implemented. Council should satisfy themselves that the requirements of the Conservation Agreement have been met.”</p> <p>“The HIS identifies that the proposed development is within the ‘sensitive’ zone for views from Old Government House and Domain. The Technical Report includes design requirements that proposed development should address. An updated HIS should demonstrate how the proposed development meets these requirements.”</p>	<p>The outcome of the analysis and discussions between Council and the State, Federal Agencies when formulating the Conservation Agreement described by OEH is that only the sites in the Area of Special Significance (a precinct located south west of the subject site) would be subject of the agreement. Outside this precinct Council could continue to plan to allow growth in other parts of the Parramatta CBD without having to refer the changes to the Federal Government under the Environmental Protection and Biodiversity Conservation Act 1999. The Area of Special Significance is the most significant precinct when it comes to the world and National Heritage values of Old Government House and Domain (OGHD).</p> <p>The impacts of growth outside the Area of Special Significance were considered in the Heritage Study prepared by Urbis (2015) undertaken as part of the Parramatta CBD Planning Proposal. The conclusion of this study was that the growth proposed in the Parramatta CBD Planning Proposal does not have any significant impact on the world and National Heritage values of Old Government House and Domain (OGHD).</p> <p>The Planning Proposal does not propose development; it proposes to change planning controls consistent with the Parramatta CBD Planning Proposal. One of the factors considered in preparation of the Parramatta CBD Planning Proposal were the various planning requirements relating to OGHD.</p>
<p>“An archaeological assessment may be required. Depending on the recommendations of the assessment further archaeological investigation maybe recommended prior to</p>	<p>Broadly, the Planning Proposal does not change the potential archaeological impacts in comparison to the current planning controls for this site, as this site already has significant development potential under current controls.</p>

<p>commencement of works. It is desirable that intact State significant archaeology be retained <i>in situ</i>.”</p>	<p>The Planning Proposal is seeking to allow more height and floorspace on the site. The site would be subject to archaeological assessment at DA stage, whether developed under current planning controls or the controls envisaged by the Planning Proposal. Therefore, it is not considered that an archaeological assessment is required at Planning Proposal stage. Consistent with officers’ approach to other similar site-specific Planning Proposals in the Parramatta CBD, officers recommend that archaeological matters are dealt with at DA stage.</p>
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It is acknowledged that some of the extra work requested by OEH was not completed at this initial stage of the Planning Proposal process, as described in the above table. It is expected that OEH will have the opportunity to provide a formal comment as part of the exhibition process for this Planning Proposal.

Flooding

A portion of the site is within the area of the Probable Maximum Flood (PMF) – refer below image. However, the site is not affected by the 100-year Average Recurrence Interval (ARI) flood area (i.e the “1%” flood zone). It is considered that river flooding is not an impediment to progression of this Planning Proposal, and that any overland flow issues can be addressed as part of a future DA process.

**Figure 5: portion of site affected by PMF (denoted with light blue shading)  
Source: Council’s internal mapping (subject site outlined in red)**



Interface with Parramatta Light Rail

It is not considered that Parramatta Light Rail should impede the progression of this Planning Proposal. A preliminary referral to Transport for NSW (TfNSW) was undertaken as part of the initial assessment by Council. The comments made by TfNSW which were relevant to the Planning Stage and a response from Council officers is below. It is anticipated that a further formal referral will be made to TfNSW as part of the exhibition of this Planning Proposal.

