



**MAJOR PROJECT ASSESSMENT  
SYDNEY WATER BUILDING,  
PARRAMATTA  
Proposed by Multiplex Constructions Pty  
Ltd**

Director-General's Environmental Assessment  
Report  
Section 75I of the  
Environmental Planning and Assessment Act 1979

February 2007



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# 1 EXECUTIVE SUMMARY

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## 1.1 The Proposal

This is a report on a project application to construct a commercial office building pursuant to Part 3A of the *Environmental Planning and Assessment Act, 1979* ("the Act").

Multiplex Constructions Pty Ltd on behalf of Sydney Water (the Proponent) is proposing to construct an office building for Sydney Water at the north-western corner of Darcy and Smith Streets, Parramatta ("the proposal"). The proposal constitutes a 'Crown' development pursuant to S116C of the *Environmental Planning and Assessment Act 1979*.

The proposed office building is 17 storeys in height (including the upper plant level) and will accommodate 27,212sqm of floor space comprising:

- 4.5 basement car parking levels for 254 cars
- Foyer space, retail/café area, reception, waiting area, security and resource centre at ground level.
- Administrative functions on Levels 1, 3 and 4.
- Offices on Levels 5 to 16.
- Meeting room and breakout spaces on Level 16.
- Plant rooms at Levels 16 and 17.

The estimated project cost of the development is \$129,000,000.00. The proposal will provide for 500 full time equivalent construction jobs and 1500 full time equivalent operational jobs.

The project was initially lodged as a Development Application with Parramatta City Council on the 14 November 2006 (DA 1029/2006). The Council undertook public exhibition of the application for 30 days from the 22 November 2006 to 22 December 2006.

On 23 December 2006, the Minister declared the subject development to be a project to which Part 3A of the *Environmental Planning and Assessment Act 1979* applies as it is determined to be important in achieving State and regional objectives. The subject development is located at the south eastern corner of the Civic Place Precinct and its interaction with the proposed Civic Place Development which is also a Major Project is considered critical to the assessment of this proposal.

The Director-General accepted Development Application 1029/06 (lodged with Parramatta City Council) for the proposal as a Major Project in accordance with cl 8J of the *Environmental Planning & Assessment Regulation 2000*. This included acceptance of:

- the Statement of Environmental Effects (DA 1029/06) as the Environmental Assessment for the Project; and
- the period of public exhibition undertaken by Council (DA 1029/06) as the period of public availability for a Major Project.

On 22 January 2007, the Director General Environmental Assessment Requirements (DGRs) were issued to the Proponent. The DGRs required specific consideration of the vehicular and pedestrian access and public domain in relation to the Civic Place Precinct, and consideration of the built form and urban design.

During the exhibition period, a total of four (4) submissions were received from public authorities and one (1) submission from the public. Key issues considered in the Department's assessment included:

- Vehicular Access in relation to the Civic Place precinct;
- Public domain and pedestrian access in relation to the Civic Place precinct;

- Built form and Urban Design;
- Heritage and Archaeological Impacts;
- Traffic and Parking;
- Ecologically Sustainable Development;
- Construction Impacts; and
- Solar Access
- Section 94 and Other Contributions

In response to issues raised by the Department, the proponent amended the proposal as follows:

- Re-configuration of the ground floor layout to provide retail floor space along the western side and of the building;
- Widening of the colonnade between structural and façade elements on the northern face of the building;
- Re-location of the building by approximately 4m to the north and also approximately 4m to the west to provide a 3m footpath along the Smith and Darcy Street frontages once future works occur in both these roads. The relocation facilitates the potential future construction of a three lane drive structure within Darcy Street and also the dedication of a bus lane along Smith Street;
- Additional level of basement to provide 254 car parking spaces for the relocated building, as the relocation of building restricts area within basement levels; and
- Amended materials and finishes, with the concrete 'sandstone' finish to the lift cores and columns being replaced by granite to a height of approximately 2m, with the remaining height being dark metal cladding.

The Department has assessed the merits of the amended project and is satisfied that the impacts of the proposed development have been addressed via the Proponent's Statement of Commitments and the Department's recommended conditions of approval, and can be suitably mitigated and/or managed to ensure a satisfactory level of environmental performance. Furthermore, the proposal adequately addresses the Director General Requirements for the project. On these grounds, the Department is satisfied that the site is suitable for the proposed development and that the project will provide environmental, social and economic benefits to the locality. All statutory requirements have been considered and met.

The Department recommends that the project be approved, subject to conditions.

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## 2 BACKGROUND

### 2.1 THE SITE

#### 2.1.1 Site context and location

The site, at No. 1 Smith Street, Parramatta, is located within the local government area of Parramatta and is owned by Sydney Water. The site is located within the central area of Parramatta CBD and to the north of the Parramatta Railway Station. The site is situated in the south-eastern corner of "Civic Place" and is located on the corner of Darcy and Smith Streets.

The site has a total area of 3190m<sup>2</sup> and comprises the following lots:

- Lot 1 DP 209425.
- Lot 1 DP 128540.
- Lots 1 & 2 DP 511141.
- Lot 3 DP 207682.
- Lot A DP 324342.
- Lot A DP 323787.
- Lot 2 DP 207682.



Figure 1.  
Site location

#### 2.1.2 Existing site features

The site has been vacant for approximately 2 years and is fenced, containing no vegetation. At the time of demolition of the previous building on the site, remediation was undertaken to ensure the site is suitable for future commercial development.

#### 2.1.3 Surrounding development

Surrounding uses include the Parramatta City Council's administration offices to the west of the site, public car parking immediately to the north and commercial office buildings further to the north. The Parramatta Railway Station is located to the south of the site across Darcy Street, whilst Arthur Phillip School and Lancer Barracks are located to the east, across Smith Street.

#### **2.1.4 Zoning**

The Site is zoned City Core and Special Uses in Sydney Regional Environmental Plan No 28 – Parramatta (SREP No. 28) and the proposed development is permissible with consent.

### **2.2 SITE HISTORY**

#### **2.2.1 Stage 1 DA**

A Stage 1 DA (DA/485/2005) was submitted to Parramatta City Council on the 9 June 2005 for the construction of a 15 storey commercial building for the headquarters of Sydney Water and associated site cleanup. The Stage 1 DA sought approval for site coverage, floor space, building envelopes, vehicular access and parking, and open space.

The Stage 1 DA was approved by the Central Parramatta Planning Committee on 16 November 2005 with the exception of the RLs of the proposed car parking levels. The conditions of consent (Condition 5) notes that the car parking levels are to be determined as part of any subsequent Stage 2 DA to ensure consistency with the neighbouring development, being the basement levels of the adjoining Civic Place redevelopment.

The proposed development represents a new application for the site and is different to the Stage 1 consent and as such should be considered on its own merits. A 17 storey building with a total floor space of 27,212sqm is proposed in comparison to the approved Stage 1 scheme which was a 15 storey building of 24,760sqm, providing for an additional 2,452sqm of commercial floor space. The Stage 1 application had the entry to the basement carpark from Smith Street, whilst the current proposal has the carpark entry from Darcy Street. Whilst some documentation has referred to the proposed development as 'Stage 2', the subject proposal does not relate to the previous application and is considered on its merit irrespective of the previous approval.

#### **2.2.2 Civic Place Precinct**

The subject site is located at the south-eastern corner of Civic Place precinct, which is subject to the provisions of the Civic Place Masterplan. The remainder of Civic Place is under the ownership of Parramatta City Council (or subject to the process of compulsory acquisition), which has entered into a partnership with Grocon Constructions Pty Ltd to develop Civic Place for a mixed use commercial, retail and residential development with associated public domain landscaping.

On 13 February 2006 the Minister declared the Parramatta City Council/Grocon mixed use development to be a project to which Part 3A of the Environmental Planning and Assessment Act 1979 applies, and authorised the submission of a Concept Plan for establishing the building envelopes, uses, FSR, height and associated access and public domain provisions.

## 3 PROPOSED DEVELOPMENT

### 3.1 The proposed development

This is an application for approval to carry out a project.

The proposal is for the construction of a commercial office building for Sydney Water and is 17 storeys in height (including the upper plant level) and will accommodate 27,212sqm of floor space comprising:

- 4.5 basement car parking levels for 254 cars
- Foyer space, retail/café area, reception, waiting area, security and resource centre at ground level.
- Administrative functions on Levels 1, 3 and 4.
- Offices on Levels 5 to 16.
- Meeting room and breakout spaces on Level 16.
- Plant rooms at Levels 16 and 17.

The form of the building combines two major components:

- Two attached rectilinear tower forms set on columns. The tower forms are glazed and one is taller than the other. A further thin slab form contains the lift shafts and stairs is located to the southern side of the two primary tower elements.
- A four level podium is located below and within the two primary tower elements. This podium level consists of a glazed ground level foyer extending two storeys high which contains reception, customer services and a foyer cafe which opens north to Civic Place. A blue coloured element (referred to as the 'blue box'), which is a combination of clear and fritted glass, is located above the ground level foyer and contains a further two accommodation levels. The 'blue box' is designed to accommodate semi-public spaces such as a resource centre and library. A colonnade is created adjacent to the foyer to the north which creates a linear out-door terrace for al fresco dining and relaxation within the ground level plaza adjacent to the building.

### Development Data/Compliance

|            | Proposed                | SREP No. 28                     | Compliance | Draft City Centre LEP                        | Compliance                  |
|------------|-------------------------|---------------------------------|------------|--|-----------------------------|
| Lot size   | 3190m <sup>2</sup>      | N/A                             | NA         | N/A  | N/A                         |
| Height     | 64m approx (17 storeys) | 126m (approximately 33 storeys) | Yes        | 200m   | Yes                         |
| GFA        | 27,212m <sup>2</sup>    | 28,710m <sup>2</sup>            | Yes        | 25,520m <sup>2</sup> to 28,072m <sup>2</sup> | Yes                         |
| FSR        | 8.5:1                   | 9:1                             | Yes        | 8:1 – 8.8:1                                  | Yes <sup>(See Note 1)</sup> |
| Carparking | 254                     | Max 272                         | Yes        | Minimum 272                                  | No <sup>(See Note 2)</sup>  |

Note 1: The proposed FSR of 8.5:1 complies with the intent of the Draft City Centre LEP as an FSR of up to 8.8:1 (additional 10%) is permissible if a proposal is subject to an architectural competition process. The proposed design has been subject to a competitive process involving three architects. This is comparable to an architectural competition process in the draft LEP.

