



# Planning Proposal to amend Parramatta Local Environmental Plan 2011

114-118 HARRIS STREET,  
HARRIS PARK  
16 AUGUST 2018



| <b>QUALITY ASSURANCE</b> |   |
|--------------------------|---|
| <b>Project:</b>          | <i>Planning Proposal</i>                  |
| <b>Address:</b>          | <i>114-118 Harris Street, Harris Park</i> |
| <b>Council:</b>          | <i>City of Parramatta</i>                 |
| <b>Author:</b>           | <i>Think Planners Pty Ltd</i>             |

| <i>Date</i>        | <i>Purpose of Issue</i>                | <i>Rev</i>   | <i>Author</i> | <i>Authorised</i> |
|--------------------|--|--------------|---------------|-------------------|
| <i>June 2018</i>   | <i>Draft Issue for Internal Review</i> | <i>Draft</i> | <i>LK/SF</i>  | <i>AB</i>         |
| <i>August 2018</i> | <i>Draft Issue for Client</i>          | <i>Draft</i> | <i>LK/SF</i>  | <i>AB</i>         |
| <i>August 2018</i> | <i>Submission to Council</i>           | <i>Final</i> | <i>AB</i>     | <i>AB</i>         |

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## INTRODUCTION

The purpose of this Planning Proposal is to explain the intended effect and provide a justification for a proposed amendment to the Parramatta Local Environmental Plan 2011 (Parramatta LEP 2011) as well as demonstrate the strategic merit of the amendment proceeding.

**This planning proposal seeks to amend the Parramatta LEP 2011 to allow for the redevelopment of the site for the purposes of mixed use and high-density development by:**

- **Delete the Maximum Height of Building (HOB) under the Incentive HOB Map.**
- **Amending the Maximum Floor Space Ratio of 14:5:1 (including commercial FSR and design excellence bonus).**
- **Design Excellence Bonus of 15% remains applicable.**

The Planning Proposal relates to 114-118 Harris Street referred to within this document as the '*subject site*'. The subject site is situated within proximity to the south eastern boundary of the Parramatta town centre and fronts Harris Street.

The amendments proposed in this planning proposal are specific to the site and will facilitate a new high quality mixed use development that will contribute to the housing supply at the edges of the Parramatta city centre and contribute to the renewal of the town centre and character of Parramatta. The proposed amendments are driven by a desire to deliver a better built form outcome for the site and has been the subject of a design review by Urbis.

The proposed amendments are driven by a desire to deliver a superior urban design outcome for the site which addresses Council's vision for stepping buildings down in height and density from the centre of the CBD to the South Parramatta Conservation Area but also delivering development which is consistent with the desired future character of Parramatta. The proposed amendments to planning controls will facilitate the delivery of high quality development contributing to much needed housing supply within this strategic centre. The proposal has been the subject of a design review that analyses broader urban design principles as well as site specific reference architecture.



The planning proposal has been prepared in accordance with Section 55 of the Environmental Planning and Assessment Act 1979 and the Department of Planning and Infrastructure (Department of Planning and Environment) document 'A guide to preparing planning proposals' (August 2016).

The Planning Proposal is supported by –

- Urban Design Report (Urbis Pty Ltd) (to be submitted under separate cover).
- Architectural reference design (Aleksandar Projects).
- Flood Impact Assessment (Cardno).
- Wind Report (Windtech).
- Traffic Report (Traffix).
- Photomontages (to be submitted under separate cover).

This planning proposal is submitted prior to Council finalising the Parramatta CBD Planning Proposal due to site specific conditions that are addressed in this planning proposal. The draft LEP provisions published for the Parramatta CBD comprise controls to allow an incentive Height and Floor Space Ratio.

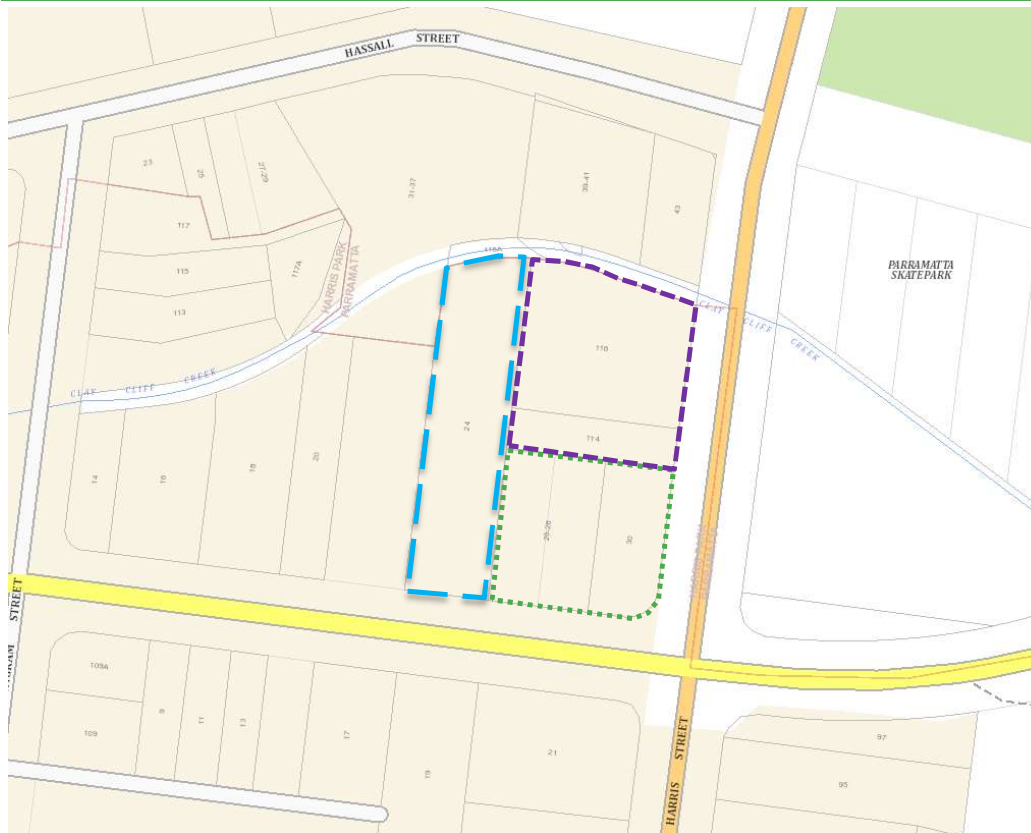
This planning proposal proposes site specific provisions over 114-118 Harris Street. This planning proposal puts forward maximum building height and floor space ratio controls that will permit the delivery of a development which can address Council's vision for the built form for Parramatta CBD.




Support for the planning proposal is sought; and the subsequent referral to the Department of Planning and Environment for Gateway determination and public exhibition.

## DESIGN COLLABORATION

This Planning Proposal is cognisant of 2 other Planning Proposals for land at 24 Parkes Street and 26-30 Parkes Street, Harris Park. The planners representing all 3 Planning Proposals are Think Planners Pty Ltd. The 3 Planning Proposal sites are shown in the Figure below. Think Planners have sought to ensure that the designs for each proposal are cognisant of each of the three sites and consistent with the urban design advice received for the development of the three sites.

Figure 1: Base Map Extract of the subject site (Source: Six Maps 2017.)



-  Planning Proposal for the Subject Site (114-118 Harris Street)
-  Planning Proposal for 26-30 Parkes Street
-  Planning Proposal for 24 Parkes Street

Given the proximity of all 3 sites and the key opportunities as well as constraints that are presented with these proposals, a thoughtful coordinated built form approach has been followed with the following matters analysed:

- Background and details on arriving at the best urban design outcome.
- Overall gross floor area for each of the 3 sites.
- Key site access points including vehicular access.
- Open space network including through site links, common open space and public open space.
- Renderings of the streetscape character showing how the entire development block will look when all 3 schemes are developed.
- A coordinated framework of building setbacks and separation distances.
- A coordinated framework of podium and tower locations.

Think Planners Pty Ltd are instrumental in ensuring that a coordinated built form outcome is proposed, based on independent urban design advice from Urbis and architectural input from Zhinar Architects (24 Parkes Street), Project Tourism International Architecture (26-30 Parkes Street) and Aleksandar Projects (114-118 Harris Street).

The design collaboration outcomes can form the basis of a Development Control Plan. The design affiliation of all three sites seek to outline a vision for the entire development block which will guide all 3 Planning Proposals in delivering a coordinated outcome for the land. The design collaboration is driven by the highest quality urban design outcomes and to ensure that over shadowing does not impact on Experiment Farm and the best development form for the 3 sites is achieved.

## SITE AND LOCALITY DESCRIPTION

### SUBJECT SITE

The subject site is situated on the western side of Harris Street and is identified in the aerial photo below.

The subject site is legally defined as the following:

- SP 35413 (114 Harris Street)
- SP 53257 (116-118 Harris Street).

The land has been identified under Parramatta CBD Planning Proposal Amendment to Parramatta LEP 2011 Incentive map for a 10:1 Floor Space Ratio and no prescribed Building height. The aerial photographs provided at Figures 1 and 2 show the subject site and the immediate context.

**Figure 1: Aerial photograph of the subject site (Source: Six Maps 2017).**

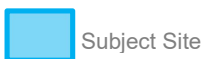






Figure 2: Aerial photograph of the subject site showing local bus stops and train stations (Source: Google Maps)

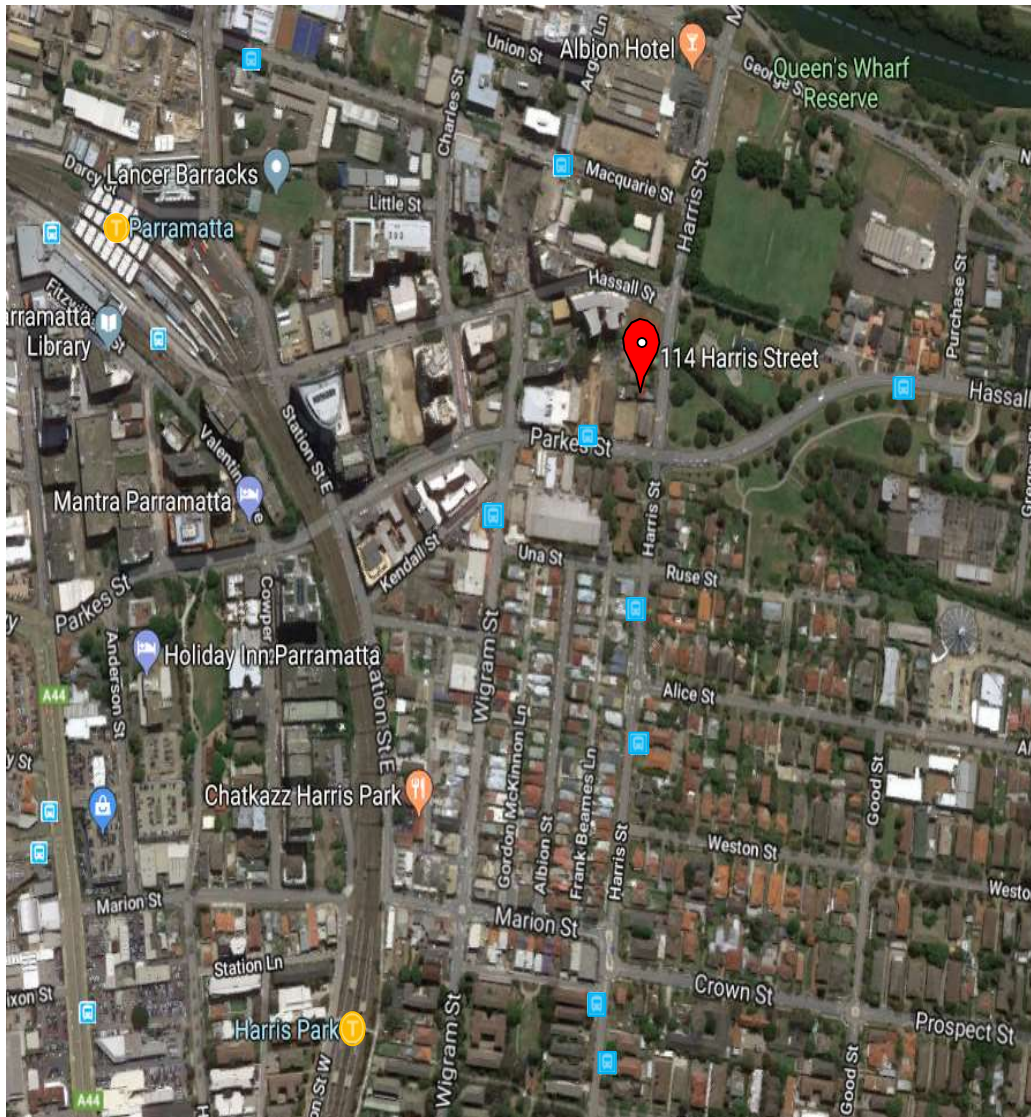




Figure 3: Land Application Map (Source: Parramatta CBD Planning Proposal)