TfNSW Preliminary Comment	Council Officer Response
<p>“A Traffic Impact Assessment should consider the existing and future performance of key intersections providing access to the site, supported by appropriate modelling and analysis to the satisfaction of RMS and TfNSW. The TIA should include proposed measures to mitigate impacts of the proposed development on the operation of existing and future traffic, public transport, pedestrian and bicycle networks including any required upgrades.”</p>	<p>The Applicant has submitted a traffic assessment that examines existing and future performance of key intersections. TfNSW will have the opportunity to comment formally on this assessment as part of agency referral and can identify any additional measures required for the satisfaction of transport agencies through that process.</p>
<p>“The TIA should include an assessment of any impacts of the development on the Parramatta Light Rail (PLR). During the construction and operation phases of the Parramatta Light Rail (PLR) there will be intermittent, short and long term road closures as well as material changes to road network operations. These changes may impact pedestrian, cyclist and vehicular access routes to the proposed development and should be included in any analysis.”</p>	<p>Council officers agreed with TfNSW’s view that the Applicant should review the PLR Environmental Impact Statement (EIS) and related documents in greater detail, and consider these in an amended traffic assessment. This review has been undertaken and the Applicant’s traffic assessment has been updated to include changes to the road network as a result of the PLR (in particular the changes to the intersection of Victoria Road and Church St).</p>

Traffic and Access Issues

The reference design envisages dual vehicle access from both Victoria Road (entry) and Ross Street (entry and exit), with retention of a drive-through facility located within the podium. The drive-through is integrated into the basement design and sleeved by lobbies and commercial/retail uses.

The traffic report (appended to this Planning Proposal) concludes that the reference design will result in a reduction of traffic during peak periods.

The Planning Proposal applicant has acknowledged that the right turn entry from Victoria Rd may be limited in future.

The reference design demonstrates consideration of future adaptive re-use of the drive-through facility, should it no longer be commercially desirable in future.

Parking Issues

The rates for residential and commercial (excluding Take Away Food and Drink Premises) are consistent with the Parramatta CBD Planning Proposal.

The Planning Proposal proposes establishing a specific parking rate for the Take Away Food and Drink Premises. This parking rate is supported on the following basis:

- a. There is a shared vision for this site, which is to see it redeveloped in line with the Parramatta CBD Planning Proposal (with which the proposal is otherwise consistent);
- b. Feasibility pressures are acknowledged, i.e. the blanket commercial parking rate formula otherwise applied in the Parramatta CBD Planning Proposal would make this development unviable in the short term. It is considered that car parking vs. active transport is one of many “transitional” issues facing the City as it assumes the role of Sydney’s Central City over the coming years. In other words, the viability of this development as proposed at present remains dependent on vehicle traffic. However, it is considered that the business model for this and many other vehicle-dependent businesses will necessarily rebalance toward active transport in coming years as (a) new public transport infrastructure comes on line and (b) a mix of public and active transport modes become the most viable transport option in to, out of and around the Parramatta CBD (given the significant increases in development).



- c. The proposed rate results in a decrease of approximately 50% in on-site parking associated with this use, and the traffic report states that the net result of the development will be a reduction in vehicle traffic during the peak.
- d. The Design Report includes conceptual work demonstrating how the drive through could be adapted to other uses in the future, and it is considered that this work could be extended to include at least some of the proposed parking.
- e. Appropriate limits can be applied to the proposed rate at clause drafting stage, as follows:
  - i. Structuring the control to limit the parking to 1 space / 30 sqm or 30 spaces, whichever is less. This ensures that the number of spaces is capped at the 30 spaces, even if the size of the use increases at DA stage. It will also scale down the number of spaces if the size of the restaurant ends up being smaller than currently anticipated.
  - j. Placing a 5-year “sunset” clause on this parking rate, after which time the control would revert to the blanket commercial rate applied to the rest of the commercial uses through the Parramatta CBD Planning Proposal process. This ensures that, should the Applicant not gain planning permission for development within 5 years of finalising this LEP amendment, the parking question would be reconsidered. During that time, it is anticipated that Council will have established a final parking rate regime through the finalisation of the CBD Planning Proposal, and by which time development feasibility calculations may have changed based on transport mode shifts in the CBD.

#### Isolated Site

The Design Report appended to this Planning Proposal demonstrates how the property at 383 Church St could develop independent of this site in line with the sliding-scale provisions of the Parramatta CBD Planning Proposal.