Note 2: The Draft LEP has a 'minimum' car parking requirement, as opposed to the current 'maximum' under SREP No. 28. In this regard, the proposed 254 car spaces do not comply with the draft LEP requirements. However, the subject application was lodged prior to the exhibition of the draft LEP and the proposed car parking is considered appropriate on merit given the close proximity of the site to the Parramatta Railway Station and the sustainability practice of encouraging patronage of public transport. Furthermore, the draft LEP is open to review at the close of the exhibition period and as such the 'minimum' car parking requirement may be subject to further amendment.

### 3.2 PROJECT AMENDMENTS

A preferred project report was submitted on 28 February 2007 incorporating the following amendments:

- Re-configuration of the ground floor layout to provide retail floor space along the western side and of the building;
- Widening of the colonnade between structural and façade elements on the northern face of the building;
- Re-location of the building by approximately 4m to the north and also approximately 4m to the west to provide a 3m footpath along the Smith and Darcy Street frontages once future works occur in both these roads. The relocation facilitates the potential future construction of a dive structure within Darcy Street and also the dedication of a bus lane along Smith Street;
- Additional level of basement to provide 254 car parking spaces for the relocated building, as the relocation of building restricts area within basement levels; and
- Amended materials and finishes, with the concrete 'sandstone' finish to the lift cores and columns being replaced by granite to a height of approximately 2m, with the remaining height being dark metal cladding.



Figure 2: The site

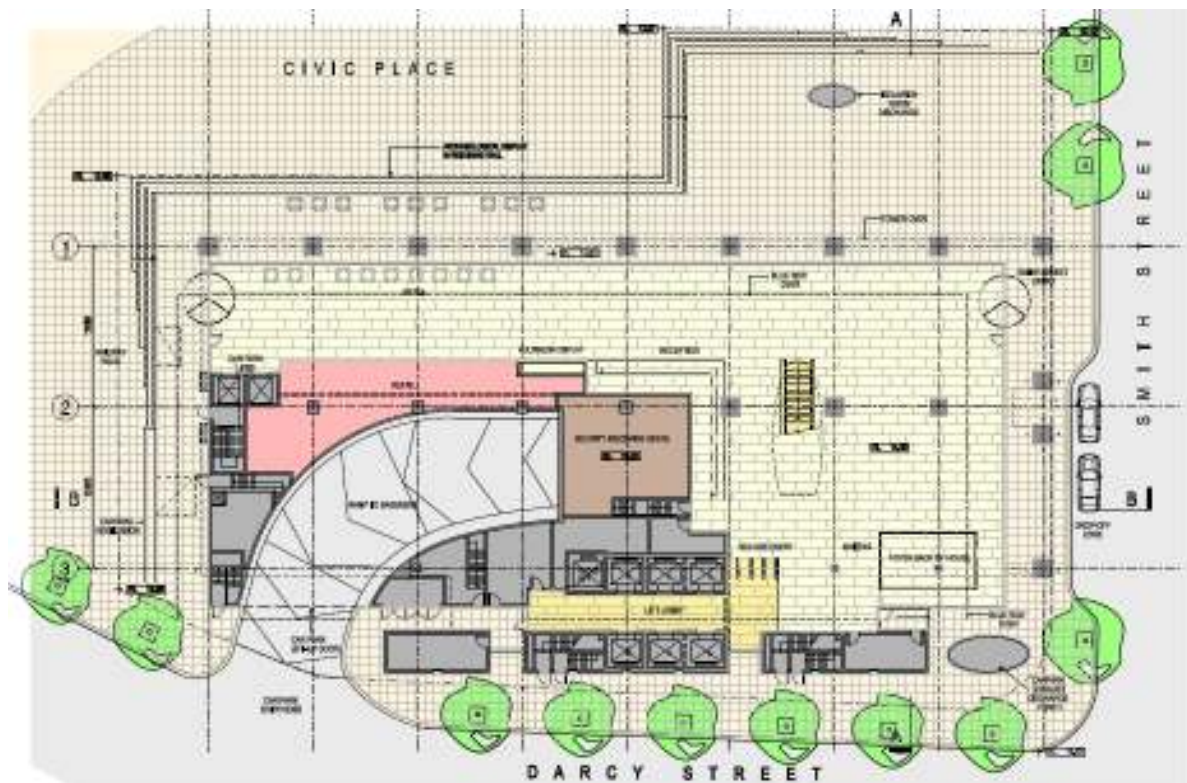


Figure 3: Ground Floor Plan (Note: Illustrated plan is to demonstrate access only, this plan is the originally submitted ground floor design and several design amendments have subsequently been made to this plan).

## 4 STATUTORY CONTEXT

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### 4.1 MAJOR PROJECT DECLARATION

The project is a Major Project under *State Environmental Planning Policy (Major Projects) 2005* being development for the purposes of residential, commercial or retail projects with a capital investment value of more than \$50 million that the Minister determines are important in achieving State or Regional planning objectives. The opinion was formed by the Minister on 23 December 2006.

### 4.2 PERMISSIBILITY

Under Sydney Regional Environmental Plan No 28 – Parramatta (SREP No. 28), the site is zoned City Core and Special Uses, permitting mixed use development, including commercial development. The Proposal is consistent with the objectives of the City Core Zone and is listed as a permissible use in clause 17(2)(c) and is therefore permissible subject to the Minister's approval.

### 4.3 DIRECTOR GENERAL'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS (DGRS)

The DGRs issued on 22 January 2007 required the following issues to be addressed:

- Relevant EPIs and Guidelines to be addressed;
- Built Form and Urban Design to be addressed including co-ordination of the proposal with Parramatta railway station and the adjoining Civic Place in terms of urban design and access (before, during and after construction), and consideration of vehicular and loading access;
- Public domain/ pedestrians including how the proposed building layout, design and treatment of the public domain and open spaces, in the context of the proposed uses addresses the pedestrian access in the context of the Civic Place redevelopment and the railway station, and integrates with the public transport interchange
- Heritage and Archaeological Impacts;
- Traffic and Parking issues including an assessment of proposed access arrangements to the site in the context of Civic Place (before, during and after construction);
- Ecologically Sustainable Development;
- Construction Impacts; and
- Statement of Commitments

The Department is satisfied that the DGRs have been adequately and satisfactorily addressed by the Proponent's Environmental Assessment and Preferred Project Report.

The DGRs are in **Appendix A**

### 4.4 ENVIRONMENTAL PLANNING INSTRUMENTS (EPIS) AND OTHER PLANS AND POLICIES

#### 4.4.1 Application of EPIs to Part 3A projects

To satisfy the requirements of section 75(2)(d) and (e) of the Act, this report includes references to the provisions of the environmental planning instruments and associated guiding documents that govern the carrying out of the project and have been taken into consideration in the environmental assessment of the project. A summary of compliance with the relevant EPIs is in **Appendix B**.

The primary controls guiding the assessment of the proposal are:

- Sydney Regional Environmental Plan No. 28 – Parramatta;
- Civic Place Master Plan;
- Parramatta City Centre Development Control Plan; and
- Parramatta City Centre Public Domain Strategy

Other controls to be considered in the assessment of the proposal are:

- Draft Parramatta City Centre Vision, LEP and DCP
- Sydney Regional Environmental Plan No. 18 – Transport Corridor Reservation
- Draft State Environmental Planning Policy No. 66 – Integration of Land Use and Transport
- State Environmental Planning Policy No. 55 – Remediation of Land
- State Environmental Planning Policy No. 11 – Traffic Generating Development

The provisions, including development standards of local environmental plans, and development control plans are not required to be strictly applied in the assessment and determination of major projects under Part 3A of the Act. Notwithstanding, these standards and provisions are relevant considerations as the DGRs and Section 751(2)(e) of the *Environmental Planning and Assessment Act, 1979* require the proponent to address such standards and provisions and the Department to duly consider such standards and provisions. Accordingly the objectives of a number of EPIs and the development standards therein and other plans and policies that govern the carrying out of the project are appropriate for consideration in this assessment as follows.

#### 4.5 PRIMARY CONTROLS

##### 4.5.1 Sydney Regional Environmental Plan No. 28 – Parramatta

Sydney Regional Environmental Plan No. 28 (SREP 28) applies to the site as it is located within the 'City Centre Precinct' of the Parramatta Primary Centre. SREP 28 was gazetted in 1999 and provides the statutory planning framework for the Parramatta Primary Centre. SREP 28 provides controls relating to permissibility, height, FSR, carparking, urban design, solar access, heritage, development along railway corridors, noise and vibration, contamination, excavation and acid sulphate soils.

The proposal does not exceed the prescriptive height, floor space ratio and car parking controls for the site. Furthermore, the development is considered a sound urban design in response to its context as it provides a transition from the surrounding development to the desired future development of Civic Place. The building will reinforce the location as a gateway to the Parramatta CBD and provides a high quality of design which recognises the significance of the site within Parramatta. In this regard, the proposal is considered satisfactory with respect to the controls of SREP No. 28. This is discussed in detail in **Appendix B**.

##### 4.5.2 Civic Place Master Plan

The Civic Place Master Plan, adopted in June 2003, was developed for the area bounded by Smith, Darcy, Church and Macquarie Streets for which, under the provisions of the Parramatta Regional Environmental Plan (REP), a Master Plan was required to be adopted prior to development occurring.

The purpose of the Master Plan is to provide a development framework for the civic centre of Parramatta that will guide the development and redevelopment of private and public land including public domain areas and public facilities. Specifically, the Master Plan provides detail on the resolution of the key issues which affect the precinct including:

- Implementing established regional and local planning objectives for the City Centre
- Creation of a gateway identity befitting Parramatta's role as a regional centre
- Providing convenient public transport, vehicle and pedestrian access
- Facilitating an economically-feasible mix of land uses which responds to the site's location at the centre of Parramatta
- Accommodating and strengthening the civic focus of the site
- Conservation and celebration of environmental, social and cultural heritage
- Implementing new development, that is sustainable

The Master Plan balances social, economic and environmental considerations to achieve a sustainable development proposal that will contribute to the city's overall economic robustness, fulfil a ceremonial and civic

role, provide community facilities and services and establish best practice urban design, environmental management and government leadership.

The Master Plan is also intended to supplement the requirements of SREP 28 and is read in conjunction with SREP 28. The Master Plan provides controls which relate to building height, urban structure, sustainable development, design principles, public domain and architectural character, public art, heritage, water sensitive urban design, access and parking.

The proposal is of an appropriate bulk and scale which provides a transition between the surrounding development, including the Lancer Barracks, and the desired future development of the remainder of Civic Place. The siting of the building is generally consistent with the urban structure envisaged by the Master Plan and responds to the future public domain areas to the west and the north of the building. The colonnades which feature along the eastern, northern and western sides of the building provide shelter for pedestrians and a consistent design feature which will achieve integration with the architectural language envisaged for the remainder of Civic Place. In this regard, the proposal is considered satisfactory with respect to the provisions and objectives of the Civic Place Master Plan. This is discussed in detail in **Appendix B**.