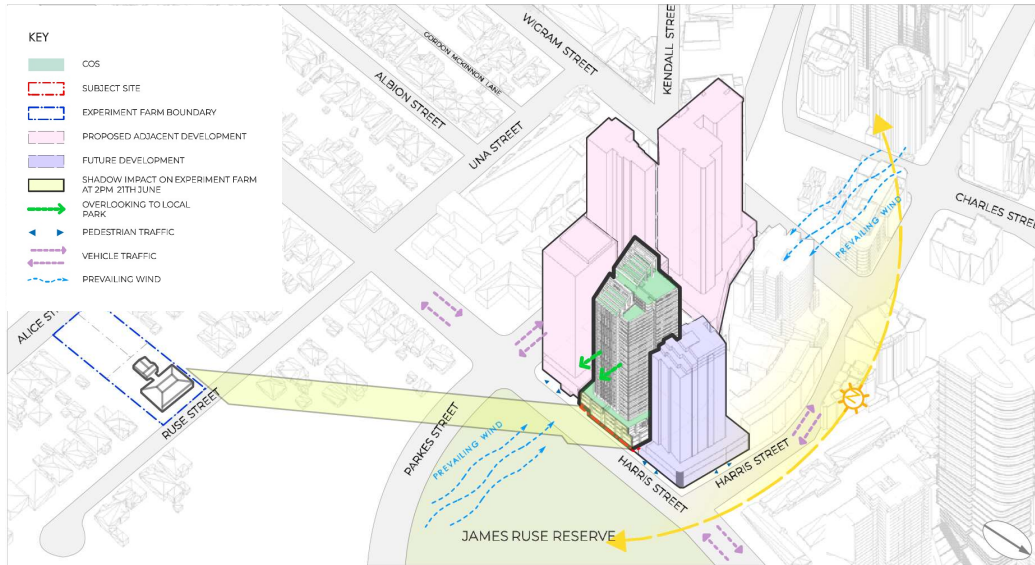


Subject Site

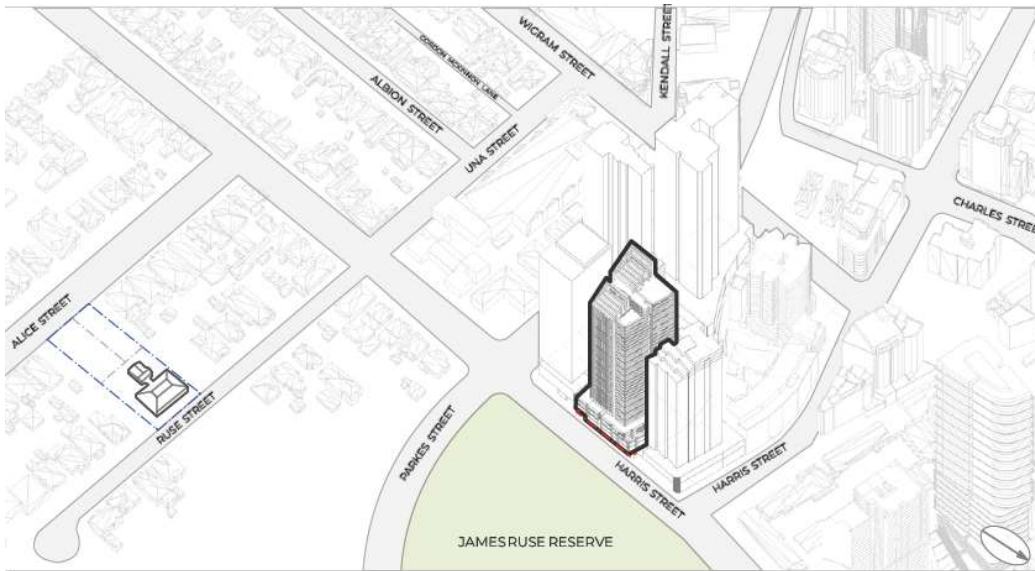


## CONCEPT DESIGN

The architectural plans have been prepared by Aleksandar Design Group with two extracts including the **Opportunists and Constraints** and **Rendered view** from the architectural plans provided below.



Source: Aleksandar Design Group



Source: Aleksander Design Group



## LOCALITY

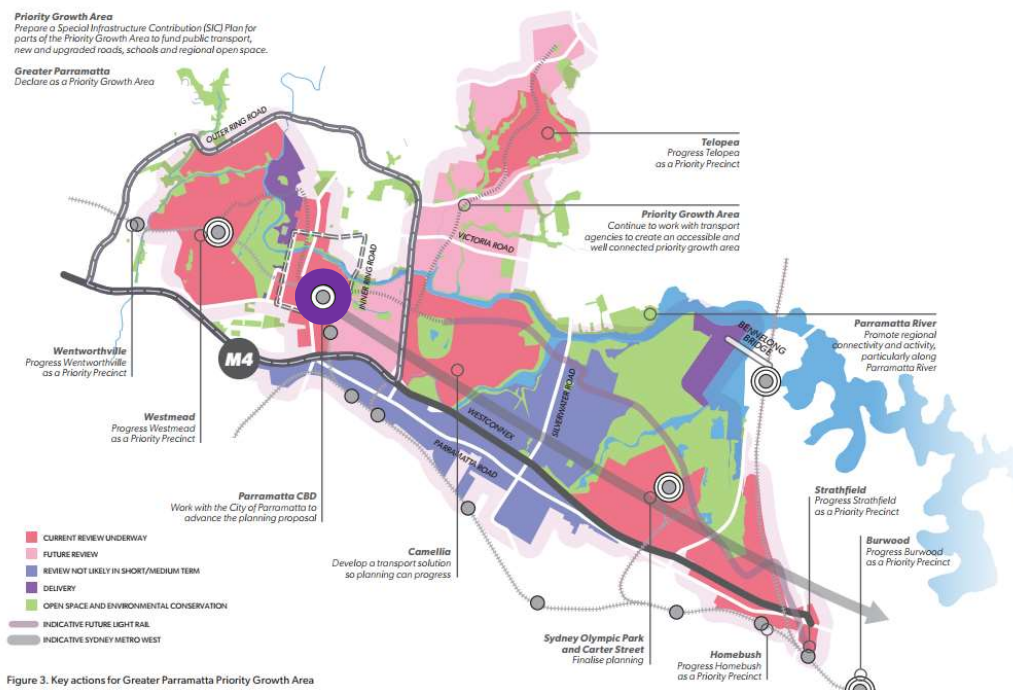
The subject site, 114-118 Harris Street has a total site area of 1776m<sup>2</sup> and is located within proximity to the south eastern edge of the Parramatta CBD.

To east of the site is the mid-sized Robin Thomas Reserve, which is one of the few city centre open space areas and contributes to the character and amenity of the area.

To the south of the site, across Parkes St, are apartment buildings that are estimated to date from the 1970s and 1980s. To the north of the site Clay Cliff Creek (an open concrete channel) immediately adjoins the boundary.

The locality is characterised by a mix of uses and built form. To the west of the site is generally aged building stock that is currently undergoing a transition in character because of development approvals under construction and recent Planning Proposals at 14-20 Parkes St Parramatta. It is noted the strategic context map provided below demonstrates the sites location.

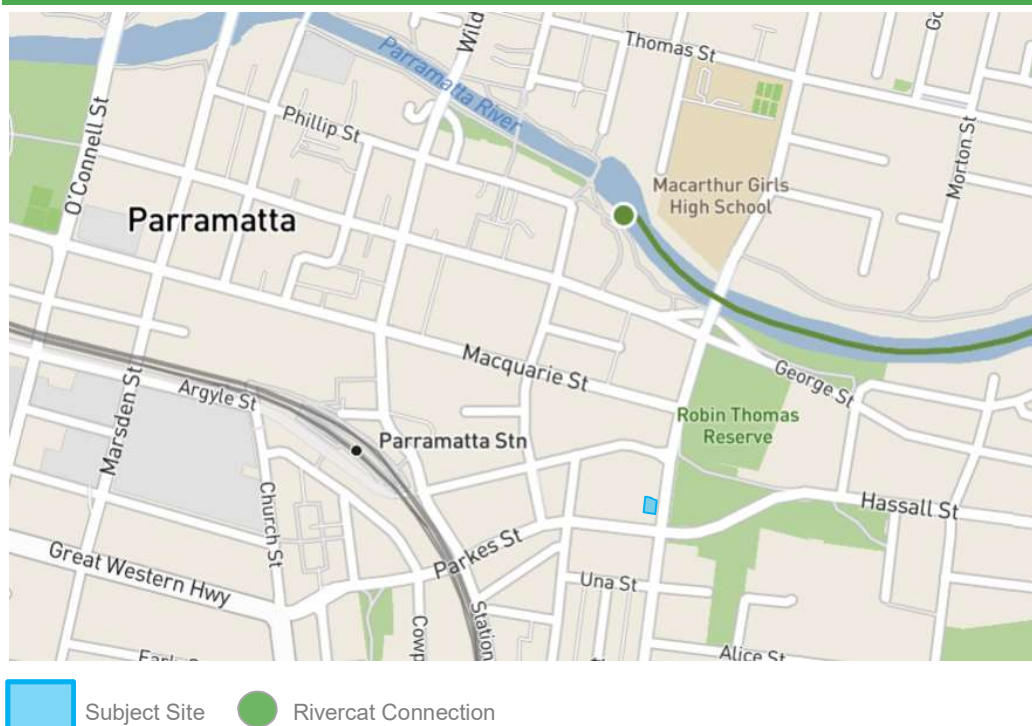
Figure 3: Strategic Context Map (source GPDP)



Subject Site

The locality is undergoing a significant period of change consistent with its role as Sydney's second CBD and its purpose as a strategic centre for employment and housing. Parramatta CBD is a major transport node with a well located and well-resourced rail and bus interchange. The CBD also benefits from Rivercat connection to Sydney CBD.

**Figure 4: Parramatta Wharf: Rivercat Connection 1 (Source: Transport NSW)**



This location is well serviced by schools, tertiary institutions, child care centres, community services, recreational and sporting facilities and an established commercial centre. Furthermore, the locality has excellent connectivity with access to several key arterial road networks including George Street, Church Street and the M4 Motorway as well as regular public transport services.

Parramatta is undergoing a momentous transformation into Metropolitan Sydney's Central City resulting from the policy direction from NSW Department of Planning and Environment, Greater Sydney Commission and the City of Parramatta Council. Changes to the planning controls in Parramatta CBD have resulted in several substantial mixed-use development proposals which have either been approved by the Council or are under consideration.

Photographs overleaf and in the following pages are provided to illustrate the context of the locality.



Photograph 1: Shows the subject site as viewed via Harris Street







Photograph 2: Construction taking place along Parkes Street and Wigram Street





Photograph 3: Shows recently constructed tower on Parkes Street







Photograph 4: Shows the adjoining site 26-30 Parkes Street





Photograph 5: Recently constructed development at 14-20 Parkes Street

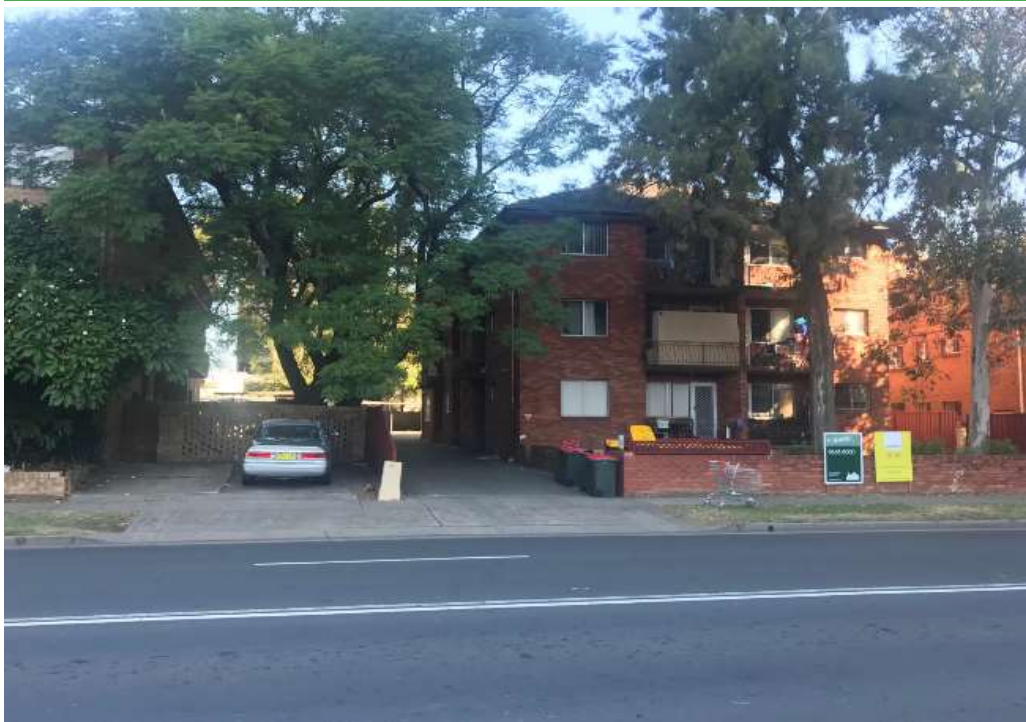




Photograph 6: Shows the Albion Hotel as viewed via Harris Street



Photograph 7: Shows the built pattern along Parkes Street





## LOCAL PLANNING FRAMEWORK

### ZONING

The land is currently zoned B4 Mixed Use and this Planning Proposal does not seek to amend the existing zoning.