#### High Performing Buildings clause

Council’s resolution of 13 July 2020 added a High Performing Buildings clause to this Planning Proposal. As noted previously in this document, the Gateway alteration for the Parramatta CBD Planning Proposal (issued on 27 July 2020) directs Council to only exhibit the *intent* of the High Performing Buildings clause. It is therefore proposed that relevant sections of this site-specific Planning Proposal would be amended prior to the site-specific Planning Proposal’s exhibition to reflect whatever ends up forming part of the Parramatta CBD Planning Proposal’s exhibition in this regard.

This site-specific Planning Proposal may ultimately translate into a development that meets the High Performing Buildings triggers / performance criteria that are resolved as part of the Parramatta CBD Planning Proposal process. Furthermore, the intent of the Parramatta CBD Planning Proposal is to provide a 5% FSR bonus to mixed-use residential developments that take up the clause. In light of this, Council officers considered it prudent to ask the Applicant to demonstrate how this bonus FSR might be accommodated on site. It is noted that the intent of this clause in the Parramatta CBD Planning Proposal is that the applicant has the discretion to apply for the bonus when developing a mixed-use residential development; it is not a mandatory requirement. The applicant has completed additional work demonstrating how the High Performing Buildings bonus FSR might be applied to this site, in order to demonstrate the maximum potential FSR and relevant impacts of the preferred land use mix being facilitated through this Planning Proposal.

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

The Planning Proposal will result in positive social and economic effects for the local area through the generation of local employment opportunities during construction and operation. It will improve local facilities, employment opportunities, increase housing stock close to public transport and amenities, provide greater housing choice as well as improve public domain facilities and the pedestrian interface with surrounding streets.

### **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 an established urban area and has access to a range of existing services. Any future DA on the site will include further investigations to determine whether any upgrade of existing facilities will be required. These items would be appropriately addressed at DA stage.

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

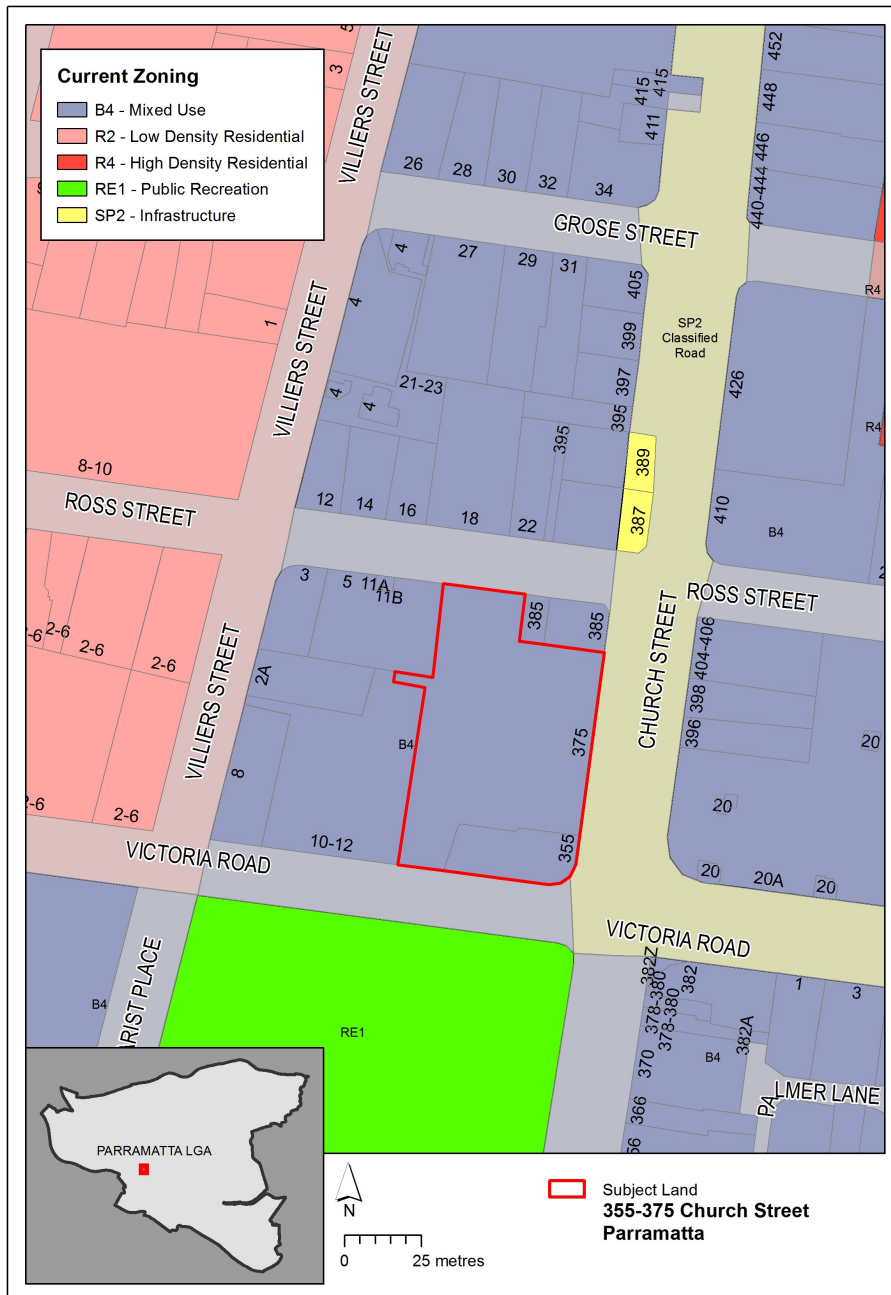
Consultation with the State and Commonwealth public authorities will be undertaken as required by the Gateway determination.