#### **4.5.3 Parramatta City Centre Development Control Plan**

The Parramatta City Centre Development Control Plan (DCP) provides detailed design considerations that are considered within the framework provided by the Civic Place Master Plan.

The Parramatta City Centre Development Control Plan (DCP) provides controls which relate to land uses; building depth, articulation, materials and glazing; design of flexible buildings; heritage; solar access; acoustic privacy; pedestrian access; vehicular, service access and parking; ecological sustainability and energy efficiency, soil, water and waste management; land contamination; public art; paving; signage; and, courtyards and squares.

The proposal is generally consistent with the controls and objectives of the City Centre DCP. Whilst the proposal results in several variations to the prescriptive controls relating to building depth and vehicular access width, these are minor in nature and do not result in any significant detrimental impact upon the locality or the future occupants of the building. In this regard, the proposal is considered satisfactory with respect to the guidelines of the City Centre DCP. This is discussed in detail in **Appendix B**.

#### **4.5.4 Parramatta City Centre Public Domain Strategy**

The Parramatta City Centre Public Domain Strategy contains provisions relating to pedestrian connectivity, social and cultural activities, views street paving, open spaces, city ecology, street planting and lighting. The proposed siting of the building is consistent with the provisions of the Civic Place Master Plan and as contributes to the definition of pedestrian routes and public domain areas within Civic Place. The building provides activation to pedestrian route to the west of the building, and provides a significant forecourt area which relates to a proposed future public domain area to the north of the site. In this regard, the proposal is considered to be generally consistent with the objectives of the Parramatta City Centre Public Domain Strategy.

### **4.6 OTHER CONTROLS**

#### **4.6.1 Draft Parramatta City Centre Vision, LEP, DCP & Civic Improvement Plan**

The Draft Parramatta City Centre Vision, LEP, DCP & Civic Improvement Plan were exhibited from 20 December 2006 until the 28 February 2007. Accordingly, it is noted that the subject application was prepared and lodged with Parramatta City Council prior to the commencement of the exhibition period for these plans and controls.

##### *Vision*

The Cities and Centres Task Force has prepared the Draft City Centre Vision document that describes a vision for Parramatta as a regional city, providing information on the history and development context and includes an action plan to facilitate the city centre's growth. The document provides a strategic framework for the city centre

to grow into a prosperous, vibrant and attractive city. The vision for the Parramatta City Centre includes creating a liveable and desirable city, shaping the city form, supporting a socially inclusive city, improving the quality of urban design, improving the quality of the public domain, achieving a creative city, developing economic diversity and prosperity, improving access and movement around the city, celebrating the special heritage of Parramatta and the river, achieving greater sustainability and also developing Civic Place.

The proposal contributes to the development of Civic Place in a manner which will achieve the vision for the city centre by contributing the economic prosperity and improving the urban design and public domain within the area. In this regard, the proposal is considered satisfactory with respect to the Parramatta City Centre Vision.

#### *Draft LEP*

Under Draft Parramatta City Centre Local Environmental Plan, the site is zoned B4 Mixed Use, permitting mixed use development, including commercial development. The Proposal is consistent with the aims and objectives of the Draft LEP, and the objectives of the B4 Mixed Use Zone, being to provide a mixture of compatible land uses to support the higher order Commercial Core Zone while providing for the daily commercial needs of the locality.

The draft LEP proposes to vary height, FSR and carparking controls from the existing SREP No. 28 (see table in Section 3.1) and also provides controls relating to design excellence, solar access, heritage, development in the proximity of a rail corridor, and acid sulphate soils. The proposal does not exceed the prescriptive height under the draft LEP. However, the proposal marginally exceeds the maximum floor space ratio and does not provide the minimum car parking requirement for the site under the controls of the draft LEP. In terms of the FSR, the draft LEP sets an 8:1 maximum, with a possible additional 10% (i.e. 8.8:1) if a design competition is held. The proposal, at 8.5:1 exceeds 8.1. The proposed design has been subject to a competitive process involving three architects. This is comparable to an architectural competition process in the draft LEP and as such the proposal is considered to have met the intent of the architectural competition process and accordingly, the proposed FSR is considered acceptable. The Draft LEP has a 'minimum' car parking requirement, as opposed to the current 'maximum' under SREP No. 28. In this regard, the proposed 254 car spaces do not comply with the draft LEP requirements. However, the subject application was lodged prior to the exhibition of the draft LEP and the proposed car parking is considered appropriate on merit given the close proximity of the site to the Parramatta Railway Station and the sustainability practice of encouraging patronage of public transport. Furthermore, the draft LEP is open to review at the close of the exhibition period and as such the 'minimum' car parking requirement may be subject to further amendment. These variations do not compromise the intent of the Draft LEP for the development of Civic Place. The development is consistent with the design excellence and heritage objectives of the draft LEP as the building provides a high quality of design which utilises contemporary materials which recognises the significance of the site within Parramatta. In this regard, the proposal is considered satisfactory with respect to the controls of draft LEP.

#### *Draft DCP*

The Draft Parramatta City Centre Development Control Plan (DCP) provides detailed design considerations for the built form within the city centre including pedestrian amenity, access and environmental management for future developments in the city centre. It establishes controls for building setbacks, awnings, and separation between buildings in order to take advantage of the winter sun. However, the prescriptive controls within this DCP do not apply to the site, rather the controls of the Civic Place Development Control Plan (Civic Place Master Plan) provide detailed design guidelines for development within Civic Place. Despite this the proposal is generally consistent with the Draft DCP.

### **4.6.2 Sydney Regional Environmental Plan 18 – Transport Corridor Reservation**

SREP 18 - Transport Corridor Reservation provides controls in relation to the future Hoxton Park – Parramatta – Baulkham Hills public transport corridor. Clause 10 of the SREP relates to development of land in the vicinity of a public transport corridor, and as such applies to the subject development as Darcy and Smith Streets are located within the public transport corridor in Parramatta. The impact the development will have upon the practicality and cost of the future development of the adjacent transport corridor required consideration. The Parramatta Railway Station recently underwent a significant upgrade and the subject development does not hinder the future provision of the public transport corridor.

#### **4.6.3 Draft State Environmental Planning Policy No. 66 – Integration of Land Use and Transport**

Draft SEPP 66 Integration of Land Use and Transport seeks the integration of transport and land use by encouraging development that:

- Increases access to public transport, walking and cycling;
- Encourages people to travel shorter distances and make fewer trips; and
- Reduces car dependency.

The proposed development is located adjacent to the Parramatta Railway Station and has car parking provision for operational needs. The proposed development provides a significant commercial development which satisfies the aims of the draft SEPP 66.

#### **4.6.4 State Environmental Planning Policy No. 55 – Remediation of Land**

Under Clause 7(1) of State Environmental Planning Policy No. 55 – Remediation of Land, consideration must be given as to whether or not the land is contaminated.

Previous remediation works relating to contamination of the Sydney Water site have been undertaken and following Phase 2 works, a Summary Site Audit Report was prepared by URS Australia Pty Ltd, dated 7 September 2004 which concluded that the site is suitable for a future commercial redevelopment subject to remaining localised potential asbestos in fill material being managed by appropriate capping or restriction of access to the effected area pending site redevelopment, and fill material being disposed of appropriately to licensed land fill when the site is redeveloped. Conditions to this effect shall be imposed.

#### **4.6.5 State Environmental Planning Policy No. 11 – Traffic Generating Development**

SEPP 11 applies to the proposal as it is a commercial building in excess of 10000m<sup>2</sup>, pursuant to Schedule 1(d). As a result, the application required referral to the RTA which occurred on 13 December 2006. In response, the RTA advised that a drop-off zone proposed on the Smith Street frontage of the subject site is not supported by the RTA as the kerbside lane along the Smith Street frontage of the subject site may become a 'Bus Only Lane' in the future, which would make any vehicular movement in and out of the drop-off zone an illegal movement. However, the proponent has since amended the design of the proposal and as such there is no longer a drop-off zone proposed within Smith Street.

## 5 ASSESSMENT OF ENVIRONMENTAL IMPACTS

Key issues considered in the Department's assessment of the Environmental Assessment and the Preferred Project Report and consideration of the proponent's draft Statement of Commitments include the following:

- Vehicular Access in the context of the Civic Place precinct;
- Public domain and pedestrian access in relation to the Civic Place precinct;
- Built form and Urban Design;
- Heritage and Archaeological Impacts;
- Traffic and Parking;
- Ecologically Sustainable Development;
- Solar Access;
- Construction Impacts; and
- Section 94 and Other Contributions.

### 5.1 VEHICULAR ACCESS IN RELATION TO THE CIVIC PLACE PRECINCT

The proposed vehicular access to the subject Sydney Water development is from Darcy Street. This proposed arrangement differs from the Council approved Stage 1 DA which had access from Smith Street. Grocon Pty Ltd is in partnership with Parramatta City Council to develop the remainder of the Civic Place precinct and had initially objected to the proposed access arrangement from Darcy Street as they maintained that such access would create conflict with the proposed future access arrangements to the remainder of Civic Place precinct as envisaged under the Civic Place Master Plan.

The proposed development is located at the south-eastern corner of the broader Civic Place precinct. The Master Plan for the Civic Place precinct envisages the primary vehicular access to the precinct taking place within Darcy Street, whereby an at-grade drop-off/pick-up area is provided adjacent to the subject Sydney Water site.

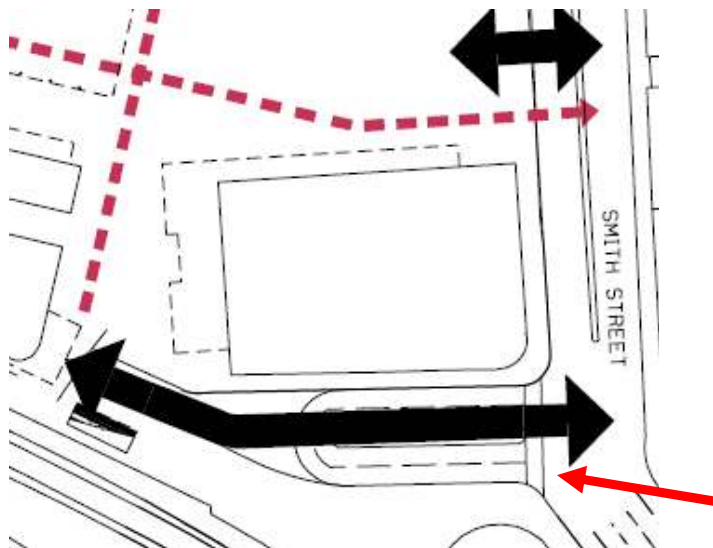


Figure 5 – Extract from Master Plan 2003: Access to Site, drop-off/pick-up turnaround visible

At the same time the Minister for Planning declared the subject application a Major Project, the submission of a Concept Plan for Civic Place was authorised. The preliminary scheme for the development of the Civic Place precinct by Grocon Pty Ltd shows access to Civic Place via a drive structure (Figure 6) located within Darcy Street, adjacent to the Sydney Water site, providing the primary access to the basement carparking located under the remainder of the Civic Place precinct. Parramatta City Council are currently in the process of compulsory acquisition of Darcy Street, at the completion of which it is understood Darcy Street is intended to be closed and this land sold to Grocon Pty Ltd.