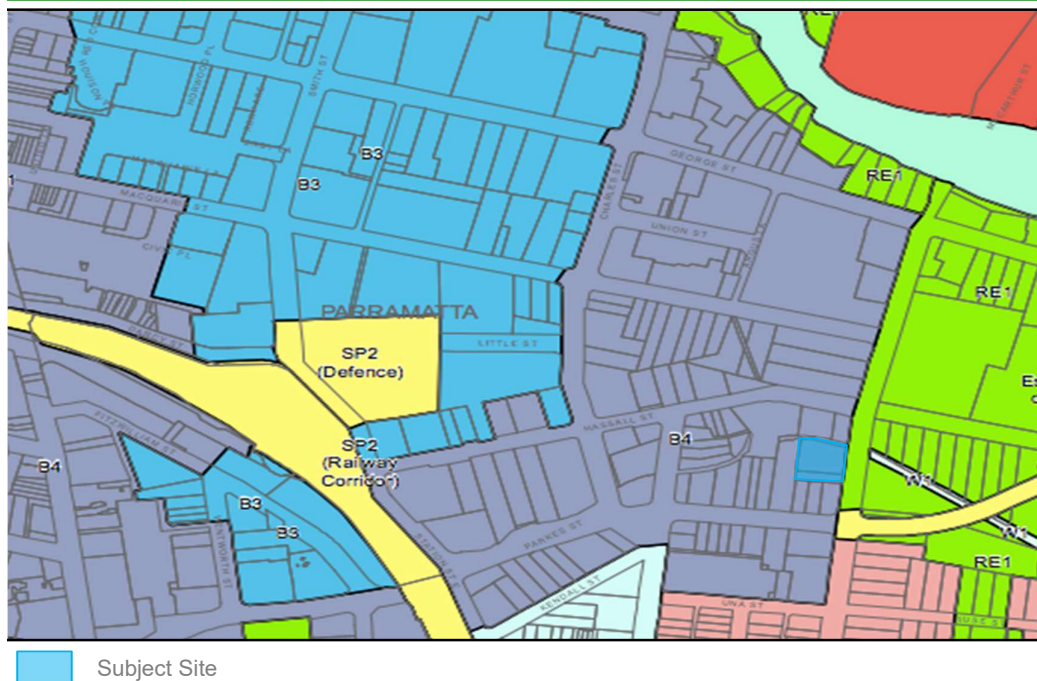
#### *Parramatta Local Environmental Plan 2011*

##### Zone B4- Mixed Use

**Permitted with consent:** Boarding houses; Building identification signs; Business identification signs; Centre-based child care facilities; Commercial premises; Community facilities; Educational establishments; Entertainment facilities; Function centres; Hotel or motel accommodation; Information and education facilities; Light industries; Medical centres; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Respite day care centres; Restricted premises; Roads; Seniors housing; Shop top housing; Water recycling facilities; Any other development not specified in item 2 or 4

Among other things, development for the purpose of Shop Top Housing is permissible with consent in this zone. Figure 6 is an extract from the land zoning map for Parramatta LEP 2011.

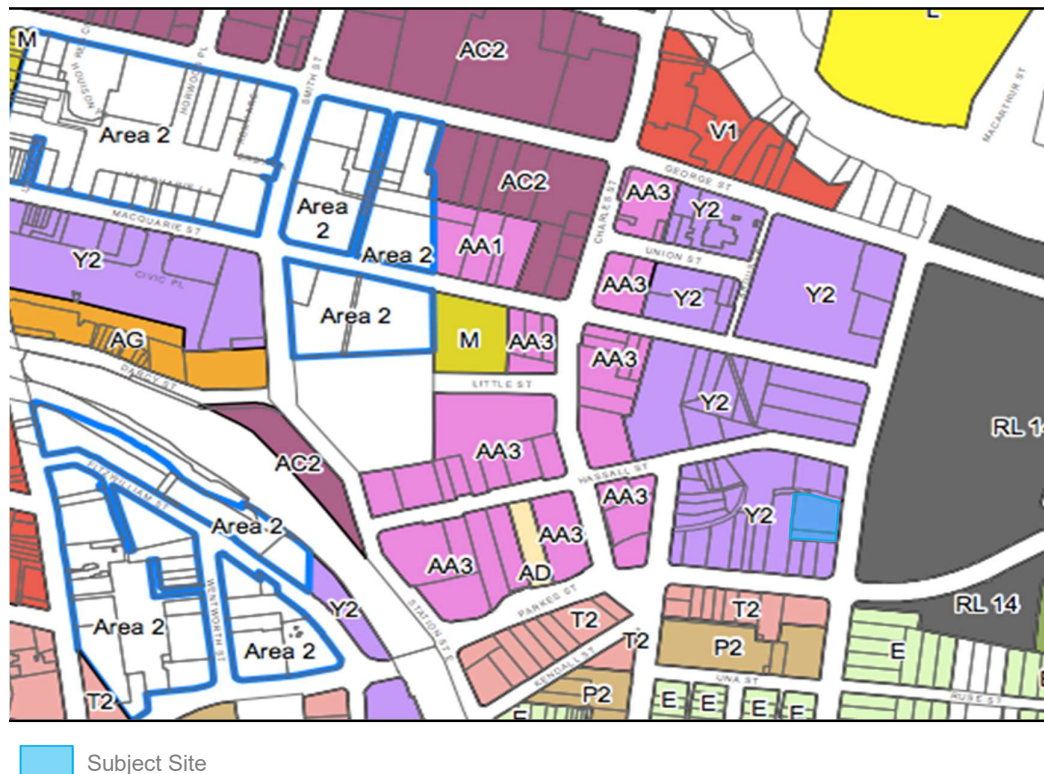
Figure 6: Extract from Parramatta LEP 2011 Land Zoning Map Sheet LZN\_10



## BUILDING HEIGHT

The Height of Buildings Map for the Parramatta LEP 2011 indicates that the maximum building height permitted on the subject site is 54m. Figure 5 in the below is an extract from the Height of Buildings Map for Parramatta LEP 2011.

**Figure 7: Extract from Parramatta LEP 2011 Height of Buildings Map Sheet HOB\_14**



This Planning Proposal seeks to delete the maximum building height controls for this site. This is aligned with the Parramatta CBD Planning Proposal.





## FLOOR SPACE RATIO

The current Floor Space Ratio Map for the Parramatta LEP 2011 indicates that the maximum floor space ratio for a building on the subject site 4:1. Figure 8 below is an extract from the Floor Space Ratio Map for Parramatta LEP 2011.

**Figure 8: Extract from Parramatta LEP Floor Space Ratio Map Sheet FSR\_10**



 Subject Site

This Planning Proposal seeks to amend the maximum floor space ratio to 14.5:1 as shown in the following section of this report and as also aligned with the Parramatta CBD Planning Proposal. Table 1 states an FSR showed on the Incentive FSR map sheet of 10:1 is accepted only with a site area equal to or greater than 1,600m<sup>2</sup>. It is noted the land parcel falls under the 10:1 incentive though is requesting a maximum FSR of 14.5:1





## HERITAGE

There are no heritage items located within the site boundaries however, heritage listed items are listed within proximity of the site as demonstrated via Figure 9 below.

**Figure 9: Extract from Parramatta LEP 2011 Heritage Map Sheet**



 Subject Site

114 Harris Street is not nominated as a heritage item or within a heritage conservation area. The site is within walking distance of a cluster of heritage sites that are collectively known as the Harris Park Heritage Walk. To the south and east of the site are 3 conservation areas being Harris Park, Experiment Farm and Elizabeth Farm. Due to the proximity to the site Harris Park and Experiment Farm conservation areas have been identified as potentially impacted by development on this site. This matter is discussed in more detail further in this report.

## **PLANNING PROPOSAL FOR PARRAMATTA CBD PRINCIPLES AND INITIAL CONTROLS**

Council on 27 April 2015 adopted the Parramatta CBD Planning Strategy. The strategy led to the preparation of a draft CBD Planning Proposal which was adopted by Council in April 2016.

The CBD Planning Proposal establishes a vision for growth that expands and intensifies the commercial core, along with an expanded and higher density mixed use and residential focus.

Key elements of the Planning Proposal relevant for the subject site include –

- Base and incentive FSR and Height controls.
- A sliding scale for FSR based on the underlying size of land.

Under the current PLEP 2011, most sites in the Parramatta CBD have one height control and one FSR control.

This Planning Proposal retains in the main these heights and FSR as shown on the existing Height of Buildings Map and FSR Map and proposes to introduce a second height and FSR control.

Consequently, most sites within the Parramatta CBD Planning Proposal boundary will have two FSR and two height controls and these are to be known as 'base FSR and height', and 'incentive FSR and height'. The proposed incentive FSR control is generally 10:1 for land within the CBD Core and 6:1 for land north and south of the CBD Core. It is noted the land parcel falls under the 10:1 incentive though is requesting a maximum FSR of 14.5:1

## Building Height

This planning proposal seeks to permit development with no prescribed building height this is evident as per Parramatta CBD Planning Proposal incentive height map as demonstrated below

**Figure 11: Parramatta CBD Planning Proposal showing incentive Height**

### Parramatta CBD Planning Proposal — Incentive Height of Buildings Map (IHB) — Feb 2016



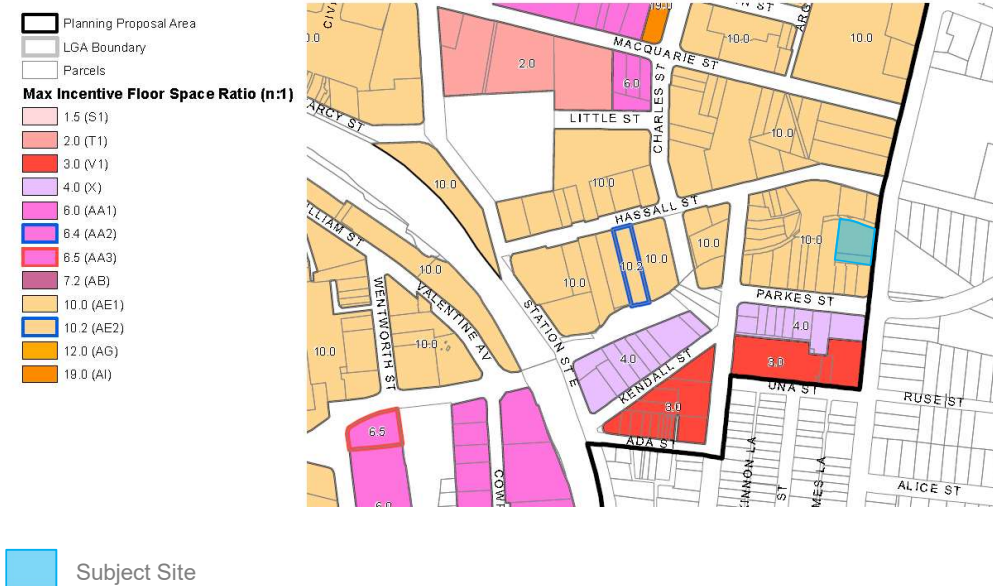


## Floor Space Ratio

This planning proposal seeks to permit development with a maximum floor space ratio of up to 14.5:1. Figure 12 below illustrates the incentive FSR.

**Figure 12: Parramatta CBD Planning Proposal Showing Incentive FSR**

**Parramatta CBD Planning Proposal — Incentive Floor Space Ratio Map (IFS) — Apr 2016**



The proposed incentive Floor Space (IFS) control:

- Reflects the Council Resolutions from 14 December 2015, 8 February 2016 and 11 April 2016 for land within the City Centre Core to have a IFS of 10:1 and sites within the peripheral areas to have an IFS of 6:1 except sites that are subject of a gazetted Planning Proposal or for sun access or heritage reasons.
- Applies to all land zonings and development permitted within the B3 Commercial Core, B4 Mixed Use and R4 High Density Residential Planning Proposal – Parramatta CBD 28
- Can be achieved provided the development includes community infrastructure.
- Can be increased by 15 per cent provided design excellence is achieved. The 15% bonus can only be applied once, either to the base FSR or IFS, but not both.
- Is subject to site area thresholds (i.e. FSR Sliding Scale) which may result in a reduction of the maximum FSR due to the size of the site, either: i. FSRs up to

6:1 – Minimum site area 500sqm up to 1,300sqm ii. FSRs of 10:1 – Minimum site area 800sqm up to 1,600sqm

- f) For sites that are subject to the site area thresholds (i.e. FSR Sliding Scale), the IFS as shown on the map, may still be achieved provided certain conditions relating to design excellence, compliance with SEPP 65 and activated street frontages are met.
- g) May not be achievable on some sites due to sun access protection and airspace operation controls also proposed in this Planning Proposal.

The table provided below demonstrates 'incentive FSR and height' as per Parramatta CBD Planning Proposal are proposed to Floor Space Ratio of Parramatta LEP 2011.

| PART A – FSR UP TO 6:1         |                                      |  |   |
|--------------------------------|--------------------------------------|--|---|
| FSR Shown on Map               | Site is less than or equal to 500sqm | Site is greater than 500sqm but less than 1,300sqm | Site is equal to or greater than 1,300sqm |
| 4:1                            | 3:1                                  | (3+1X):1   | 4:1                                       |
| 6:1                            | 4:1                                  | (4+2X):1   | 6:1                                       |
| PART B – FSR OF 8:1 OR GREATER |                                      |  |   |
| FSR Shown on Map               | Site is less than or equal to 800sqm | Site is greater than 800sqm but less than 1,600sqm | Site is equal to or greater than 1,600sqm |
| 10:1                           | 6:1                                  | (6+4Y):1   | 10:1                                      |

Notes:

Where X = (the site area in square metres – 500)/800;  
Y = (the site area in square metres – 800)/800

**Table 1** - Sliding scale for Floor Space Ratio

This FSR sliding scale is shown in Table 1 was valued because it allows for flexibility to achieve maximum FSR whilst complying with solar access and design excellence controls; and is consistent with the resolution adopted by Council in September 2014 in relation to the 'Parramatta City Centre Planning Framework Study.

Table 1 states an FSR showed on the Incentive FSR map sheet of 10:1 is accepted only with a site area equal to or greater than 1,600m<sup>2</sup>. It is noted the land parcel falls under the 10:1 incentive though is requesting a maximum FSR of 14.5:1.

## BACKGROUND

### TECHNICAL REPORTS

#### Urban Design Study

An urban design study has been prepared by Urbis Pty Ltd that has considered –

- The existing planning context;
- An urban context analysis; and
- A built form strategy.