# PART 4 – MAPPING

Extracts of current Land Use Zoning, FSR, and Height of Buildings maps & legends from PLEP 2011 are shown below. No changes are proposed to these maps as part of this Planning Proposal. Following those maps, current and proposed mapping for the Key Sites, Special Provisions, and Sun Access Protection Map is shown.

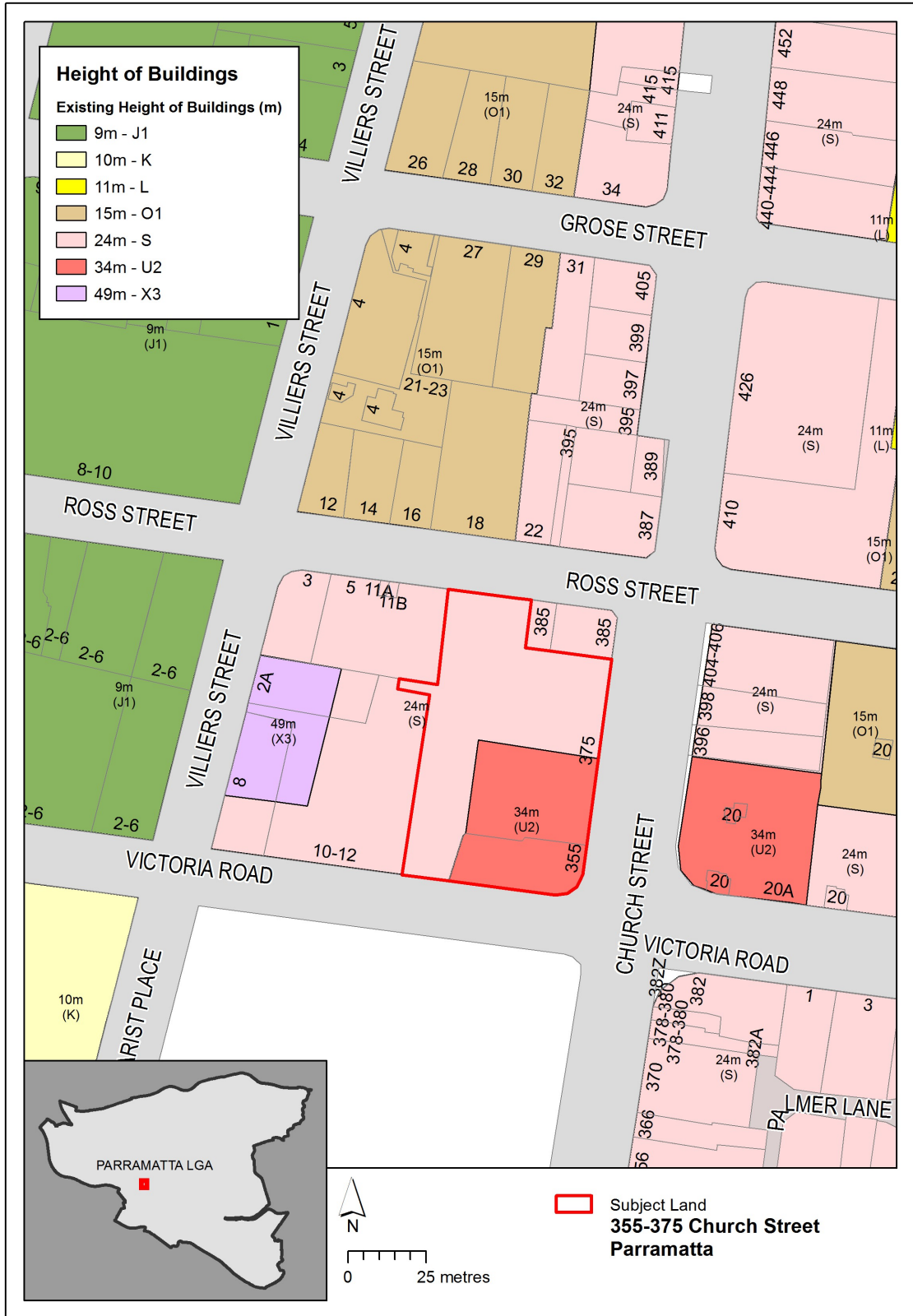
## Current Land Use Zoning Map: B4 Mixed Use