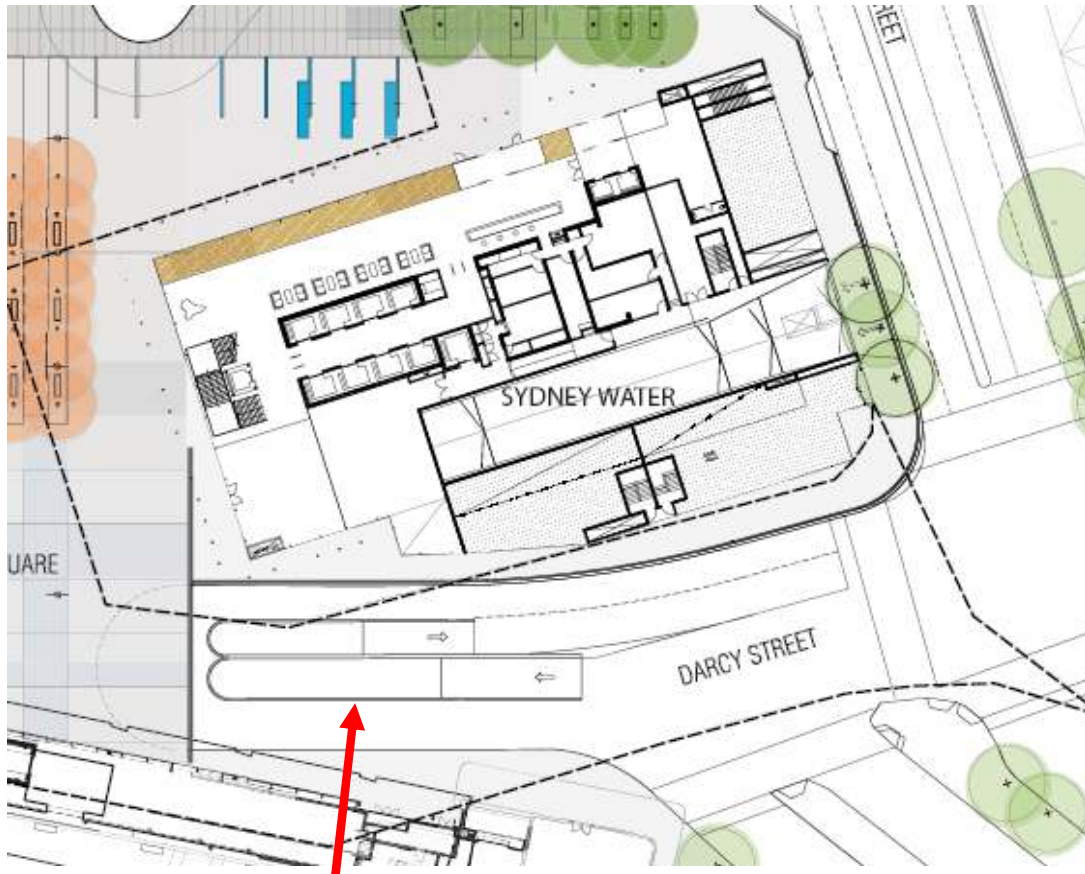


Figure 6 – Extract from the Preliminary Assessment for the Civic Place site: Grocon Pty Ltd proposed dive structure adjacent to Sydney Water site to the north. (Note: The Sydney Water building depicted in this image does not correspond with the subject proposed building on this site. This illustration is provided to demonstrate the access to the Grocon Pty Ltd development of Civic Place).

The proposed building on the Sydney Water site includes vehicular access at the south-western corner of the building. In the short term, this is supported due to the likely functional nature of Darcy Street in the future, and the conflicts which access via Smith Street would create. However, the proposed access creates a potential conflict with respect to the proposed future location of a dive structure by Grocon Pty Ltd adjacent to the subject building within Darcy Street.

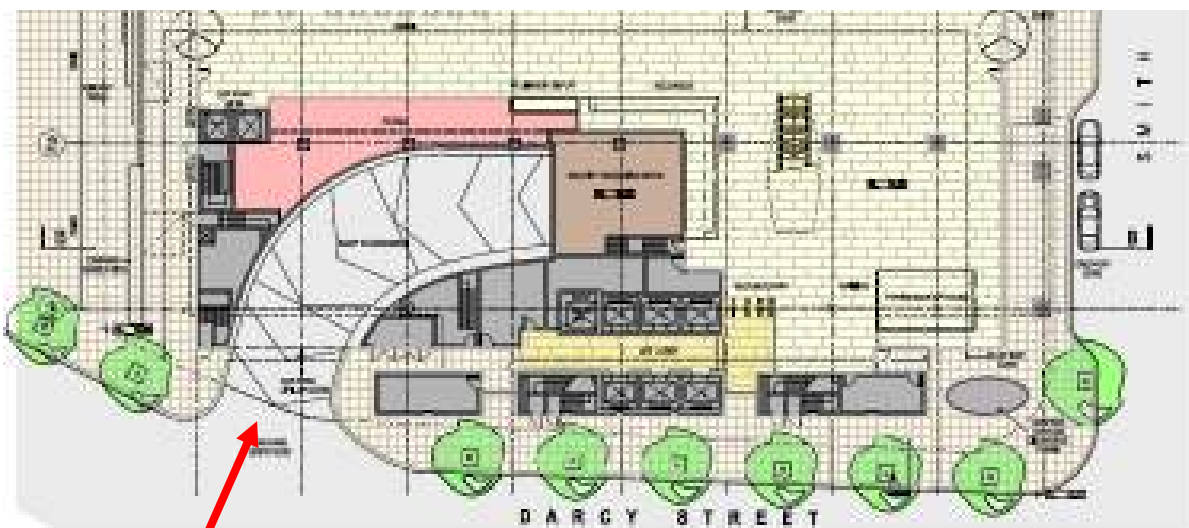


Figure 7 – Proposed vehicular access to south-western corner of Sydney Water building (original scheme).

Figures 6 and 7 illustrate a potential conflict between the preliminary location of the Grocon Pty Ltd dive structure located within Darcy Street and the proposed access to the Sydney Water building. It is important to note that the 'dive structure' is conceptual and is not being approved as a part of this development. Access arrangements to Civic Place will need full and separate consideration as part of the assessment of the Concept Plan for Civic Place. This conflict could potentially compromise the future development of the remainder of the Civic Place precinct by preventing the construction of a dive structure for vehicular access. As such, the proponent was requested to demonstrate that a solution could be achieved which would allow vehicular access to the Sydney Water building without compromising the ability to provide a vehicular dive structure within Darcy Street to service the future development of Civic Place precinct. Also, the proponent was requested to detail how temporary access would be provided to the Sydney Water building during construction of the likely future dive structure within Darcy Street.

Accordingly, both the proponent and representatives from Grocon Pty Ltd have explored various design options which would allow at grade access to the Sydney Water building from Darcy Street as well as facilitating dive structures for the future Civic Place precinct development. The proponent has demonstrated that a solution can be achieved with the location of a dive structure, which provides one entrance lane and two exit lanes, in a central location within Darcy Street, in such a way as to allow at grade vehicular access to and from the Sydney Water building, and a drop-off/pick-up turning circle adjacent to the entrance to the train station (Figure 9).



Figure 9 - Colston Budd Hunt & Kaffes Pty Ltd combined dive structure solution to access within Darcy Street (second revision, not the final plan, see Figure 10)

Grocon Pty Ltd generally agreed that the solution illustrated in Figure 9 was satisfactory subject to the Sydney Water building being relocated to the north and also the west. This was considered necessary by Grocon Pty Ltd for the following reasons:

- In order to accommodate a three lane dive structure and also two at grade lanes on either side of the dive structure, the entire width of Darcy Street would be consumed, removing the ability to provide a footpath along the southern side of the Sydney Water building. Therefore, the building requires relocation to the north to provide a 3m wide pedestrian footpath to the southern side of the Sydney Water building.
- In order to allow three lanes within Smith Street adjacent to Civic Place, comprising of a bus lane and two vehicular lanes, the building requires relocation to west to provide a 3m wide pedestrian footpath to the eastern side of the Sydney Water building. Two vehicular lanes are required in Smith Street, in

addition to the bus lane, to allow vehicles exiting the dive structure to turn left in conjunction with the at-grade lane adjacent to the dive structure which also turns left.

The proponent generally agreed to these changes in accordance with the following:

- Sydney Water to retain its proposed building tower footprint preserving relationships between core and floorplate, moving four (4) metres to the north and to the west, within site boundaries;
- The resultant setback from Smith Street is to be sufficient to provide an additional lane for traffic and also three (3) metre wide footpath;
- Sydney Water to provide three (3) metre wide footpath along the Darcy Street boundary with on-grade car park entry off Darcy Street for SWC;
- Parramatta City Council / Grocon acknowledge that no "Kiss and Ride" facility will be constructed along the SWC southern boundary to Darcy Street;
- One extra basement level of carpark for Sydney Water building will be required to maintain the number of spaces;
- With the building relocating to the north to provide the desired 3m footpath width in Darcy Street, there will be a loss of external retail space that will require provision by PCC / Grocon of a licence to be granted over an equivalent area within Civic Place;
- PCC / Grocon to provide setbacks to the north of the Sydney Water building that preserves the clear distance identified on the Civic Place concept plans.
- a single vehicular ramp for private car and service vehicle ingress to the basement car parking and loading areas of Civic Place;
- two vehicular ramps for private car egress from the basement car park of Civic Place with a single lane turning right and single lane turning left;
- a single vehicular ramp for service vehicle egress from the basement loading areas of Civic Place on Smith Street;
- a single lane ingress and single lane egress for 'kiss and ride' for shared usage by Sydney Water and Civic Place in Station Square;
- Sydney Water heavy vehicles enter and exit via on grade entrance in Darcy Street;
- Portal to be provided on western boundary of Sydney Water carpark at RL 6.5 to allow shared access to dive structure for cars;
- Sydney Water basement to be replanned to allow cut in at RL 8.2 on northern side for temporary access during construction of Darcy Street dive structure (cars and trucks).