The Urban Design Study was the subject of some final amendments at the time of submission and is to be shortly submitted under separate cover.

The analysis undertaken throughout the study identifies a number of “key insights” that have informed the final urban design / built form proposal for the site.

The summarised version of the study is provided below with all rights reserved to the key points demonstrated belonging to Urbis Pty Ltd. The Urban Design Study is subject to copyright as permitted under the Copyright Act 1968. It is noted permission is granted regarding information from the study to incorporate it in this Planning Proposal.

The Assessment has reviewed the design context and considered the best possible outcome on site. Situated within the urban block which marks the eastern gateway and arrival into the CBD, the site responds to the rapid transformation, noting Parramatta city centre's skylines evolution is guided by the strategic planning documents and government led initiatives. Already several sites within the urban block have been developed or have planning proposal or development approval. However, there are three remaining sites in the urban block, all located in the south-eastern corner comprising the following.

- 114-118 Harris Street, Harris Park (Subject Site)
- 24 Parkes Street, Harris Park (Adjoining site)
- 26-30 Parkes Street, Harris Park (Adjoining site).



## URBAN BLOCK

The urban block within which the subject site is located has seen a significant amount of development activity over recent years since the introduction of the Parramatta CBD planning strategy, including:

*Approved Development Proposals on:*

- 39-43 Hassall Street; and
- 14-20 Parkes Street (Planning Proposal).

*Approved Development Under Construction on:*

- 113-117A Wigram Street & 23-29 Hassall Street; and
- 22 Parkes Street, Parramatta.

The approved development proposals and approved development under construction are demonstrated below



Source: Urbis Pty Ltd

The current built form heights in the urban block vary from 17 to 44 storeys with FSR ranging from 4.0:1 to 11.5:1. In the context of this emerging growth, the overall massing and built form response of 114-118 Harris Street needs to consider how the building will sit within the overall context of the urban block.

Additionally, emerging development sites, commercial development and residential development are demonstrated overleaf:

*Emerging Development Sites at:*

- 24 Parkes Street; and
- 26-30 Parkes Street.

*Major Commercial Development:*

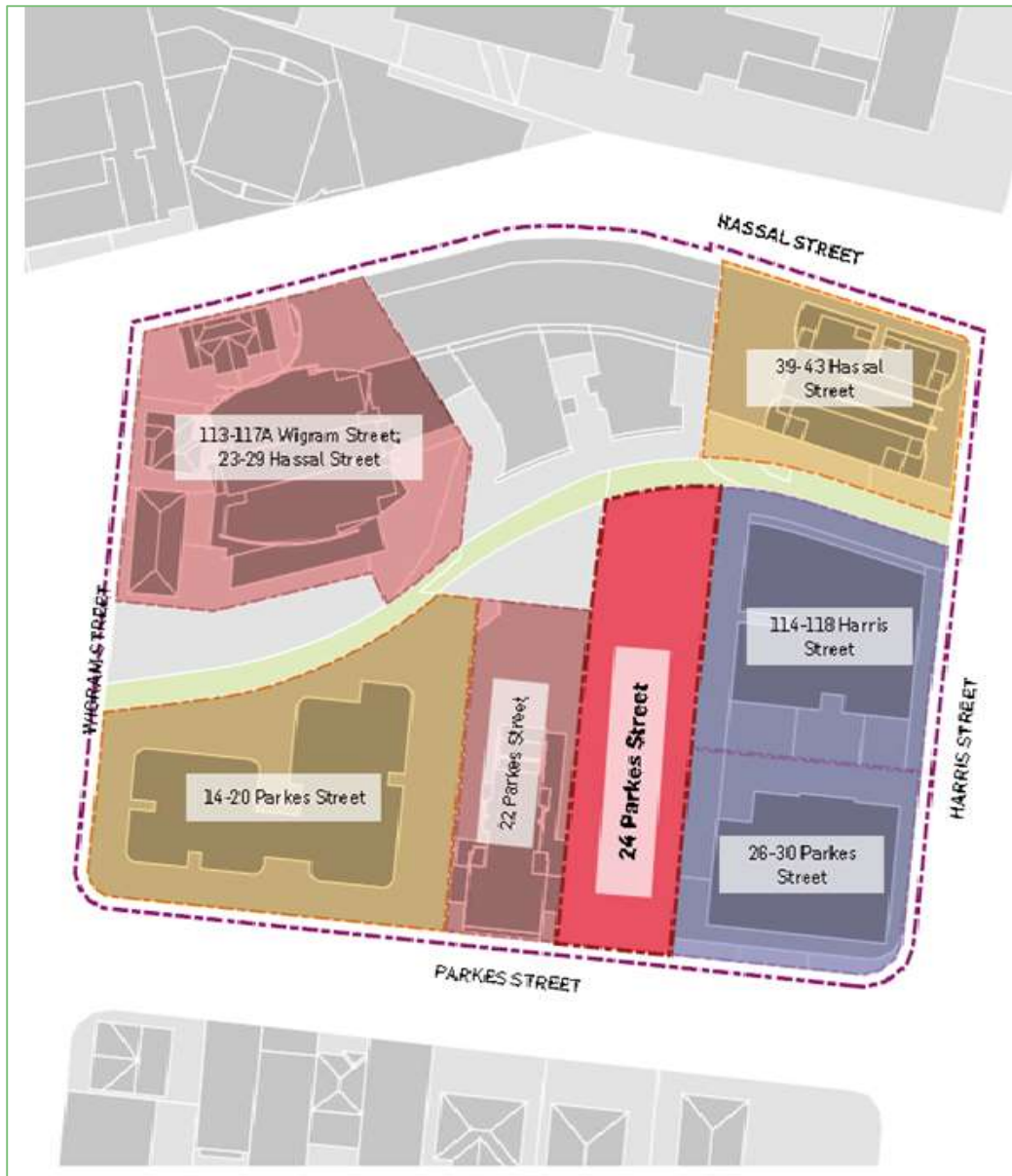
- Eclipse Tower: 20 storeys
- Westfield Tower: 20 storeys
- 89 George Street: 14 storeys
- 105 Phillip Street 13 storeys
- 111 George Street 17 storeys `

*Major Residential Development:*

- Altitude Meriton Development- 330 Church Street
- V by Crown- 45 Macquarie Street
- B1 Tower- 118 Church Street
- Focus- 6-10 Charles Street
- Cumberland Media Site
- Albion Hotel Site

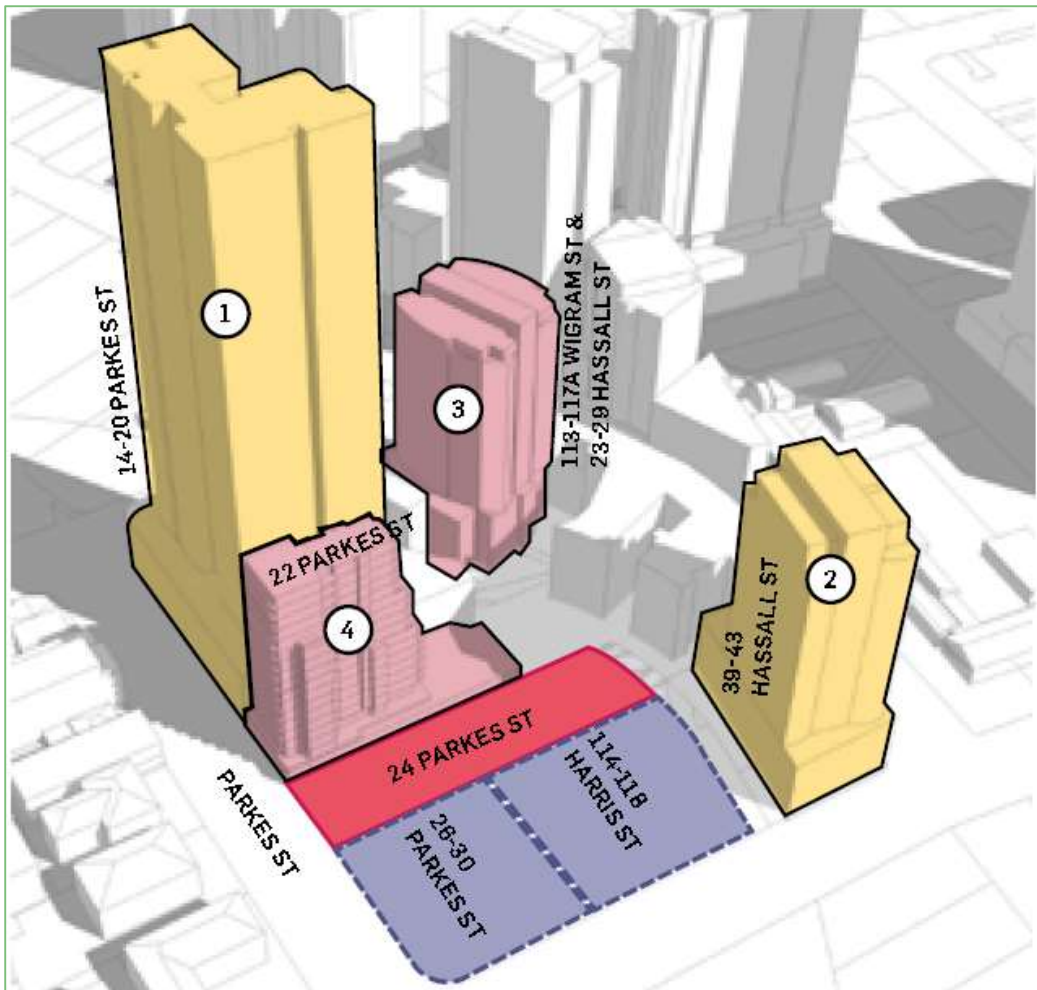
The subject site is in a prime public transport corridor where there is an extensive variety of sustainable transport options available, including trains, light rail, rivercat, buses, walking and cycling. It is noted the locality has excellent connectivity with access to several key arterial road networks including George Street, Church Street and the M4 Motorway as well as regular public transport service.

Furthermore, it is noted extracts from Urbis Pty Ltd Urban Design Study are provided overleaf demonstrating the subject block and the overall greatest outcome on site.



#### LEGEND

- 24 Parkes Street
- Approved Development
- Approved Development under Construction
- 26- 30 Parkes Street + 114- 118 Harris Street
- Transitioning Urban Block



| LEGEND  |   |
|---|---|
|  | 24 Parkes Street                              |
|  | Approved Development                          |
|  | Approved Development under Construction       |
|  | 26- 30 Parkes Street + 114- 118 Harris Street |
|  | Transitioning Urban Block                     |



## VARIED SKYLINE IN PARRAMATTA CBD GATEWAY DEVELOPMENT

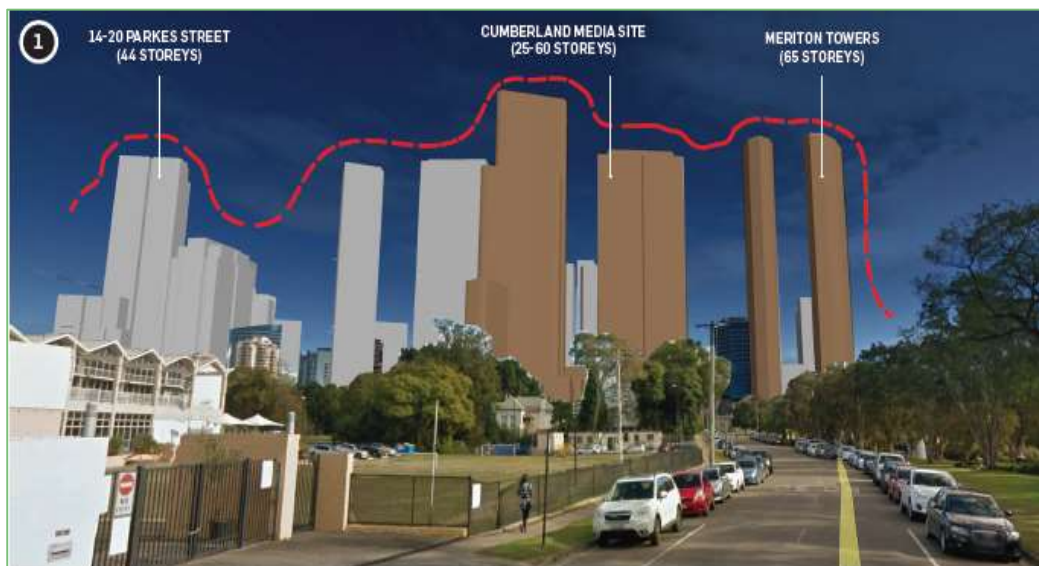
The urban design study analyses the established and emerging pattern of heights in the Parramatta CBD. Contrary to earlier visions for the city where a “bell curve” of heights was postulated, that would result in the edges of the city having shorter buildings to those in the centre of the city, the CBD strategy, and relevant approvals demonstrate a varied skyline in Parramatta CBD. This is also apparent at the corners of the CBD.

The emerging Parramatta CBD development has been characterised by high density developments with varied heights including:

- 25 - 60 storeys Cumberland media site and 65 storeys Meriton towers to the north eastern gateway; and
- 54 storeys Meriton Altitude towers,
- 41 storeys The Lennox and
- 55 storeys 8 Phillip Street to the north western gateway.

The south west entry to the CBD is also seeing a radical transformation and variety of heights in Planning Proposals, Design Competitions and DA's for land in the vicinity of Church Street (Heartland Holden, Ford and Ecoworld sites).