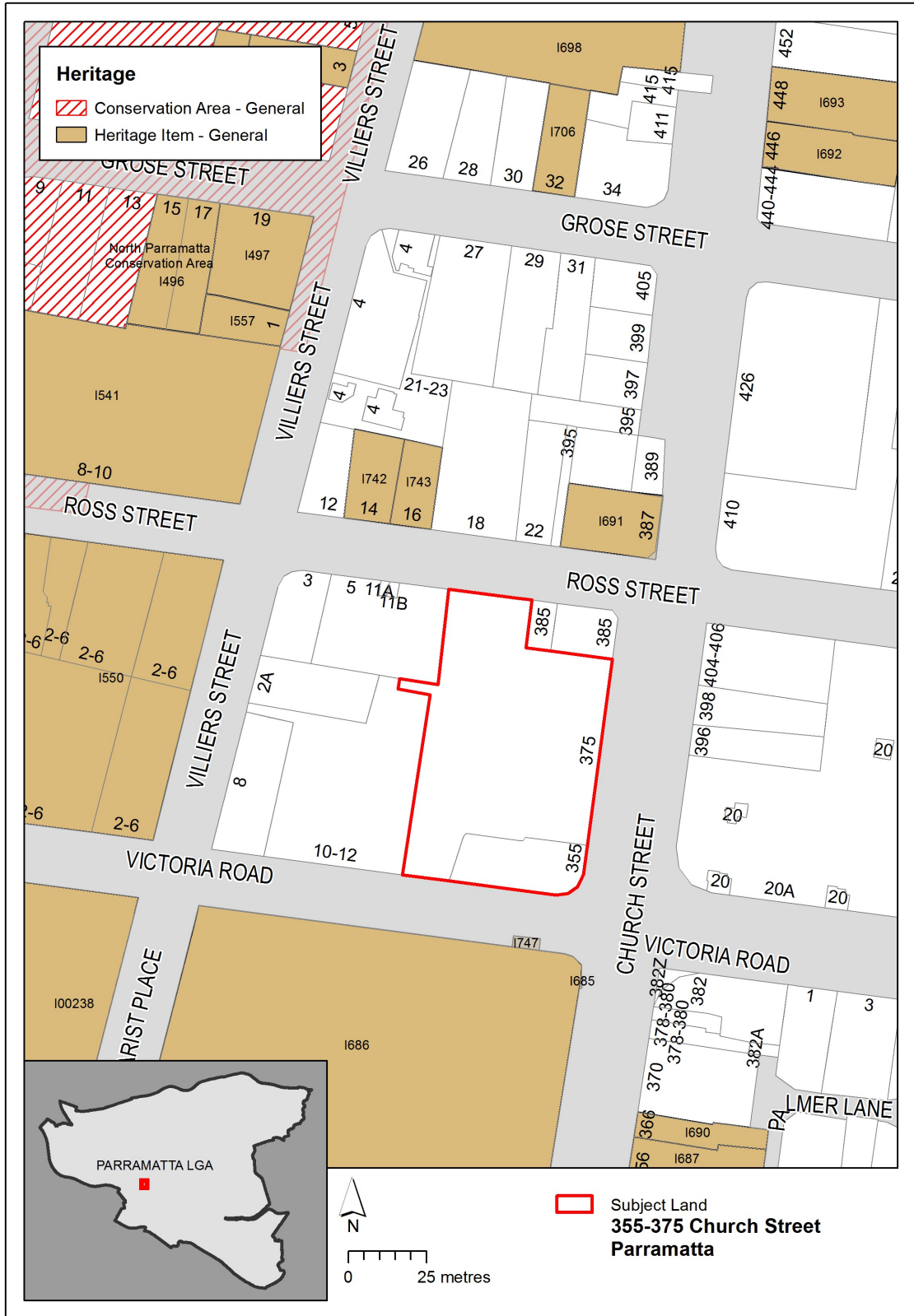
**Current FSR Map: part 3:1, part 4:1**