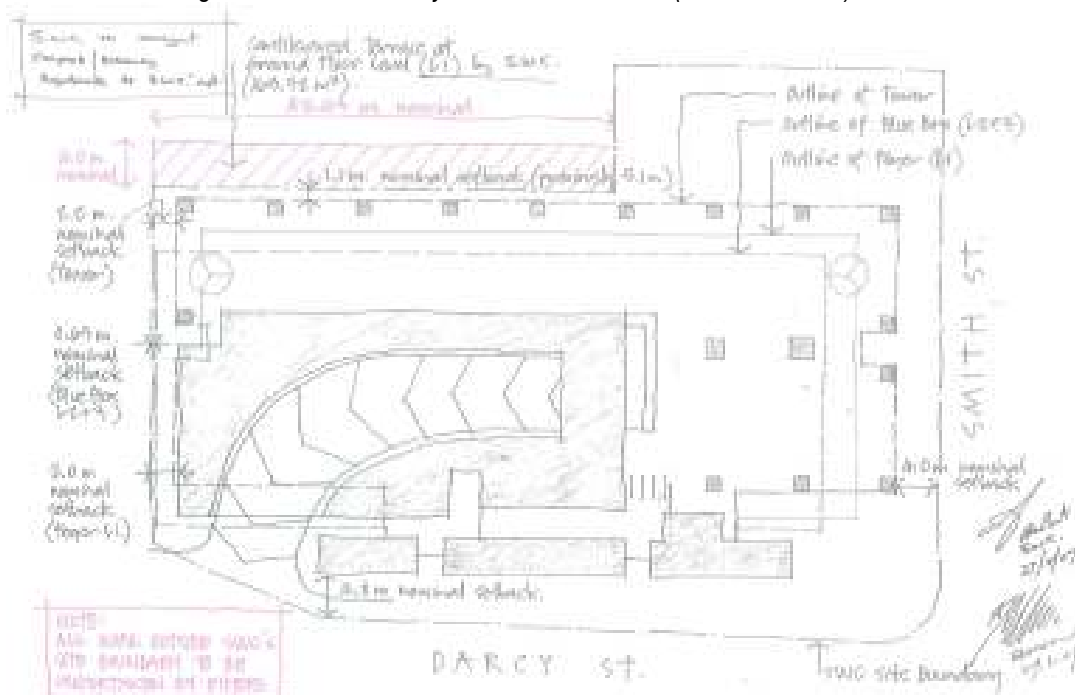


Figure 10 – Sketch provided by Proponent in Preferred Project Report illustrating agreed upon relocation of the proposed building.

(Note: The sketch in Figure 10 illustrates a cantilevered terrace at ground floor level L1 which extends onto the northern adjoining property. There is no landowner's consent from the northern adjoining site at this stage and as such, no approval can be granted for these works as they are outside of the subject site boundary.)

The proponent also provides the following qualifying statement in relation to the agreed upon access solution:

- Sydney Water would have dedicated access over Darcy Street whilst the Sydney Water building is being constructed;
- In order to satisfy the likely staged nature of development of Civic Place and the stated need for Darcy Street to be closed for construction of the dive structure in the future, Civic Place developer to provide alternative means of access (24/7) through Civic Place prior to commencement of the dive structure and then maintain unimpeded access through Civic Place during the period of construction of the Darcy Street dive structure;
- Sydney Water would require that PCC / Grocon freely grant right-of-way over the land within Civic Place; and
- Sydney Water would have right-of-way / shared access to the Civic Place dive structure once completed.

Grocon Pty Ltd have provided 'in principle' agreement to the provision of temporary access to the basement Level 1 of the Sydney Water building during construction of the Darcy Street dive structure, and also for passenger vehicles to access the Sydney Water building via the completed dive structure.

This solution ensures that the required dive structure could be provided in the future to service the Civic Place precinct, whilst also providing access to the Sydney Water development as originally proposed. This solution also facilitates the combined use of the dive structures for all vehicular access to the Sydney Water building in the future with the exception of truck movements, of which it is anticipated will only occur between 10 and 15 times a day to the at grade access point to the building.

The proposed access from Darcy Street is considered the most appropriate vehicular access to the subject site, as Smith Street is a major arterial road within the Parramatta CBD which carries a large volume of traffic, including a future dedicated bus lane. As such, access from Smith Street would create an inappropriate interruption to traffic flow on Smith Street. Furthermore, vehicular access to the subject site from Smith Street is not desirable with regards to the urban design outcome for Civic Place as it disturbs the envisaged east-west public domain corridor throughout the site.

The proponent has developed a potential solution which allows vehicular access to the proposed development from Darcy Street in a manner which does not unreasonably compromise the future development of the remainder of the Civic Place precinct. Furthermore, the traffic generated as a result of the proposal is considered acceptable, as discussed further in this report, as the surrounding road network and intersections will be able to cater for the additional traffic, without an adverse impacts upon existing traffic flows. Accordingly, the proposed vehicular access to the development is considered satisfactory subject to conditions.

## **5.2 PUBLIC DOMAIN AND PEDESTRIAN ACCESS IN RELATION TO THE CIVIC PLACE PRECINCT**

The Environmental Assessment was required to demonstrate how the proposed building layout, design and treatment of the public domain addressed pedestrian access in the context of the Civic Place precinct. The location of the proposed building in relation to the train station and the broader Civic Place precinct is such that a significant amount of pedestrian activity and flow will occur in a north-south direction, past the western side of the subject building.

The originally proposed scheme did not adequately address this major public thoroughfare area and did not appropriately activate the western side of the building. Furthermore, the original proposal provided poor pedestrian flow around the south-eastern corner of the building due the location of columns within close proximity to the glass façade of the building, preventing comfortable passage for pedestrians.

The proposal has been subsequently amended by the proponent to provide activation along the western façade at the ground level through the provision of retail floorspace. Furthermore, the spacing between the columns and the glass façade increased along the Smith Street frontage to provide comfortable passage for pedestrians.

The amended proposal provides clear paths for pedestrian travel around the building and the colonnade area and particularly results in a significant improvement to the activation of the western facade which responds appropriately to the context of the building.

The relocation of the building to the north and the west ensures that an appropriate pedestrian footpath will be provided along the southern and eastern sides of the building. Whilst the amended proposal also reduces the forcourt area to the north of the proposed building on the subject property, the future development of Civic Place is envisaged to include significant public domain area to the north of the proposed building which will create a comfortable and inviting urban space. In this regard, the proposal is considered satisfactory with respect to public domain and pedestrian access requirements.

### 5.3 BUILT FORM AND URBAN DESIGN

The assessment of the building must consider the built form of the proposal to ensure that the visual impacts of the development are appropriate within the context of the site. The built form is required to respond to the existing surrounding development and the envisaged future development of Civic Place.

The height of the building at 17 storeys is below the permissible maximum height of 24 storeys under SREP No. 28 and the Civic Place Master Plan (and well under the 200m in the draft LEP). Nonetheless, the proposed height is considered appropriate for the site as it provides a transition of scale between the relatively low height of the surrounding development, including Lancer Barracks and the adjacent train station, and the future envisaged heights for buildings for the southern side of Civic Place.

The building has been designed as a contemporary tower form which provides highly flexible floorplates to enable the efficient use of this space by Sydney Water. The building itself comprises of two primary forms, being two rectilinear tower elements which feature glass façades with horizontal sunshading devices, and a four level podium below the tower. The podium consists of a glazed ground level foyer, and a blue coloured element above which is a combination of clear and fritted glass, and contains a further two accommodation levels. A colonnade is created adjacent to the foyer to the north which creates an out-door terrace within the ground level plaza adjacent to the building.

The building is considered to represent a highly resolved architectural form which provides an appropriate level of design excellence, such that it will contribute positively to Civic Place and the Parramatta CBD.

The site for the proposal is exposed to both the north and south, and also the east and west, which requires the design of the building to meet the significant challenge of providing activation along each elevation of the building. The design of the building provides a primary address to Smith Street and to the public domain areas of Civic Place to the north. The proposal has been amended along the western side of the building to provide activation through the provision of retail space which will respond to the pedestrian thoroughfare of 'Station Square'. The location of the lift cores, which are also the primary structure supporting the building, to the south which face Darcy Street somewhat inhibit the creation of substantial activation of this area. Nonetheless, areas of glazing at the ground floor of the building on the southern side have been increased through design amendments to ensure that an adequate level of activation is also achieved for the southern elevation of the building. It is noted that as the lift cores are the primary structural element of the building, glazing of the lift cores was unable to be provided as this would compromise the structural integrity of the building.

The siting of the building is generally in accordance with that which is envisaged under the Civic Place Master Plan. In this regard, the building preserves the views throughout the Parramatta CBD and indeed provides a framing and reinforcement of these views. Whilst the building alignment is at an angle to the remainder of the proposed buildings along Darcy Street, this is not considered to result in a detrimental impact upon the east-west public domain corridor through Civic Place, rather it provides some visual relief to this corridor when viewed from the west.

The proposed material and finishes for the building are well resolved and of a high quality contemporary nature which will compliment the proposed future development of Civic Place precinct as CBD area characterised by modern design. Further amendments to the materials and finishes by introducing granite to the columns up to

2m in height and metal cladding above are considered significant improvements. The proposed glazing of the 'blue box' element not only provides an appropriate variation to the building elevations but also provides an appropriate reflection of the primary function of the Sydney Water building.

Bob Nation provided urban design comments on behalf of Parramatta City Council based on the original scheme. The comments raised concerns regarding the Darcy Street façade in relation to a lack of activation and choice of materials and finishes, the Smith Street public domain and the considered lack of appropriate footpath areas, and also the vehicular access issues within Darcy Street. The proposal has been amended however to address these concerns through a greater level of activation of the ground floor of the building and improved choice of materials. Furthermore, as previously discussed in this report, the building is to be relocated further to the north and the west which provides considerably improved pedestrian amenity along Darcy Street and Smith Street, and also adequately addresses the vehicular access issues within Darcy Street.

The built form and urban design of the building are well considered and appropriately achieve the objectives for Civic Place, in a manner which will contribute positively to the emerging urban form and character of Parramatta CBD with respect to density, scale and height.

## 5.4 HERITAGE AND ARCHAEOLOGICAL IMPACTS

The site is located within the Parramatta CBD which contains a number of heritage items of considerable significance to the locality, most notably the Lancer Barracks Precinct which is located to the east of the subject site across Smith Street. Other heritage items in the vicinity of the site include Parramatta Railway Station, Arthur Phillip High School and the Commercial Hotel.