The proposed tower will be visible in the skyline at the important entry point to the city and will make up 1 of a number of towers of varied height on the south eastern entry to the CBD; being consistent with the form and varied height of towers constructed or approved in other parts of Parramatta CBD.



*Varied tower heights in Parramatta CBD North East Edge- George Street (East)*

*Source: Urbis Pty Ltd: Urban Design Study*

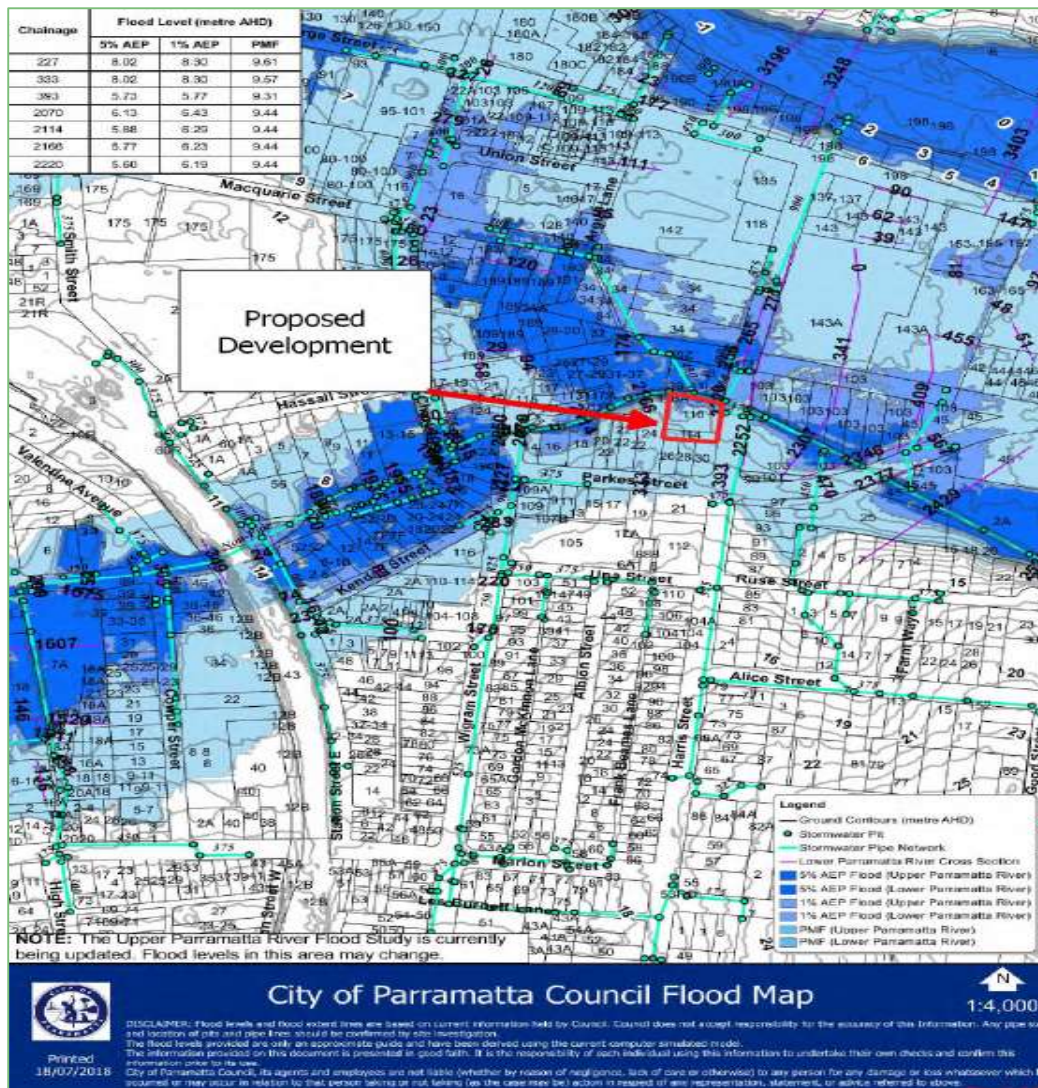


*Varied tower heights in Parramatta CBD North West Edge- Church Street (North)*  
*Source: Urbis Pty Ltd: Urban Design Study*

## Flood Impact Assessment

A Flood Impact Assessment has been prepared by Cardno Pty Ltd with the report demonstrating the stormwater flooding extent and behaviour for the planning proposal for 114-118 Harris Street, Harris Park.

The subject site is located on the Clay Cliff Creek floodplain upstream of Harris Street. It is proposed to redevelop the site as a multi-storey mixed-use apartment complex comprising, one level of retail outlets, one level of commercial offices, 35 levels of residential apartments and one level of communal open space. Guided by planning proposals for adjoining properties it is expected that there will be four levels of basement car parking based on the ground floor footprint of the development.



Source: Cardno Pty Ltd Flood Impact Assessment

## **PMF Event**

To understand the likely warning times and associated response times during extreme flood events it is necessary to estimate the expected rate of rise of floodwaters.

At 114-118 Harris Street, Harris Park the estimated rate of rise of flooding in a PMF event at the ground floor entry and the driveway is around 2.5 m/hr. Features of the planned development include:

- Ground levels which vary from 8.49 m AHD in the southwest corner of 118 Harris Street to 5.74 m AHD in the vicinity of the northern boundary of the property;
- Proposed ground floor level for the commercial and retail outlets of 7.0 m AHD which provides 0.45 m freeboard to the indicative 100 yr. ARI flood level under climate change;
- Proposed Level 1 floor level for the commercial uses of 11.2 m AHD which is higher than the PMF level;
- Proposed floor levels for all the apartments which are all significantly higher than the PMF level;
- A driveway crest level of around 7.0 m AHD which provides 0.81 m freeboard to the 100 yr. ARI flood level in Clay Cliff Creek and 0.45 m freeboard to the indicative 100 yr. ARI flood level under climate change in Clay Cliff Creek.

While the entry to the ground floor retail outlets has a freeboard of around 0.81 m above the current 100-year ARI flood level, this freeboard would be overwhelmed in a PMF event (within around 2 hours). The PMF is estimated to reach a level of around 9.44 m AHD.

Section 2 of the Parramatta DCP 2011 describes site planning considerations including design objectives, design principles and design controls. An assessment of the compliance of the proposed development with Council's requirements is given in Section 7 of the Flood Assessment which is attached with this Planning Proposal.

It is concluded that the assessment and details in this Flood Impact Assessment satisfy the requirements of the Parramatta DCP 2011.



## Pedestrian Wind Environment Study

A Pedestrian Wind Environment report was prepared is provided with this planning proposal. It is noted A summary of the report provided is demonstrated below.

Windtech Consultants Pty Ltd have prepared a Pedestrian Wind Environment Statement for the subject site. The Assessment has reviewed the planning context, analysed wind effects, considered the proposed development and assessed its impacts.

The report identifies the existing conditions in the precinct relating to the critical outdoor trafficable areas associated with the proposed development, which are the focus of the assessment with regards to wind effects, are detailed as follows:

The critical outdoor trafficable areas associated with the proposed development, which are the focus of this assessment with regards to wind effects, are detailed as follows:

- The Ground Level pedestrian footpath along the Harris Street frontage of the site.
- The Level 2 Terrace.
- The Level 4 Communal Open Space.
- The various private balconies associated with the private residential tenancies of the subject development site.
- The Level 35 Communal Open Space.

It is expected the inclusion of the following treatment strategies to be effective in mitigating the adverse wind effects within the various outdoor trafficable areas of the site detailed in the table below:

| Location               | Strategies   |
|------------------------|--|
| <b>Ground Level:</b>   | <ul style="list-style-type: none"> <li>- Inclusion of an impermeable awning over the pedestrian footpath along the Harris Street frontage of the site.</li> <li>- Inclusion of densely foliating evergreen tree planting along the Harris Street frontage of the site.</li> </ul>  |
| <b>Level 2 Terrace</b> | <ul style="list-style-type: none"> <li>- Inclusion of 1.5m high impermeable balustrades along the perimeter of the terrace.</li> <li>- Inclusion of a full-height impermeable end screen at the north-eastern corner of the terrace area.</li> <li>- Inclusion of a full-height impermeable end screen the north-western corner of the terrace area aligned east-</li> </ul> |

|                                     |   |
|-------------------------------------|---|
|                                     | <p>west. This screen may also include a gate to facilitate pedestrian traffic within the terrace.</p> <ul style="list-style-type: none"> <li>- Inclusion of staggered baffle screens along the northern areas of the terrace.</li> <li>- Inclusion of a full-height impermeable screen at the north-western balcony along the northern perimeter.</li> </ul>  |
| <b>Level 4 Communal Open Space</b>  | <ul style="list-style-type: none"> <li>- Inclusion of a 1.5–2m high impermeable balustrades along the perimeter of the podium Communal Open Space.</li> <li>- Inclusion of full-height porous screens at the western perimeter of the communal open space to the extent of the tower overhang above.</li> <li>- Inclusion of an impermeable awning over trafficable areas that extends 3m from the tower overhang above.</li> </ul>   |
| <b>Private Balconies:</b>           | <ul style="list-style-type: none"> <li>- Inclusion of full-height louver screens (can be operable) along one of the perimeter edges of the various private corner balconies of the development.</li> <li>- Retention of proposed impermeable balustrades along the remaining perimeter edge of the various private corner balconies of the development.</li> <li>- Retention of proposed impermeable balustrades along the perimeter edges of the various private non-corner balconies of the development.</li> </ul> |
| <b>Level 35 Communal Open Space</b> | <ul style="list-style-type: none"> <li>- Inclusion of 1.5-2m high impermeable parapets along the perimeter of the rooftop terrace area.</li> <li>- Inclusion of an impermeable awning over the communal open space up to the pool edge.</li> </ul>  |

With the inclusion of the abovementioned recommendations in the final design, it is expected that wind conditions for the various trafficable outdoor areas within and around the development to be acceptable for their intended uses.

Finally, the Pedestrian Wind Environment statement concludes that the planning proposal will not have any unacceptable implications.

## Traffic and Parking Assessment

A Traffic Impact Assessment (TIA) been prepared by TRAFFIX Pty Ltd and is attached with this Planning Proposal.

The summarised version of the assessment is provided below with all rights reserved to the key points demonstrated belonging to TRAFFIX Pty Ltd. The Traffic Impact Statement is subject to copyright as permitted under the Copyright Act 1968. It is noted permission is granted regarding information from the study to incorporate it in this Planning Proposal.

The Traffic and Parking Assessment identifies that the cumulative impact upon the Level of Service for the two nearest intersections would reduce the level of service if no improvements are made to improve the operation of the intersections.

The Traffic Report identifies changes to the cycle times and phase sequence of both traffic signals, that when implemented, would result in an overall improvement to the operation of the nearby intersections, even with the increased traffic generation from the proposed developments. Accordingly, the proposed changes to the timing cycle and phase sequence are recommended to Council for implementation, to ensure that the planning proposals do not impact on the existing level of services but have a net benefit.

| Intersection Description      | Control Type | Period | Model            | Degree of Saturation | Intersection Delay | Level of Service |
|-------------------------------|--------------|--------|------------------|----------------------|--------------------|------------------|
| Parkes Street / Harris Street | Signals      | AM     | Existing         | 1.004                | 55.4               | D                |
|                               |              | AM     | With Development | 1.093                | 88.5               | F                |
|                               |              | PM     | Existing         | 1.056                | 71.6               | F                |
|                               |              | PM     | With Development | 1.105                | 97.1               | F                |
| Parkes Street / Wigram Street | Signal       | AM     | Existing         | 0.653                | 27.7               | B                |
|                               |              | AM     | With Development | 0.763                | 28.8               | C                |
|                               |              | PM     | Existing         | 0.987                | 55.1               | D                |
|                               |              | PM     | With Development | 1.107                | 90.2               | F                |

**Source:** TRAFFIX- Traffic Impact Assessment

It can be seen from the Table 10: Intersection Performance- Existing + Development that the intersections do not operate satisfactorily under the future scenario, with a level of service (LOS) F during both peak periods for the intersection of Harris Street and Parkes Street and for Pares Street and Wigram Street in the PM peak house. Therefore, improvements are proposed to improve the operation of the intersection with the proposed traffic generation.

| Intersection Description      | Control Type | Period | Degree of Saturation | Intersection delay | Level of Service |
|-------------------------------|--------------|--------|----------------------|--------------------|------------------|
| Parkes Street / Harris Street | Signals      |        |                      |                    |                  |
|                               |              | AM     | 1.004                | 58.4               | E                |
|                               |              | PM     | 1.143                | 58.9               | E                |
| Parkes Street / Wigram Street | Signal       | AM     | 0.754                | 28.2               | B                |
|                               |              | PM     | 0.893                | 34.6               | C                |
|                               |              |        |                      |                    |                  |

**Source:** *TRAFFIX- Traffic Impact Assessment*

It can be seen from Table 11 Intersection performance- Existing + Development with improvements that the intersections significantly better under the future improvements scenario, with LOS E during both peak periods for the intersection of Harris Street and Parkes Street. The intersection of Parkes Street and Wigram Street now operates satisfactorily with a LOS C or better during both peak periods. Therefore, the improvements are recommended to be adopted to improve existing traffic flow, particularly during the PM peak and allow for the increased traffic generation with the proposed developments.

Accordingly, the traffic impacts associate with the development can be accommodated on the road network with the proposed changes to the timing cycle and phase sequence. Furthermore, the maximum parking requirements for the proposed developments have been provided in accordance with the City of Sydney Local Environmental Plan 2012 as required by Parramatta City Council for development within the Parramatta City Centre.

Moreover, the vehicular access requirements for each development have been provided to ensure the proposed developments comply with AS2890.1 (2014). It is



therefore concluded that the proposed development is supportable on traffic planning grounds and would operate satisfactorily.