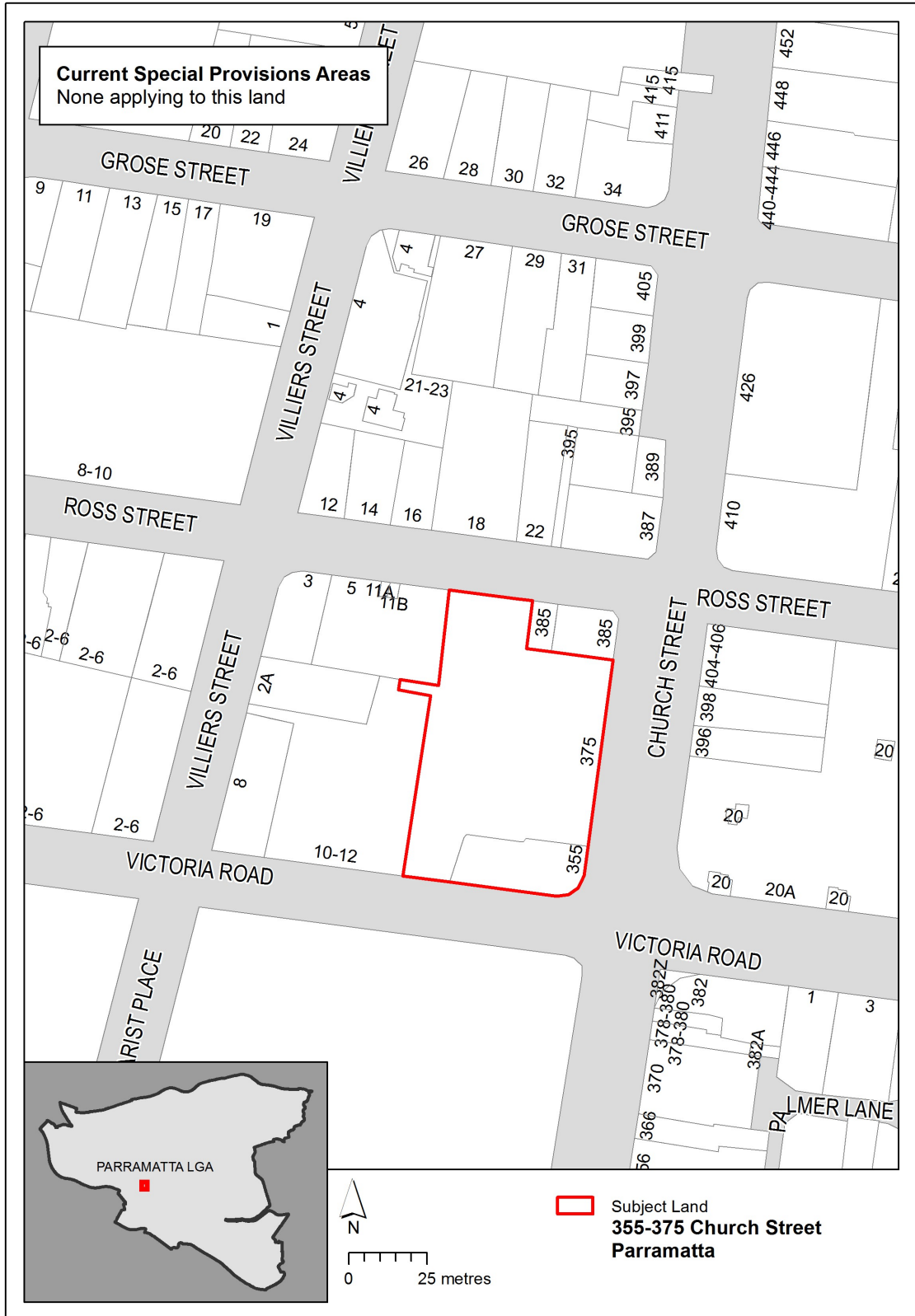
**Current Height of Buildings Map: part 24m, part 34m**