Consideration of the impacts of the development upon the heritage significance of Lancer Barracks and the other heritage items is necessary to ensure that any such impacts are acceptable or appropriately mitigated. In this regard, the proponent has provided a Heritage Impact Statement prepared by Graham Brooks and Associates. The Statement concludes that the subject proposal will not result in any adverse impacts on the significant views to and from the heritage items as defined under SREP No. 28 and the Civic Place Master Plan. Furthermore, it is stated that the proposal will not result in any adverse impacts upon the heritage significance of the Parramatta Railway Station, the Lancer Barracks Precinct, the Arthur Phillip High School or the Commercial Hotel.

The proposal forms part of the greater Civic Place site for which significant commercial and mixed use development is envisaged. There is a degree of spatial separation to the surrounding heritage items such that the proposed building does not detract from the significance of the heritage items and their context.

An Archaeological Report for both Indigenous and European archaeology on the site was prepared by Casey & Lowe Pty Ltd. The archaeological investigations identified that few deposits for features were likely to be discovered on the site due to disturbance of the site resulting from the construction of previous buildings on the property. An archaeological program was undertaken on the site in accordance with the requirements of Section 140 of the NSW Heritage Act and it was concluded that no further archaeological issues apply. Nonetheless, a Section 90 permit was issued by The Department of Environmental and Conservation on 2 November 2006 which is consent to "destroy, damage or deface Aboriginal objects in the course of development activities associated with the construction of a multi-storey office building at No. 1 Smith Street, Parramatta".

The proponent has undertaken appropriate investigations regarding heritage and archaeological impacts associated with the proposed development. The proposal is not considered to result in a significantly adverse impact upon the significance of the surrounding heritage items or the archaeological significance of the site.

## 5.5 TRAFFIC AND PARKING

### 5.5.1 Traffic

A Transport Report for the proposed development has been prepared by Colston Budd Hunt & Kafes Pty Ltd.

The report states that the proposal is likely to generate up to some 200 vehicles per hour two-way during the morning and afternoon peak periods. The impact of this traffic generation upon the surrounding intersections was analysed using INTANAL (traffic software) which found that the signalised intersection of Smith Street/Station Street/Darcy Street would continue to operate with average delays of less than 25 seconds per

vehicle during the morning and afternoon peak periods, once the building is constructed. This represents a level of service 'B', which is a good level of intersection service.

Furthermore, as discussed previously in this report, upon the potential future use of a dive structure within Darcy Street to access the Sydney Water basement for cars, only trucks will utilise the at-grade access in Darcy Street, of which only 15 movements are expected per day. This number of truck movements is considered very low and is a desirable outcome as it reduces the occurrence of at-grade vehicular movements in Darcy Street. In addition, the potential future use of the dive structure in Darcy Street for cars accessing the Sydney Water basement, will allow such cars to exit Darcy Street by turning right into Smith Street, as opposed to the at-grade route in Darcy Street which only allows cars to turn left into Smith Street. This will further improve traffic operation at the intersection of Darcy and Smith Streets.

Therefore, the traffic generated as a result of the proposal is considered acceptable as the surrounding road network and intersections will be able to cater for the additional traffic, without an adverse impacts upon existing traffic flows, and these impacts are anticipated to improve in the future with car access to the Sydney Water basement via a future dive structure within Darcy Street.

### **5.5.2 Parking**

The controls under SREP No. 28 and also the Parramatta City Centre Development Control Plan allow for a maximum of 272 car parking spaces for the development, based upon the proposed gross floor area of 27,212sqm. The development proposes the provision of 254 car parking spaces which complies with the controls. Approximately 50 Sydney Water operational vehicles will occupy the car park, which allows the remaining approximately 200 spaces to be provided for employees, although it is noted that approximately 1500 employees are expected at the building and therefore a significant proportion will need to utilise public transport facilities. Accordingly, the reduced number of car parking spaces is considered appropriate with respect to the location of the building adjacent to Parramatta railway station, which will encourage greater patronage of the public transport services. Furthermore, the Transport Report prepared by Colston Budd Hunt & Kafes Pty Ltd for the proposal confirms that the proposed access arrangement will be provided in accordance with Australian Standards for off-street car parking and commercial vehicle facilities (AS2890.1-2004 and AS2890.2-2002).

## **5.6 ECOLOGICALLY SUSTAINABLE DEVELOPMENT**

The development is required to incorporate ESD principles in the design, construction and ongoing operation phases. The proponent has provided an assessment of the building against the two relevant energy rating systems for commercial office development, that being the Green Star and also the ABGR rating systems. The proponent has provided a Sustainable Design Report which demonstrates that the office areas of the building will achieve a 5 Star Green Star Office Design. Furthermore, the base building will achieve a minimum 4.5 Star ABGR rating, whilst the remaining office area will achieve a minimum 5 star ABGR rating. The building incorporates a 'green roof' for the bio-filtration and harvesting of rainwater water, which is transported to a 'blackwater treatment facility' within the basement of the building for re-use through the remainder of the building.

The proponent has also provided a Waste Management Plan which outlines the various measures to be implemented within the building to ensure waste minimisation and environmentally sound disposal of waste.

Adequate details regarding sediment and erosion control have been provided by the Proponent.

The details provided by the proponent in relation to implementing ESD principles within the building are considered satisfactory. On a wider perspective the provision of employment generating development on land in close proximity to public transport facilities, is a positive outcome in terms encouraging the use of energy efficient transportation.

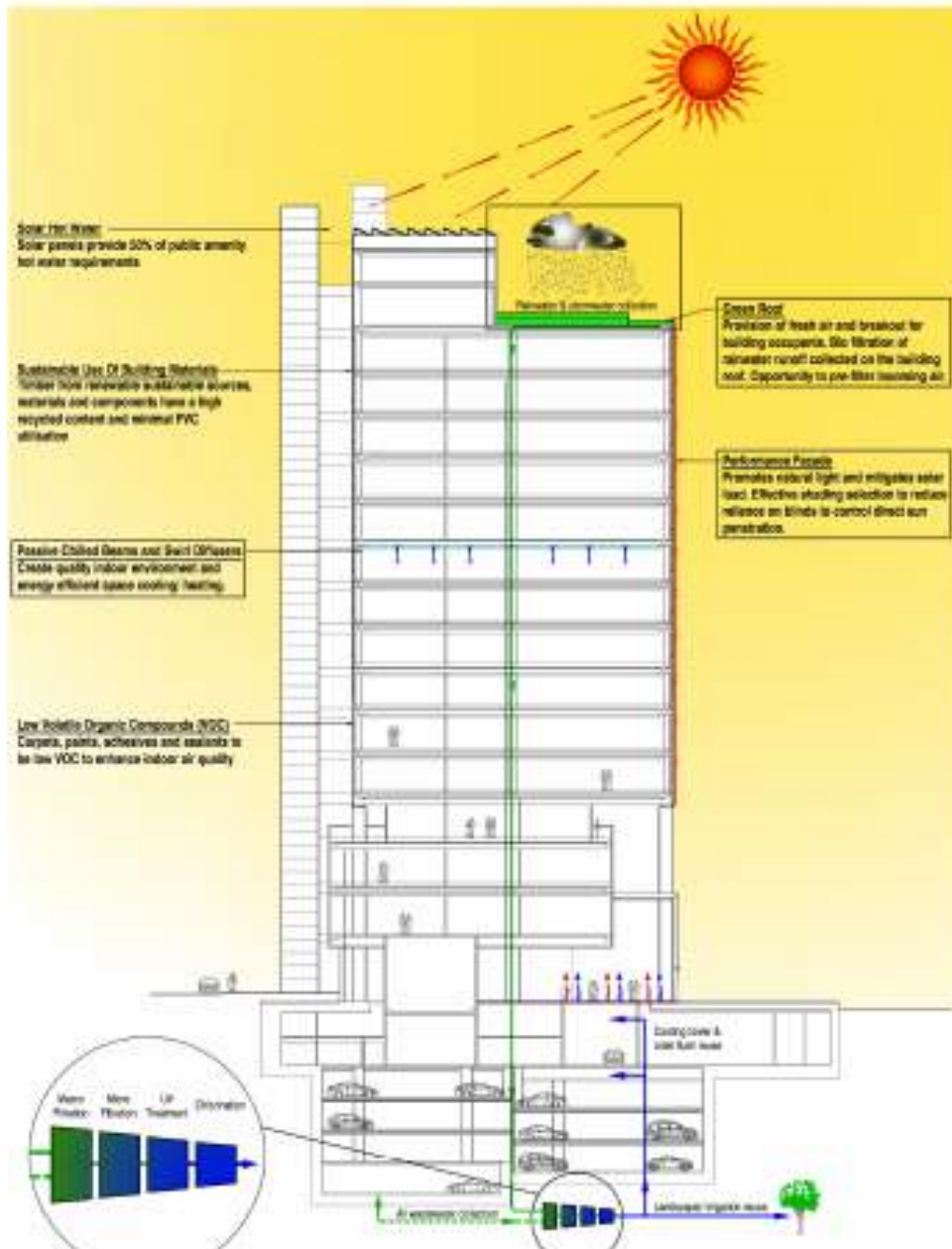


Figure 10 –  
ESD Initiatives  
within the  
building

## 5.7 SOLAR ACCESS

Sydney Regional Environmental Plan No. 28 – Parramatta (SREP 28) requires specific consideration of the development against the sun access plane control for Lancer Barracks. The height of the building should not generally exceed the sun access plane, unless it can be demonstrated that the additional overshadowing of the Lancer Barracks is less than 10% of the total site area, and does not create an adverse impact upon the heritage significance of the Barracks.

The proponent has provided documentation which demonstrates that whilst the proposed building exceeds the sun access plane within SREP No. 28, the overshadowing of Lancer Barracks is approximately 6% of the site area of the Barracks and therefore does not exceed greater than 10% of the total site area, as stipulated by SREP No. 28. Furthermore, it is noted that the shadow diagrams provided by the proponent are based upon the building being located as originally proposed at the Smith and Darcy Street alignments. The relocation of the building approximately 4m to the north and to the west, as previously discussed in this report, will further reduce the overshadowing of Lancer Barracks. In this regard, given the minor amount of overshadowing of the Lancer Barracks resulting from the proposed building, such overshadowing is not considered to result in any significant adverse impacts upon the Barracks.

## 5.8 CONSTRUCTION IMPACTS

The proponent has provided a Construction Plan of Management which addresses management during construction in relation to staff amenities, materials handling onsite, site security and public protection, and waste management. It is noted that the documentation provided with the proposal does not address noise and vibration issues, traffic management, and dust controls measures during construction. However, a condition of consent shall be imposed to ensure that these issues are appropriately addressed such that any impacts during the construction phase are able to be appropriately managed to mitigate potential impacts to a reasonable level, with respect to the short term nature of the construction works.