Figure 13: Parramatta Light Rail Stage 1

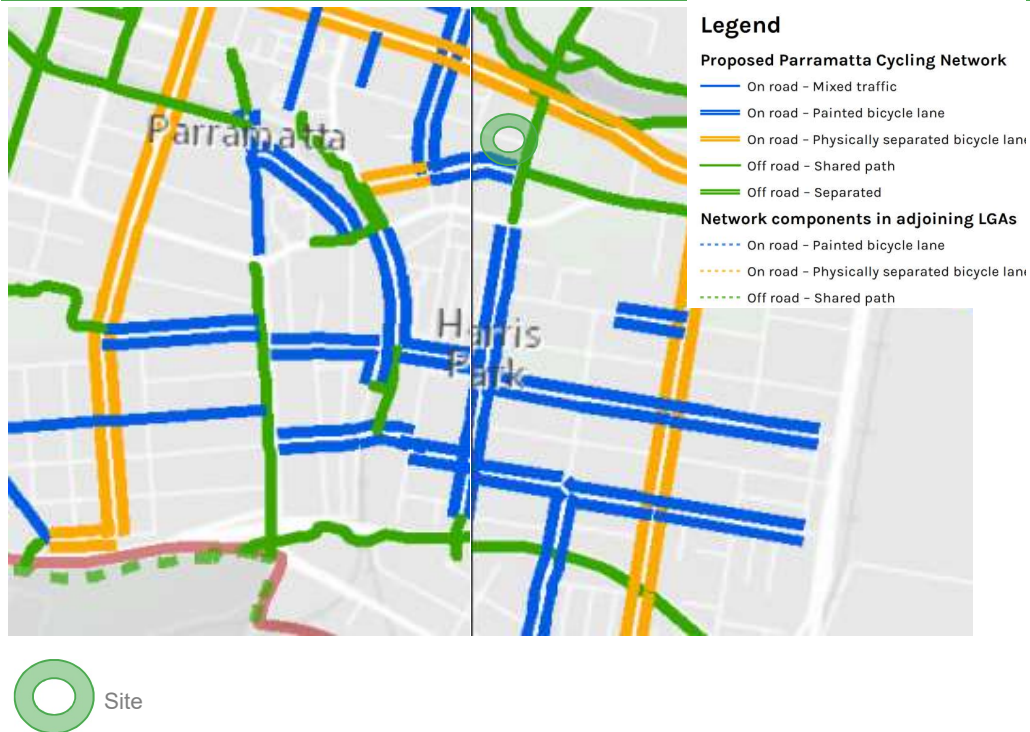


The site is within proximity to the Stage 1 of the Parramatta Light Rail with a proposed light rail stop to be located at the Corner of Harris and Macquarie Streets which is a short 170m from the site. The Parramatta Light Rail is due to be opened in 2023 and will link the site to Parramatta's CBD, Westmead Health Precinct, Parramatta North Urban Transformation Precinct, the new Western Sydney Stadium, a cultural hub including the Powerhouse Museum and Riverside Theatres, the private and social housing redevelopment of Telopea, Rosehill Gardens Racecourse, and three Western Sydney University campuses.



The Parramatta Light Rail is planned to be serviced from 5am to 1am, 7 days a week with services approximately every 7.5 minutes from 7am to 7pm weekdays. The light rail is also being coupled with a new shared pedestrian and cycle path which is shown in Figure 14 in the following page.

**Figure 14: City of Parramatta Council's Draft Bike Plan**



The subject land achieves optimal access to pedestrian pathways, cycleways as well as light rail.

Both the Parramatta Light Rail and new bus and cycleways will deliver truly city shaping infrastructure which will powerfully change the way people live within Parramatta and commute to Parramatta. This will result in a significant lower reliance on private vehicle trips.

In addition, the draft Bike Plan supports the City of Parramatta's Vision to be Sydney's Central City, sustainable, liveable, and productive city. The plan seeks to bring forward the planned and coordinated delivery of cycleway infrastructure to promote multi-modal transport options throughout the City.

## **Experiment Farm and Shadow Impacts**

The existing planning controls relating to Experiment Farm, contained within the Parramatta LEP and the Parramatta DCP, relate only to the protection of view corridors. No controls in relation to overshadowing, typically found in Clause 7.4 of the LEP, apply to Experiment Farm.

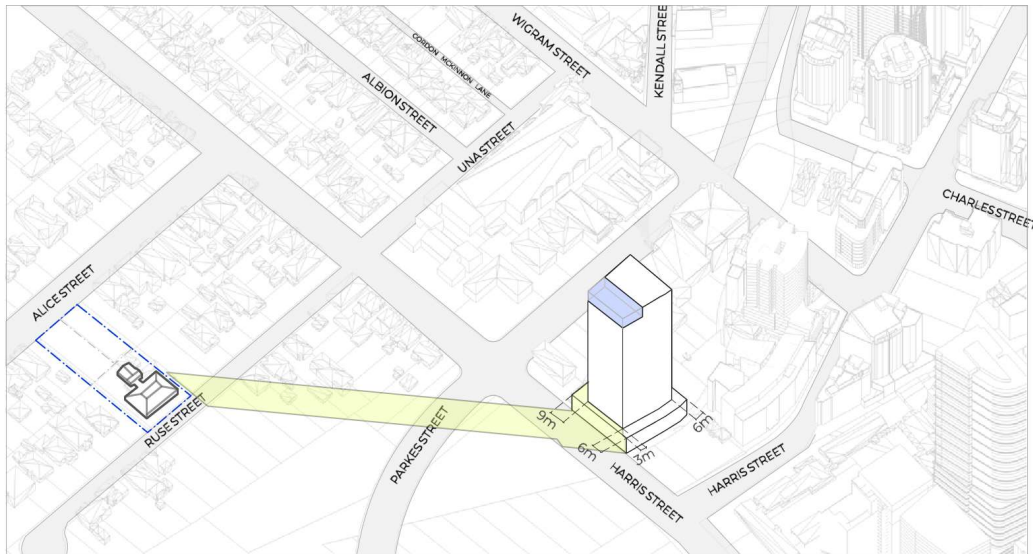
Experiment Farm Cottage and Environs (I00768) is designated an item of State significance under Part 1 to Schedule 5 of LEP 2011; and an archaeological site (A00768) of State significance under Part 3 to Schedule 5 of LEP 2011. In addition, the area is also within the Experiment Farm Heritage Conservation Area under Part 2 to Schedule 5 of LEP 2011. Experiment Farm Cottage is also specifically listed on the State Heritage Register (SHR 00768) under the NSW Heritage Act.

Notwithstanding the absence of existing planning controls in relation to shadowing of Experiment Farm, Council has indicated an intention to introduce a Sun Access Protection surface to Experiment Farm. The Council has commissioned two studies to deal with different aspects of heritage for the City Centre (Urbis 2015 and Hector Abrahams Architects 2017). The Urbis and Hector Abraham Studies both included a series of recommendations and findings for planning controls to be incorporated into the CBD Planning Proposal. This control is neither certain or imminent given that the CBD Planning Proposal has not been issued by the Department of Planning, and once issued, will be the subject of public consultation and potential amendment or even deletion.

It is noted that not all of the recommendations or findings of the two heritage studies were supported by the staff or endorsed by the Council. The recommendations and findings that have been adopted are likely to also be subject to challenge and debate during the future public exhibition phase of the CBD Planning Proposal. Therefore, absolute reliance upon, or enforcement of, the recommendations and findings of these studies is not considered appropriate.

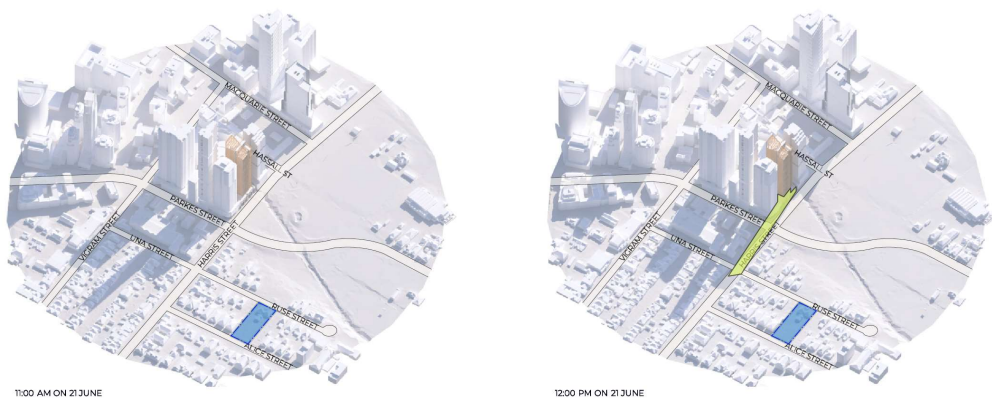
Notwithstanding the lack of existing controls and the uncertainty in relation to future planning controls for solar access to Experiment Farm, in preparing the Planning Proposal, the proponent and consultant team have been cognisant of the Councils intention to introduce a Sun Access Protection surface to Experiment Farm, particularly between the hours of 10am and 2pm for mid-winter.

Throughout the design development for this Planning Proposal submission for 114-118 Harris Street, careful analysis of the shadowing impact to Experiment Farm has been undertaken. As is illustrated in the extract below, the subject site has applied an appropriate setback in accordance with the Apartment Design Guide. It should be taken into consideration the proposed scheme is limited to 38 storeys to avoid overshadowing the Experiment Farm



2. SETBACK APPLIED AS PER ADG REQUIRED. PROPOSED SCHEME IS LIMITED AT 38 STOREY TO AVOID OVERSHADOWING EXPERIMENT FARM. (2PM 21ST JUNE)

**Source:** Aleksander Design Group: Shadow Diagram



**Source:** Aleksander Design Group: Shadow Diagram



## PLANNING PROPOSAL

### PART 1 – OBJECTIVES OR INTENDED OUTCOMES

The objective of the planning proposal is:

To provide suitable zoning, building height and floor space ratio which facilitate urban renewal of the subject site along with the provision of high-density development commensurate with State Government planning strategies. The planning proposal seeks to locate additional residents within Parramatta CBD.

### PART 2 – EXPLANATION OF PROVISIONS

The stated objective will be achieved by:

- Amending the Height of Building Map for Parramatta LEP 2011 in accordance with the proposed height map, shown as an attachment, which indicates no maximum building height on the site.
- Amending the Floor Space Ratio Map for Parramatta LEP 2011 to request a maximum FSR of 14.5:1.

### PART 3 – JUSTIFICATION

#### Section A – Need for the planning proposal

*Q1. Is the planning proposal the result of any strategic study or report?*

The planning proposal has been initiated following the key directions and strategies described in the Plan for Growing Sydney, A Metropolis of Three Cities – Greater Sydney Region Plan, the Central City District Plan, the Greater Parramatta and Olympic Peninsular Plan, the CBD Planning Proposal and the Parramatta CBD Strategy.

The proposed amendments to building height and floor space ratio limitations are informed by a detailed urban design and planning study prepared by Urbis Pty Ltd. The study is included as an attachment to this Planning Proposal. The study presents an urban design analysis of the site and its context as well as potential design options for future redevelopment.

The proposal is consistent with the key directions and strategies described in *A Plan for Growing Sydney*. Discussion on the consistency of the planning proposal with this strategy is contained in the response to *Question 3*.

*Q2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?*

It is considered that the planning proposal is the best means of achieving the stated objective of urban revitalisation of this land. The planning proposal is certainly the most efficient mechanism available for stimulating urban renewal and accelerating delivery of high-density housing in a manner consistent with the strategic directions established in the documents the Plan for Growing Sydney, A Metropolis of Three Cities – Greater Sydney Region Plan, the Central City District Plan, the Greater Parramatta and Olympic Peninsular Plan, the CBD Planning Proposal and the Parramatta CBD Strategy.

The Planning Proposal assists in amending the planning controls ahead of the Parramatta CBD Planning Strategy's expected timeframe. The planning proposal is certainly the most efficient mechanism available for stimulating urban renewal and accelerating delivery of high-density housing.

## **Section B – Relationship to strategic planning framework**

*Q3. Is the planning proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?*

The stated objective of the planning proposal closely aligns with several State Government strategies, specifically the Plan for Growing Sydney, A Metropolis of Three Cities – Greater Sydney Region Plan, the Central City District Plan, the Greater Parramatta and Olympic Peninsular Plan, the CBD Planning Proposal and the Parramatta CBD Strategy.

### **The Plan for Growing Sydney (Department of Planning and Environment, December 2014)**

The Plan for Growing Sydney outlines the State Government's plan to deliver homes, jobs and infrastructure to support a growing population. Key directions described in the Plan relate to accelerating housing supply and urban renewal across Sydney, with a focus on providing homes in areas well serviced by existing or planned infrastructure.

The Plan identifies that there is a significant gap between current housing production and future housing needs and that it is critical to remove the barriers to increased housing production to facilitate accelerated housing supply. The Plan explains that the Government intends to work with councils and the development sector to put in place flexible planning controls which enable housing development in feasible locations.

The Plan states that the Government intends to focus on the urban renewal in existing centres, within which the subject site is situated. As noted in the Plan, the Parramatta has superior access to employment, a rail network and a range of social infrastructure.

Furthermore, the construction of WestConnex will improve local amenity by reducing through-traffic on surface roads and allowing for enhanced local connectivity. The planning proposal seeks to relax building height and floor space ratio controls to allow the delivery of high-density housing in an area that can accommodate increased population. Parramatta is serviced by public transport services that are frequent and is located close to the central core of the Parramatta CBD. The planning proposal is consistent with the objectives and actions of The Plan for Growing Sydney.