### Current Heritage Map



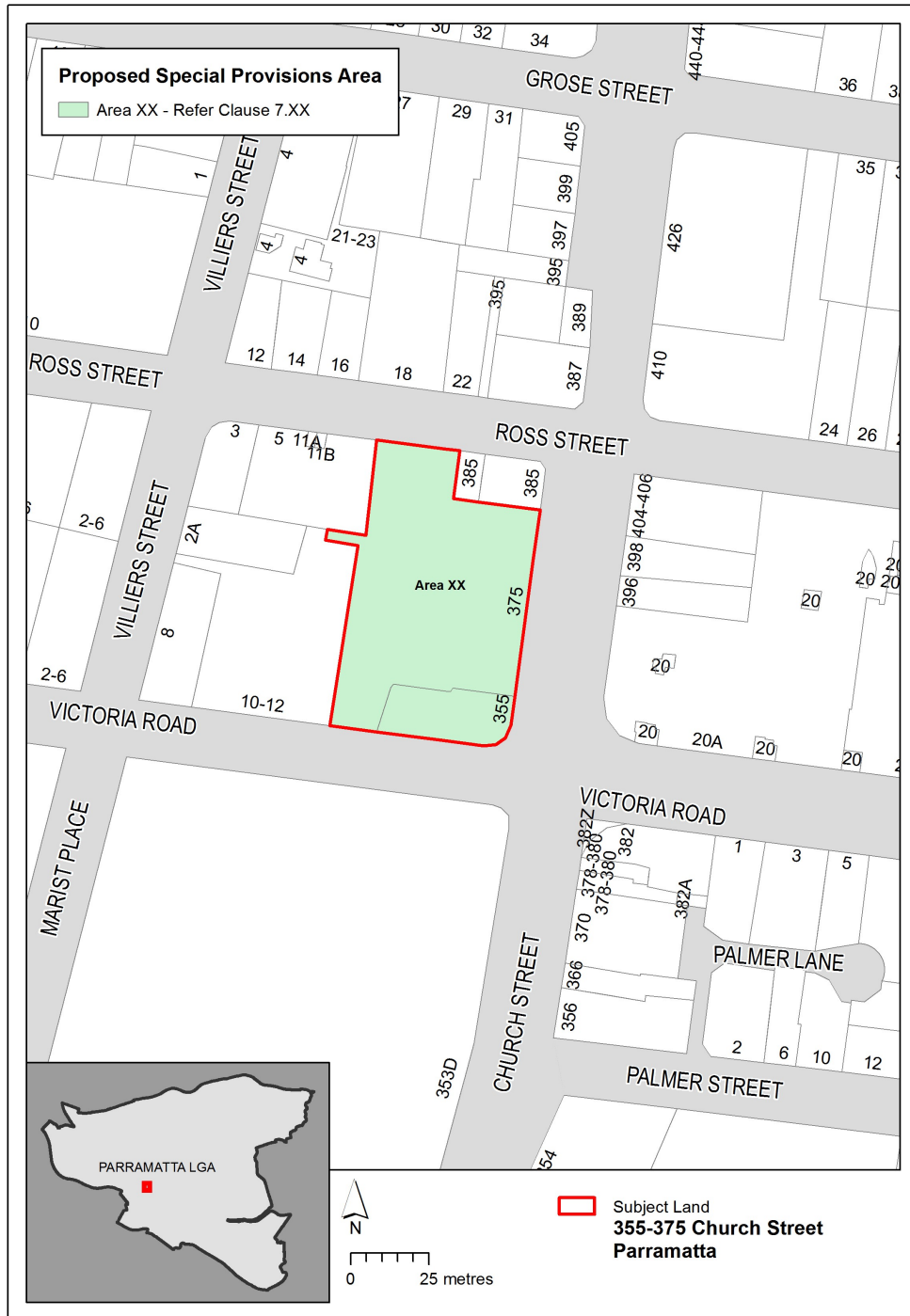
### Current Key Sites, Special Provisions and Sun Access Protection Map





### Changes to Key Sites, Special Provisions and Sun Access Protection Map

This Planning Proposal proposes to introduce a site-specific clause to give effect to the planning controls changes sought. The mapping notation that responds to this is addition of the site to the Key Sites, Special Provisions and Sun Access Protection Map, as illustrated below. The area number and clause reference will be finalised closer to the end of the process, taking into account other amendments that have been made in the meantime.



# PART 5 – COMMUNITY CONSULTATION

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

Public exhibition is likely to include:

- display on 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.

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	June 2020
Report to Council on the assessment of the PP	July 2020
Referral to Minister for review of Gateway determination	August 2020
Date of issue of the Gateway determination	November 2020
Commencement and completion dates for public exhibition period	December 2020 – January 2021
Commencement and completion dates for government agency notification	December 2020 – January 2021
Consideration of submissions	February 2021
Consideration of planning proposal post exhibition and associated report to Council	March 2021
Submission to the Department to finalise the LEP	April 2021
Notification of instrument	May 2021

## List of Appendices

***Appendix 1 – Urban Design Report***

***Appendix 2 – Landscape Concept Plan***

***Appendix 3 – Updated Transport Report***

***Appendix 4 – Flood Assessment***

***Appendix 5 – Heritage Impact Statement***

***Appendix 6 – Addendum Urban Design Study***

***Appendix 7 – Addendum Heritage Letter***