## 5.9 SECTION 94 AND OTHER CONTRIBUTIONS

The Section 94 Contributions are to be levied in accordance with the provisions of the Parramatta City Council Comprehensive Section 94 Contributions Plan 2004 and an agreement between Parramatta City Council and Sydney Water. Accordingly, a Section 94 Contribution of \$778,000.00 will be levied. In addition, a further public domain contribution of \$2,674,236.00 is agreed to by the parties for the provision of public domain works within Civic Place. This additional amount has been committed to in the Proponents Statement of Commitments. This additional contribution beyond the Section 94 contribution is intended to provide for 14.3% of the public domain costs associated with the broader Civic Place redevelopment. A condition of approval shall accordingly be imposed, regarding Section 94, while the Statement of Commitment commits to the remaining \$2.6M.

## 5.10 PUBLIC INTEREST

The proponent provides that the proposal is in the public interest for the following reasons:

- The proposal is consistent with the current statutory planning controls relating to the site.
- The proposal does not impact upon the amenity of the adjacent land uses, including any future residential development contemplated for Civic Place redevelopment.
- The commercial core of the city centre is strengthened by the proposed commercial government facility which contributes to the regional role of the Parramatta City Centre.
- By ensuring that the proposed building is consistent with the accepted outcomes for the site and that the detailed design stage of this building as proposed meets the environmental, social and economic considerations of the Parramatta City Centre, the proposed is assessed to meet the broader public interest.

It is considered that this assessment of the public interest benefits of the proposal are sound. The proposed building is generally in accordance with the development envisaged for the site under SREP No. 28 and the Civic Place Master Plan and the proposal will result in a significant economic contribution to the area. Furthermore, the proposal provides the first significant building in accordance with the vision of the Civic Place Master Plan which will encourage further development in the Civic Place precinct and investment within the broader Parramatta City Centre which aligns with the objectives of the Greater Metropolitan Strategy in respect of Parramatta. Therefore, the proposal is considered to be within the public interest.

## 6 CONSULTATION AND ISSUES RAISED

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### 6.1 PUBLIC EXHIBITION DETAILS

The development application as originally lodged with Parramatta City Council was exhibited from 22 November 2006 to 22 December 2006 for 30 days and was published in the Parramatta Advertiser. The DA was made available to the public in the Parramatta City Council administration offices during the exhibition period.

The EA was not re-exhibited under Part 3A as the public exhibition and notification undertaken by Parramatta City Council satisfied the public exhibition requirements of the Major Project SEPP in accordance with cl 8J of the *Environmental Planning and Assessment Regulation 2000*.

A Preferred Project Report was lodged on 28 February 2007 and as the changes to the nature of the project were not significant, it was not re-exhibited but was placed on the Department's website.

### 6.2 SUBMISSIONS RECEIVED ON ENVIRONMENTAL ASSESSMENT

After exhibition a total of five (5) submissions were received comprising one (1) public submission and four (4) submissions from public authorities being RailCorp, the NSW Roads and Traffic Authority, Department of Environment and Conservation, and several submissions from Parramatta City Council, one of which are independent urban design comments prepared by Bob Nation and provided by Council's Planning Department, whilst the other submission was undertaken by the Civic Place Management Committee who represent the interests of Council as a landowner of the adjoining Civic Place.

The public submission was received from Grocon Constructions Pty Ltd, the developer for the adjoining Civic Place, and represented an objection to the proposal. Of the public authority submissions, one from four (Parramatta City Council) raised objections and three from four did not raise any objection, subject to conditions. The proposal has been subsequently amended to address the concerns raised by Parramatta City Council and the amended scheme is considered to satisfactorily address these concerns, as discussed previously in this report.

### 6.3 PUBLIC SUBMISSIONS

#### 6.3.1 Summary of issues raised in public submissions

The following issues were raised in the public submissions:

- Orientation & site axis
- Vehicle Access off Darcy Street
- Activated Building Edges
- Material Selection
- Sustainability
- Urban Design

Discussion on the key issues which include those raised in submissions is in **Section 5** of this report. A summary of all submissions received can be found in **Appendix C**. The proponent responded to these submissions on 29 January 2007 and the proponent's response to submission is in **Appendix D**.

### 6.4 SUBMISSIONS FROM PUBLIC AUTHORITIES

The following submissions were received from public authorities:

#### **6.4.1 Parramatta City Council**

Parramatta City Council have provided submissions as the landowner of the majority of the remainder of Civic Place. The submissions raised concerns in relation to adjacent landowner issues (i.e. rock anchors during construction etc), urban design and integration, architectural merit, building proportions, Section 94/Civic Place contributions, vehicular access, pedestrian amenity and safety, and activation of the ground floor. The landowner issue raised in relation to requiring consent for the use of rock anchors during construction does not prevent a determination of the proposal, and is a matter between the landowners. Furthermore, Bob Nation provided urban design comments in relation to the originally proposed scheme and the resolution of the concerns raised in this submission has been achieved through amendments to the proposed design, as discussed previously in this report. The remaining issues are addressed in Section 5 of this report.

#### **6.4.2 RailCorp**

RailCorp have provided a submission raising issues in relation to noise and vibration impacts from the railway, stray currents and electrolysis, reflectivity and conditions relating to the future use of cranes on the site. Appropriate conditions of approval have accordingly been recommended.

#### **6.4.3 Department of Environment and Conservation**

The Department of Environment and Conservation issued Sydney Water with S90 Consent #2561 on 2 November 2006. The consent allows for the disturbance /destruction of Aboriginal site SSp1 (45-6-2678) during the construction of a multi-storey building.

#### **6.4.4 Roads and Traffic Authority etc**

SEPP 11 applies to the proposal as it is a commercial building in excess of 10000m<sup>2</sup>, pursuant to Schedule 1(d). As a result, the application required referral to the RTA which occurred on 13 December 2006. In response, the RTA advised that a drop-off zone proposed on the Smith Street frontage of the subject site is not supported by the RTA as the kerbside lane along the Smith Street frontage of the subject site may become a 'Bus Only Lane' in the future, which would make any vehicular movement in and out of the drop-off zone an illegal movement. However, the proponent has since amended the design of the proposal and as such there is no longer a drop-off zone proposed within Smith Street.

The issues raised in submissions have been considered in the assessment of the proposal. The Proponent has responded to the issues and concerns raised in submissions and the Department is satisfied that the amendments and revisions to the proposal, the Statement of Commitments, and recommended conditions of approval, appropriately address the issues raised in submissions.

## 7 CONCLUSION

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The Department has assessed the EA and considered the submissions in response to the proposal. The key issues raised in submissions related to orientation & site axis, vehicle access off Darcy Street, impacts of the subsequent redevelopment of Civic Place, activated building edges, material selection and sustainability. The Department has considered these issues and a number of conditions are recommended to ensure the satisfactory addressing of these issues and minimal impacts as a result of the proposal.

The proposed development is well considered and appropriately achieves the urban design objectives for Civic Place, in a manner which will contribute positively to the emerging urban form and character of the Parramatta CBD. Furthermore, the project application has largely demonstrated compliance with the existing environmental planning instruments and meets the intent of the Master Plan for the site. While certain aspects have changed in relation to the previous Stage 1 DA, this proposal has been assessed on its own merits and is acceptable, with a number of changes (in relation to access, increased setbacks from Smith and Darcy Streets) representing improvements beyond the Stage 1 DA.

On these grounds, the Department considers the site to be suitable for the proposed development and that the project is in the public interest. Consequently, the Department recommends that the project be approved, subject to the conditions of approval.

## 8 RECOMMENDATION

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It is recommended that the Minister:

- (A) consider the assessment and recommendations of this Report; and
- (B) approve the carrying out of the project, under Section 75J *Environmental Planning and Assessment Act, 1979*; subject to modifications of the project and conditions and sign the Determination of the Major Project (**tag A**).

Prepared by:

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## APPENDIX A. DIRECTOR GENERAL'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS

|                           |  |
|---------------------------|--|
| <b>Application number</b> | 06_0333  |
| <b>Project</b>            | Project Application for the construction of a 17 storey commercial building comprising of ground floor retail and office levels above, associated basement car parking and including some public domain works on the corner of Darcy Street and Smith Street at Civic Place, Parramatta  |
| <b>Location</b>           | Corner of Darcy and Smith Streets at Civic Place, Parramatta   |
| <b>Proponent</b>          | Multiplex Constructions Pty Ltd (on behalf of Sydney Water)  |
| <b>Date issued</b>        | 22 January 2007  |
| <b>Expiry date</b>        | 2 years from date of issue   |
| <b>Key issues</b>         | <p>The Environmental Assessment must address the following key issues:</p> <p><b>Relevant EPIs and Guidelines to be addressed</b></p> <ul style="list-style-type: none"> <li>▪ Justify any non-compliances with relevant EPIs and Guidelines.</li> <li>▪ Co-ordination of the proposal with Parramatta railway station and the adjoining Civic Place in terms of urban design and access (before, during and after construction).</li> <li>▪ Vehicular and loading access.</li> <li>▪ Urban Design</li> <li>▪ Sustainability measures.</li> </ul> <p><b>Built Form, Urban Design and Landscaping</b></p> <ul style="list-style-type: none"> <li>▪ Assessment must include, but not be limited to, consideration of the following matters:</li> <li>▪ Consistency with the character of development in the locality and relative to adjacent buildings including density, street frontage, scale, height, and built form.</li> <li>▪ Analysis of views &amp; vistas and impact of the proposal on these views.</li> <li>▪ Landscaped setting, private/public domain.</li> <li>▪ Overshadowing of the adjoining sites, including Lancer Barracks.</li> </ul> <p><b>Public domain/ pedestrians</b></p> <p>The Environmental Assessment is to demonstrate how the proposed building layout, design and treatment of the public domain and open spaces, in the context of the proposed uses:</p> <ul style="list-style-type: none"> <li>▪ Address the pedestrian access in the context of the Civic Place redevelopment and the railway station.</li> <li>▪ maximise activity, safety and security within the public domain around the precinct;</li> <li>▪ ensure access for people with disabilities;</li> <li>▪ minimise potential for vehicle and pedestrian conflicts;</li> <li>▪ integrate the subject development with the public transport interchange; and</li> <li>▪ mitigate wind impacts</li> </ul> <p>The Environmental Assessment must also include a design for public domain associated with the proposed uses which demonstrates good urban design and high quality landscaping and which integrates with the proposed development for the remainder of Civic Place, Parramatta.</p> |

### **Heritage and Archaeological Impacts**

The assessment is to provide a Heritage Impact Statement which identifies potential heritage impacts of the project on the site, context and potential existing archaeological relics having regard to the Heritage Office guideline Assessing Heritage Significance. The statement is to recommend actions to mitigate any impacts.