### **Central City District Plan (Greater Sydney Commission March 2018)**

The Central City District Plan sets out the priorities and actions for this District and these are structured around 3 key themes of a Productive City, a Liveable City and a Sustainable City. As relevant to the subject site the importance of Parramatta's CBD and growing this CBD in terms of both jobs and housing are continually emphasised in the District Plan. Particularly with reference to the 30-minute city. The planning proposal seeks to deliver both additional housing but also jobs within a 30-minute city scenario.

Expediting the delivery of housing brings more dwellings to the market which in turn drives prices down. Delivering more dwellings and within shorter timeframes aims to respond to the current housing crisis in Western Sydney where scarcity has resulted in an affordable housing shortage. The planning proposal seeks to deliver housing to the market quickly and in a highly liveable location which is well within the 30-minute city scenario and in fact within walking/cycling distance of the Parramatta CBD.

In summary, this planning proposal seeks to deliver on the vision set forward in the Central City District Plan by:

1. Increasing diversity of housing choice.
2. Delivering housing to meet both the need for an additional 207,500 homes in the period between 2016 to 2036. This is an ambitious target that can only be met with significant increases to permitted building heights and FSRs.
3. Expediting the delivery of new housing stock to ease the pressure of demand resulting in a generally more affordable housing product.
4. Contribution to energy efficiency through aims to deliver a development that meets environmental performance criteria.
5. Reduced emissions through both building environmental performance but also through reduction in reliance on private vehicle travel. Focusing increased housing on the subject site which is highly accessible to local bus and train services means that future residents are more likely to walk, cycle and use integrated public transport systems.
6. Enhancing the role of Greater Parramatta as the economic anchor within the Greater Parramatta Olympic Peninsula vision by delivering both jobs and housing.

7. The objectives of the planning proposal are considered to align closely with the documented priorities for the Central City District.

### **Greater Parramatta and the Olympic Peninsula Plan (Greater Sydney Commission October 2016)**

The GPOP has been identified as a new priority growth area in the Plan for Growing Sydney 2014. The GPOP sets forward a vision to build upon 4 quarters identified within the area. Each quarter of the GPOP is linked by the Parramatta River and the planned Parramatta Light Rail.

The Parramatta CBD and Westmead Health and Education Super Precinct are key focus precincts within the GPOP where urban renewal is to be concentrated. Again, within this Plan the 30-minute city approach is adopted ensuring that access to all modes of transport connections are optimised. The GPOP advocates a break in the traditional west to east movement to make Parramatta CBD the central city within Greater Sydney.

The planning proposal is aligned with the GPOP in that it seeks to deliver a mix of housing, enabling residents of all kinds to settle and move as their needs change from student to entrepreneur, medico or executive. The planning proposal is also closely aligned with the desire to deliver new dwellings within the so called 30-minute city (with the proposed new dwellings within the central core of the Parramatta CBD).

### **Parramatta CBD Planning Strategy**

Council on 27 April 2015 adopted the Parramatta CBD Planning Strategy. The objective of the Strategy was to establish a vision for growth, principles and actions to guide a new planning framework and an implementation plan for delivery. The strategy led to the preparation of a CBD Planning Proposal which was adopted by Council in April 2016.

The CBD Planning Proposal establishes a vision for growth that expands and intensifies the commercial core, along with an expanded and higher density mixed use and residential focus.

Key elements of the Planning Proposal relevant for the subject site include –

- Base and incentive FSR and Height controls.
- A sliding scale for FSR based on the underlying size of land.

Under the current PLEP 2011, most sites in the Parramatta CBD have one height control and one FSR control. This Planning Proposal retains in the main these heights and FSR as shown on the existing Height of Buildings Map and FSR Map and proposes to introduce a second height and FSR control.





Consequently, most sites within the Parramatta CBD Planning Proposal boundary will have two FSR and two height controls and these are to be known as 'base FSR and height', and 'incentive FSR and height'. The proposed incentive FSR control is generally 10:1 for land within the CBD Core and 6:1 for land north and south of the CBD Core. It is noted the land parcel falls under the 10:1 incentive. It is noted the land parcel falls under the 10:1 incentive though is requesting a maximum FSR of 14.5:1

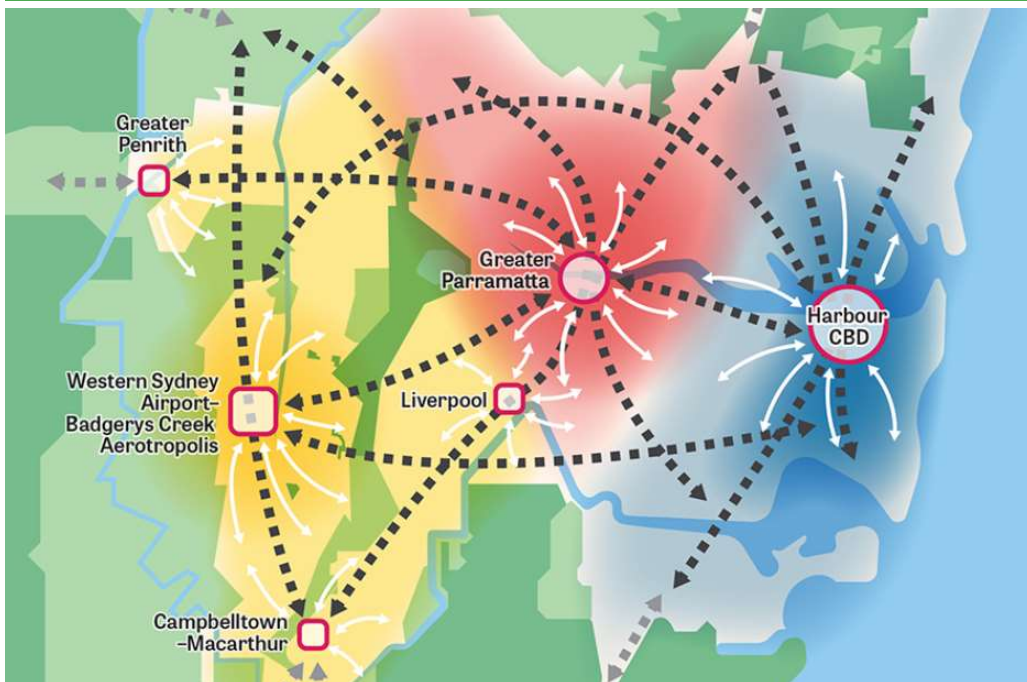
Accordingly, this Planning Proposal is consistent with the adopted Planning Proposal as it proposes increased height, complimentary FSR, and housing on land within the city centre. Consideration has been given to the most appropriate built form option for the site, along with the manner in which environmental impacts are managed.

### **A Metropolis of Three Cities – Greater Sydney Region Plan (Greater Sydney Commission March 2018)**

The Metropolis of Three Cities – Greater Sydney Region Plan provides a framework for the predicted growth in Greater Sydney.

Key themes based on delivering a metropolis of three 30-minute cities which are a follow on from the ten directions envisioned by the Greater Sydney Commission. This vision is set out in the structure plan shown in Figure 16 below.

**Figure 16: Extract from A Metropolis of Three Cities - Greater Sydney Region Plan March 2018**



The four key themes are focused on infrastructure and collaboration, liveability, productivity and sustainability. The planning proposal is aligned with these key themes, directions, metrics and objectives by:

1. Infrastructure and collaboration. The subject land is located within an identified priority growth area. The proposed Parramatta Light Rail will put Parramatta CBD in a highly accessible location with stage 1 proposing a total of 16 stops and Stage 2 proposing 10-12 additional stops. during peak travel times. The site is located within the Parramatta CBD which is well within the 30-minute city scenario.
2. Liveability. The reference architectural design drawings provided with this planning proposal and the urban design study show that liveability for the future residents is a primary consideration for the future building design. Solar access and cross ventilation has been maximised along with general compliance with the requirements of the Apartment Design Guide.
3. Productivity. The proposal capitalises on the Parramatta Light Rail which is transformational infrastructure maximising economic opportunities for the Central City. The proposal creates a more accessible and walkable city with pedestrian links and bike paths as well as promoting additional local jobs through the implementation of a B4 Mixed Use zone.
4. Sustainability. The planning proposal facilitates building capacity based on existing and committed infrastructure. This seeks to shape strong, connected community making the revitalised precinct at Parramatta CBD more resilient.

Q4. Is the planning proposal consistent with a council's local strategy or other local strategic plan?

#### **Parramatta 2038 – Community Strategic Plan (June 2013)**

*Parramatta 2038* is the Community Strategic Plan for the City of Parramatta. *Parramatta 2038* is described as a long-term vision for the Parramatta Local Government Area and links to the long-term future of Sydney. The planning proposal will contribute toward achieving the goals identified in the plan.

Parramatta 2038 identifies six strategic objectives to deliver the vision for Parramatta and the intended outcome of the planning proposal is consistent with these objectives. Specifically, the redevelopment of the subject site will contribute to the economic growth of Parramatta, will encourage diversity and liveability of places and will enhance the status of Parramatta as a City in which people want to reside.

*Q5. Is the planning proposal consistent with applicable State Environmental Planning Policies?*

The following table provides a brief assessment of consistency against each State Environmental Planning Policy (SEPP) relevant to the planning proposal.

| Table 2: Consideration of SEPPs              |           |   |
|--|-----------|---|
| Consideration of SEPPs                       | Relevance | Comment   |
| SEPP No. 1 - Development Standards           | -         | This SEPP does not apply to land subject to Parramatta Local Environmental Plan 2011.   |
| SEPP 14 – Coast Wetlands                     | -         | This SEPP does not apply to land subject to Parramatta Local Environmental Plan 2011.   |
| SEPP 19 – Bushland in Urban Areas            | -         | The site does not contain any significant vegetation.   |
| SEPP 21 – Caravan Parks                      | -         | Not relevant to the proposal.   |
| SEPP 26 – Littoral Rainforests               | -         | Not relevant to the proposal.   |
| SEPP 30 – Intensive Agriculture              | -         | Not relevant to the proposal.   |
| SEPP 33 – Hazardous or Offensive Development | -         | Not relevant to the proposal.   |
| SEPP 36 – Manufactured Home Estates          | -         | Not relevant to the proposal.   |
| SEPP 44 – Koala Habitat Protection           | -         | The site does not contain koala habitat.  |
| SEPP 47 – Moore Park Showground              | -         | Does not apply to land within Parramatta CBD.   |
| SEPP 50 – Canal Estate Development           | -         | Not relevant to the proposal.   |
| SEPP 52 – Farm Dams                          | -         | Not relevant to the proposal.   |
| SEPP No. 55 - Remediation of Land            | ✓         | <p>The existing uses of the site include residential development which are unlikely to result in contamination of the land.</p> <p>The planning proposal is consistent with the aims and provisions of this SEPP.</p> <p>In any case, future redevelopment of the site will need to address the requirements of the SEPP. The proposal is consistent with the provision of this SEPP.</p> |

|   |   |   |
|---|---|---|
| SEPP 62 – Sustainable Aquaculture                                 | - | Not relevant to the proposal.   |
| SEPP No. 64 - Advertising and Signage                             | - | The planning proposal is consistent with the aims or provisions of this SEPP. Where future development incorporates signage, the provisions of this SEPP will need to be considered.  |
| SEPP No. 65 - Design Quality of Residential Apartment Development | ✓ | The planning proposal seeks to facilitate high-density housing in the form of a residential flat building. An urban design study submitted with this planning proposal considers potential design options which address the provisions of SEPP 65.                  |
| SEPP 70 – Affordable Housing Schemes                              | - | This SEPP does not apply to this land.  |
| SEPP 71 – Coastal Protection                                      | - | This SEPP does not apply to this land.  |
| SEPP (Building Sustainability Index: BASIX) 2004                  | ✓ | The planning proposal is consistent with the aims or provisions of this SEPP. Future development incorporating a BASIX affected buildings will be subject to the provisions of this SEPP.   |
| SEPP (Affordable Rental Housing) 2009                             | - | The planning proposal is consistent with the aims or provisions of this SEPP. Future development may incorporate housing delivered under this SEPP and relevant provisions will be given detailed consideration during the assessment of a development application. |
| SEPP (Building Sustainability Index: BASIX) 2004                  | ✓ | The planning proposal is consistent with the aims or provisions of this SEPP. Future development incorporating a BASIX affected buildings will be subject to the provisions of this SEPP.   |
| SEPP (Educational Establishments and Child Care Facilities) 2017  | ✓ | The Planning Proposal is consistent with the aims or provisions of this SEPP. Future development incorporating a child care centre, or the like will be subject to the provisions of this SEPP.   |
| SEPP (Exempt and Complying Development Codes) 2008                | - | The planning proposal is consistent with the aims or provisions of this SEPP. This SEPP is not relevant in the context of the planning proposal.  |
| SEPP (Infrastructure) 2007  | ✓ | Future development may constitute traffic generating development and trigger an assessment under this SEPP.   |
| SEPP (Housing for Seniors or People with a Disability) 2004       | - | It is not proposed to carry out development under the provisions of this instrument.  |
| SEPP (Integration and Repeals) 2016                               | - | Not relevant to this planning proposal.   |
| SEPP (Kosciusko National Park) 2007                               | - | This SEPP does not apply to this land.  |
| SEPP (Kurnell Peninsular) 1989                                    | - | This SEPP does not apply to this land.  |



|  |   |  |
|--|---|--|
| SEPP (Mining and Extractive Industries) 2007 | - | Not relevant to this planning proposal.  |
| SEPP (Miscellaneous Consent Provisions) 2007 | - | Not relevant to this planning proposal.  |
| SEPP (Penrith Lakes Scheme) 1989             | - | Not relevant to this planning proposal.  |
| SEPP (Rural Lands) 2008                      | - | Not relevant to this planning proposal.  |
| SEPP (State and Regional Development) 2011   | ✓ | It is likely that future development of the site will constitute Regional Development and be determined by the Sydney West Planning Panel. |
| SEPP (State Significant Precincts) 2005      | - | This SEPP does not apply to this land.   |
| SEPP (Sydney Drinking Water Catchment) 2011  | - | This SEPP does not apply to this land.   |
| SEPP (Sydney Region Growth Centres) 2006     | - | This SEPP does not apply to this land.   |
| SEPP (Three Ports) 2013                      | - | This SEPP does not apply to this land.   |
| SEPP (Urban Renewal) 2010                    | - | This SEPP does not apply to this land.   |
| SEPP (Western Sydney Employment Area) 2009   | - | This SEPP does not apply to this land.   |
| SEPP (Western Sydney Parklands) 2009         | - | This SEPP does not apply to this land.   |

The following table provides a brief assessment of consistency against each Deemed SEPP relevant to the planning proposal.

| Table 3: Consideration of Deemed SEPPs |           |  |
|--|-----------|--|
| Consideration of Deemed SEPPs          | Relevance | Comment  |
| REP (Sydney Harbour Catchment) 2005    | ✓         | The planning proposal is not inconsistent with the aims or provisions of this deemed SEPP. Future development will be subject to the provisions of this deemed SEPP. |

Q6. Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?

The following table provides a brief assessment of consistency against each s.117 direction relevant to the planning proposal.

| Table 4: Consideration of Section 9.1 Directions                                      |           |   |
|---|-----------|---|
| Consideration of s. 9.1 Directions  | Relevance | Comment   |
| 1. Employment and Resources   |           |   |
| 1.1 Business and Industrial Zones   | -         | The planning proposal does not seek to amend the existing zoning. The proposal is consistent with this Direction. |
| 1.2 Rural Zones   | -         | The planning proposal does not relate to rural zoned land.  |
| 1.3 Mining, Petroleum Production and Extractive Industries                            | -         | The planning proposal does not relate to land that is likely to be useful for extractive industries.              |
| 1.4 Oyster Aquaculture  | -         | The proposal will not impact on any priority oyster aquaculture areas.  |
| 1.5 Rural Lands   | -         | The planning proposal does not relate to rural land.  |
| 2. Environment and Heritage   |           |   |
| 2.1 Environment Protection Zones  | -         | The site is not currently zoned for environmental protection purposes.  |
| 2.2 Coastal Protection  | -         | The land is not within a coastal zone.  |
| 2.3 Heritage Conservation   | ✓         | The proposal does not seek any changes to the existing heritage conservation provisions of the LEP and DCP.       |
| 2.4 Recreation Vehicle Areas  | -         | The planning proposal does not relate to recreation vehicles or land with a high conservation value.              |
| 2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs | -         | This direction does not apply in the Parramatta Local Government Area.  |
| 3. Housing, Infrastructure and Urban Development                                      |           |   |
| 3.1 Residential Zones   | ✓         | The planning proposal is consistent with the direction. The planning proposal seeks to facilitate                 |

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|   |   | <p>the development of high-density housing through the application of appropriate floor space ratio and building height controls.</p> <p>The planning proposal represents a more efficient use of existing infrastructure and services and reduces the consumption of land for housing through urban renewal.</p>                                   |
| 3.2 Caravan Parks and Manufactured Home Estates | - | The planning proposal does not seek amend the current prohibition of caravan parks on this site.  |
| 3.3 Home Occupations                            | - | No changes to the existing provisions.  |
| 3.4 Integrating Land Use and Transport          | ✓ | The planning proposal is consistent with the direction. The subject site is within proximity of Parramatta train station and future light rail stop. The site is well serviced by transport infrastructure and has optimal access to employment opportunities within the core of the Parramatta CBD, Westmead and related employment precincts.     |
| 3.5 Development Near Licensed Aerodromes        | - | The land is not within the vicinity of an aerodrome.  |
| <b>4. Hazard and Risk</b>                       |   |   |
| 4.1 Acid Sulfate Soils                          | ✓ | The Acid Sulfate Soils Map for Parramatta LEP 2011 indicates that there is a probability that the subject site contains acid sulfate soils. An acid sulfate soils study is not necessary at planning proposal stage. Future development of the site will require detailed consideration of this issue as per clause 6.1 of the Parramatta LEP 2011. |
| 4.2 Mine Subsidence and Unstable Land           | - | The site is not within a mine subsidence district.  |
| 4.3 Flood Prone Land                            | - | <p>The planning proposal does not seek to change the existing Council controls relating to flooding. Flood impact is to be further considered in detail at development application stage.</p> <p>Further details from flooding report.</p>  |
| 4.4 Planning for Bushfire Protection            | - | The site is not affected by bushfire planning provisions.   |
| <b>5. Regional Planning</b>                     |   |   |
| 5.1 Implementation of Regional Strategies       | - | The site is not located within an area affected by a regional strategy.   |
| 5.2 Sydney Drinking Water Catchments            | - | This direction does not apply to land within Parramatta local government area.  |
| 5.3 Farmland of State and Regional              | - | This direction does not apply to land within Parramatta local government area.  |

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| Significance on the NSW Far North Coast  |   |   |
| 5.4 Commercial and Retail Development along the Pacific Highway, North Coast   | - | This direction does not apply to land within Parramatta local government area.  |
| 5.8 Second Sydney Airport: Badgerys Creek  | - | The site is not near the Second Sydney Airport: Badgerys Creek.   |
| 5.9 North West Rail Link Corridor Strategy   | - | This direction only applies to land within Hornsby, the Hills and Blacktown.  |
| 5.10 Implementation of Regional Plans<br>This direction applies when a relevant planning authority prepares a planning proposal. | - | Not applicable to the current planning proposal.  |
| 6. Local Plan Making   |   |   |
| 6.1 Approval and Referral Requirements   | ✓ | The planning proposal is considered to be consistent with the direction. The planning proposal does not trigger the need for any additional concurrence, consultation or referral to a Minister or Public Authority.  |
| 6.2 Reserving Land for Public Purposes   | - | The planning proposal does not seek to change the current zoning provisions and therefore does not impact on land reserved for public purposes.   |
| 6.3 Site Specific Provisions   | - | The proposal is relating to zoning, building height, and FSR thus the proposal is consistent with this direction.   |
| 7. Metropolitan Planning   |   |   |
| 7.1 Implementation of A Plan for Growing Sydney  | ✓ | <p>This proposal is consistent with the objectives and strategies of A Plan for Growing Sydney as outlined in the Planning Proposal report.</p> <p>The Planning Proposal is consistent with the NSW Government's A Plan for Growing Sydney. Refer to Part 3 – Justification of this report, Section B – Relationship to Strategic Planning Framework of the Planning Proposal for an explanation of the consistency of the Planning Proposal with A Plan for Growing Sydney.</p> <p>The Planning Proposal achieves the overall intent of the Plan and seeks to implement the achievement of its vision, land use strategy, policies, outcomes or actions.</p> <p>This planning proposal seeks to facilitate development of this key parcel of land within the Quarter which will encourage economic investment in this strategic centre, employment</p> |



|   |   |   |
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|   |   | generation and delivery of new housing opportunities.   |
| 7.2 Implementation of Greater Macarthur Land Release Investigation  | - | This direction does not apply to land within the City of Parramatta Council.  |
| 7.3 Parramatta Road Corridor Urban Transformation Strategy  | - | The site is not located on land subject to the Parramatta Road Corridor Urban Transformation Strategy.  |
| 7.4 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan     | - | The site is not located within the North West Priority Growth Area.   |
| 7.5 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure         | ✓ | <p>The planning proposal is consistent with the Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan. The land is identified as a potential precinct targeted for growth, particularly within 1km of the new light rail stops. The land is within Parramatta CBD which is within proximity the planned Parramatta Light Rail with swift connections access to Westmead, Silverwater and Olympic Park.</p> <p>The planning proposal is entirely consistent with this Direction.</p> |
| 7.6 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan | - | The site is not located in the Wilton Priority Growth Area.   |
| 7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor                                       | - | This direction does not apply to land within the Parramatta Local Government Area.  |
| This direction applies to Campbelltown City Council.  |   |   |

## Section C – Environmental, social and economic impact

Q7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

The subject site does not contain habitat of any description. There is no likelihood that critical habitat or threatened species, populations or ecological communities, or their

habitats, will be adversely affected as a result of the planning proposal. No further assessment is considered necessary.

Q8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

The planning proposal seeks to revise the maximum permitted building height and floor space ratio controls contained within Parramatta LEP 2011 in order to facilitate the redevelopment of the subject site for the purpose of high-density residential development. The anticipated environmental effects associated with the higher-density development that will be permitted by the amendment are discussed below.

Discussion dealing with the likely environmental effects has been provided earlier in this document in relation to –

- Traffic
- Flooding

Overshadowing of Experiment Farm.

Q9. Has the planning proposal adequately addressed any social and economic effects?

The social and economic effects of the planning proposal are most appropriately described in the context of the challenges associated with a growing population as described in the State Government document the Plan for Growing Sydney. Among other things, the Plan explains that to meet the needs of a larger population and to maintain economic growth, urban renewal in combination with infrastructure delivery must occur in strategic urban centres.

As previously described, the objective of the planning proposal aligns closely with the strategic direction identified in the Plan for Growing Sydney. The delivery of high-density housing in a location that is well serviced by infrastructure and where there are minimal existing environmental site constraints is considered to represent a positive social outcome. The planning proposal will facilitate future development that will result in higher population densities in Parramatta. In this regard, the planning proposal will support the emergence of Parramatta as Sydney's second CBD which will in turn contribute to continued economic growth.

A key component of the preferred future development option for the subject site incorporates an area of public open space. The public open space will have excellent connectivity to public transport and will serve to promote healthy lifestyles and social interaction.

## Section D – State and Commonwealth interests

### Q10. Is there adequate public infrastructure for the planning proposal?

The Parramatta CBD Strategy identifies this site as suitable for high density residential development due to its superior access to transport and employment opportunities in the Parramatta CBD. The site is located not only within the Parramatta CBD but also is within 700m walking distance to Parramatta train station and an 850-walking distance to Harris Park Train Station.

Given the proximity of the subject site to public transport services including bus services it is anticipated that a significant proportion of new residents would opt to use public transport rather than private vehicle.

The subject site is within the Parramatta CBD which has a variety of health, education and emergency services. In a broader context, the subject site is proximate to Westmead Hospital and the Western Sydney University which are regional institutions.

The Council has endorsed a value sharing mechanism as part of the Parramatta CBD Planning Proposal which is actualised through the floor space ratio controls proposed within the Parramatta CBD Planning Proposal. As discussed previously, there are incentives in terms of both building height and floor space ratio that can be utilised for this site which are linked to the provision of community infrastructure. The provisions require delivery of community infrastructure to the satisfaction of the consent authority, whether provided on the development site or an alternative site nominated by the consent authority. This planning proposal is supported by a letter which proposes to make a voluntary financial contribution consistent with the Phase 1 Value Sharing methodology that will provide contributions towards community infrastructure.

### Q11. What are the views of the State and Commonwealth public authorities consulted in accordance with the Gateway determination?

The planning proposal has not yet received Gateway determination and consultation with the public authorities has not yet commenced.

## Part 4 – Mapping

It is understood that mapping will be prepared by the City of Parramatta Council to accord with the standard instrument mapping layouts prior to the planning proposal being reported to the Council for consideration. The planning proposal seeks amendments to Height of Buildings Map and Floor Space Ratio and Map.

## Part 5 – Community consultation

Community consultation will be undertaken in accordance with the requirements prescribed by the Gateway determination.

## Part 6 – Project timeline

A project timeline is yet to be determined however will be formulated following discussions with the City of Parramatta Council and confirmation of any additional information required to allow consideration of the planning proposal.

An indicative timeline for the planning proposal includes:

| Milestone  | Timeframe     |
|--|---------------|
| Council report to endorse the PP for Gateway Determination                           | October 2018  |
| PP submitted to the Department of Planning and Environment seeking Gateway           | November 2018 |
| Gateway issued   | February 2019 |
| Public exhibition and agency consultation  | March 2019    |
| Consideration of submissions and report back to Council                              | April 2019    |
| Submission back to Department of Planning and Environment to finalise LEP amendments | May 2019      |
| Amendments to be published   | July 2019     |



## CONCLUSION

This planning proposal explains the intended effect of and provides a justification for a proposed amendment to the *Parramatta Local Environmental Plan 2011* (Parramatta LEP 2011). The 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 document '*A guide to preparing planning proposals*' (August 2016).

The planning proposal relates to a single allotment, however is cognisant of a coordinated design over three contiguous land parcels situated in Parramatta CBD and seeks to amend the Parramatta LEP 2011 by revising limitations relating to building height and floor space ratio to allow for the redevelopment of the site.

The planning proposal describes how the intended outcome of the proposed LEP amendments align closely with the strategic directions established in State Government documents Plan for Growing Sydney, A Metropolis of Three Cities – Greater Sydney Region Plan, the Central City District Plan, the Greater Parramatta and Olympic Peninsular Plan, the CBD Planning Proposal and the Parramatta CBD Strategy.

It is considered that the LEP amendments sought by the planning proposal will allow for the accelerated delivery of both mixed use and high-density residential development in an area which is well serviced by public transport and infrastructure and has been identified as a key urban renewal precinct. The planning proposal is considered to have strong merit based on a sound analysis of relevant planning considerations and is submitted to Parramatta City Council for consideration.