### **Traffic and Parking issues**

The Environmental Assessment must present a traffic impact study for parking and access to the site and the surrounding site which must be prepared in accordance with the RTA's relevant policies and guidelines. The assessment should include the following issues:

- assessment of proposed access arrangements to the site in the context of Civic Place (before, during and after construction);
- consider the possibility of longer term shared access with the Civic Place development.
- consideration of the traffic impacts on the existing intersections and the capacity of road network to safely and efficiently cater for the additional vehicular traffic generated;
- assessment of pedestrian, cyclist and public transport issues;

### **Ecologically Sustainable Development**

Detail how the development will incorporate ESD principles in the design, construction and ongoing operation phases. Details shall be provided of sediment and erosion control and other measures during construction and water conservation and minimisation practices. A minimum 4.5 SEDA rating shall be demonstrated / committed to.

### **Construction Impacts**

Address measures to ameliorate potential impacts arising from the construction of the proposed development.

### **Statement of Commitments**

The Environmental Assessment must include a draft Statement of Commitments detailing measures for environmental management, mitigation measures and monitoring for the projects. The draft Statement of Commitments should include consideration of:

- built form and design of the proposed buildings;
- access arrangements, traffic management and parking;
- existing infrastructure on the site and measures to protect or relocate any such infrastructure, particularly the electricity cable;
- stormwater management;
- any contributions towards infrastructure costs;
- sustainability and water saving commitments; and
- identification of the ongoing responsibility for ownership and maintenance of any public domain works.

### **Deemed refusal period**

Under clause 8E(2) of the Environmental Planning and Assessment Regulation 2000, the applicable deemed refusal period is 60 days from the end of the proponent's Environment Assessment period for the project.

## APPENDIX B. COMPLIANCE WITH ENVIRONMENTAL PLANNING INSTRUMENTS INCLUDING STATE ENVIRONMENTAL PLANNING POLICIES, AND PLANNING GUIDELINES, THAT SUBSTANTIALLY GOVERN THE CARRYING OUT OF THE PROJECT

| Environmental Planning Instrument  | Consideration  |
|--|--|
| <i>Sydney Regional Environmental Plan No. 28 – Parramatta</i>  |  |
| <p><b>Clause 25 Urban Design</b></p> <p>Development is to seek to achieve the following urban design objectives, and consent must not be granted for the carrying out of development unless the consent authority has given consideration to these objectives:</p> <ul style="list-style-type: none"> <li>a) the major facades and entries of buildings are to address major public places, such as streets, squares, parks and the river,</li> <li>b) through-site pedestrian links are to be made to squares, parks and the river, where applicable,</li> <li>c) buildings are to be built predominantly to the street alignment and side boundaries, and are to provide continuous street frontages for enhanced pedestrian amenity,</li> <li>d) buildings are to have regard to adjoining buildings and works with transitions of height, massing and scale, where appropriate,</li> <li>e) the design of buildings is to have regard to the existing heritage character of a place, where applicable,</li> <li>f) space allocated for vehicular entrances is to be minimised, with those entrances provided predominantly from lanes or centres of blocks,</li> <li>g) residential buildings are to maximise the number of pedestrian entrances to the street,</li> <li>h) visual impact of car parking is to be minimised by the use of underground parking, and by screening above-ground parking from the street by locating the parking behind other active uses on street, square, park or river frontages,</li> <li>i) building bulk created by large unbroken expanses of wall is to be reduced by articulation and modulation,</li> <li>j) retention of existing laneways and public accessways is to be encouraged.</li> </ul> | <ul style="list-style-type: none"> <li>a) The amended design for the building provides adequate activation of the eastern, northern and western sides, whilst the lift cores and the service areas to the southern side prevent activation. Nonetheless, the building provides an acceptable level of activation with respect to the context of the site and the site constraints.</li> <li>b) A through site link is proposed to the west of the building under the Master Plan, to be provided at a future date when the remainder of Civic Place is developed.</li> <li>c) The building is to be constructed to both the Smith and Darcy Street alignments, with continuous street frontages.</li> <li>d) The building provides an appropriate transition of massing and height from the surrounding relatively low building, to the proposed significant heights for the envisaged development of Civic Place.</li> <li>e) The building design provides a juxtaposition to the heritage items within the vicinity. Due to the spatial separation between the subject building and surrounding heritage items, the proposal does not result in a detrimental impact upon the heritage items. Furthermore, the reduced height of the building limits overshadowing impacts upon the surrounding heritage items.</li> <li>f) The entrance to the car park from Darcy Street is minimised and modest with respect to the scale of the southern elevation.</li> <li>g) N/A</li> <li>h) Basement car parking proposed, no visual impact from car parking.</li> <li>i) The building incorporates several elements which, combined with the use of sunshading elements, provides significant articulation.</li> <li>j) The building does not remove any existing laneways or public accessways.</li> </ul> |
| <p><b>Clause 26 Height of Buildings</b></p> <p>Maximum height of 126m under the Parramatta City Centre Height Map</p>  | <p>Approximately 64m in height, which is below the maximum permissible height. It is noted that the control does not include a minimum height. Therefore, the proposed height is considered acceptable.</p>  |
| <p><b>Clause 27 Floor Space Ratio</b></p> <p>Maximum floor space ratio of 9:1 under the Parramatta City Centre Map</p>   | <p>Proposed FSR of 8.5:1 is below the maximum permissible FSR of 9:1 for the site.</p>   |

**Clause 28(2)(i) Special Area Provisions – Civic Place**

The consent authority, in considering a development application for land in or adjoining a Special Area within the City Centre Precinct, must have regard to the following:

whether the development on the Civic Place site:

- i) is generally consistent with the master plan for Civic Place, in particular the principles in Parts C and D of the master plan;
- ii) provides a safe pedestrian orientated public square with an area of at least 6,000 square metres with an east-west axis, incorporating public art, seating and other street furniture, lighting, directional signage, paving, water features and landscaping;
- iii) provides safe and accessible east-west at-grade and north-south through-site pedestrian links, and provides clear and easy at-grade access to the railway station;
- iv) provides an adequate building curtilage, and is of an appropriate scale and bulk, so as to not adversely impact upon the visual prominence and heritage significance of heritage items on, and adjacent to, the site;
- v) provides north-south and east-west public view corridors to St Johns Church, the Town Hall, Lancer Barracks and Leigh Memorial Church;
- vi) provides sufficient solar access to Civic Square, and to adjacent properties;
- vii) provides an at-grade east-west public access zone to the north of the building at the Smith and Darcy Street corner and the south of the Parramatta Town Hall;
- viii) includes satisfactory plans, timetable and outline of legally binding instruments that will ensure that a high quality public domain will be delivered prior to occupation of the new buildings;
- ix) will ensure that less than 40% of the total floor area on the Civic Place site is given over to residential use;
- x) will ensure that more than 40% of the total floor area on the Civic Place site is given over to commercial office space;
- xi) provides community, leisure and entertainment facilities that are consistent with the master plan framework and that have prominent pedestrian entry points from Civic Square and a strong ground level presence;
- xii) is designed to achieve visual and acoustic privacy to the working and living areas of the building while allowing for surveillance of the public domain;
- xiii) establishes a place that reflects the Primary Centre status of Parramatta and has an identity and heritage values that provide an appropriate gateway to the Central Business District;
- xiv) will complement the functioning of the railway station and public transport interchange and

- i) Proposal is generally consistent with the Civic Place Master Plan.
- ii) The proposal does not include any public square areas. These are envisaged at a future date when the remainder of Civic Place is developed.
- iii) The amended proposal includes activation along the western façade in anticipation of a future public access way from the train station to Civic Place.
- iv) The proposal is of a modest bulk and scale with respect to the controls for the site and provides an appropriate transition in bulk and scale between the surrounding heritage items and the envisaged future development of Civic Place. The proposal does not detract from the significance of the surrounding heritage items.
- v) The proposal is sited in accordance with the requirements of the Civic Place Master Plan and as such reinforces the east-west site corridor through the greater Civic Place precinct.
- vi) The proposal does not overshadow Civic Square and is not considered to result in any excessive or unreasonable overshadowing impacts upon the surrounding properties.
- vii) The proposed building has been designed to allow for an at grade east-west public access zone to the north of the site, which is to be constructed with the remainder of Civic Place in the future. The proposed building includes a significant forecourt area to the north of the building which will relate to the future east-west public access area.
- viii) Conditions of consent shall ensure that high quality public domain associated with this development site will be undertaken prior to occupation of the building.
- ix) The proposal does not include residential development.
- x) The proposal is entirely for commercial development which contributes to the requirement for greater than 40% of Civic Place to be for commercial development.
- xi) No community facilities proposed for this particular site.
- xii) A condition of consent shall require the submission of an acoustic report which demonstrates that appropriate attenuation measures are undertaken to provide an appropriate level of noise mitigation to the work areas of the building.
- xiii) The proposed building provides an appropriate gateway to Civic Place.
- xiv) The proposed development provides for a significance workforce in close proximity to the train station which encourages significant patronage of

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|---|---|
| <p>minimises potential impacts on public transport access and patronage through the appropriate location of vehicular access and egress points, the identification of carpark management procedures, the appropriate restriction and allocation of on-site carparking, the identification and implementation of principles for the promotion of public transport access to future users of the site, and the implementation of the Traffic Management Plan;</p> <p>xv) will enhance Church Street as the major historic north-south retail street and pedestrian spine and will ensure that uses on the site promote the future economic viability and vitality of the Church Street retail spine;</p> <p>xvi) will maintain sunlight into Church Street through the retention of low scale building heights at Church Street and appropriate massing and location of taller buildings behind;</p> <p>xvii) comprises buildings of exceptional architectural merit, that are articulated, visually interesting, innovative, energy efficient and water efficient and that respond to, and are sympathetic to, heritage buildings on and in the vicinity of the site;</p> <p>xviii) provides an adequate distance of separation between the proposed towers at the south-eastern edge of the site so as to ensure that building mass is adequately broken up;</p> <p>xix) uses materials that are robust, and combined with the proposed colour scheme, recognise the heritage significance of the site, and that complement the exceptional architectural merit of the new buildings;</p> <p>xx) is generally consistent with the map marked " <i>Sydney Regional Environmental Plan No 28—Parramatta (Amendment No 6)—Parramatta City Centre—Special Areas Map, Sheet 10—Civic Place, Design Framework</i> "; and</p> <p>xxi) undertakes a wind analysis to ensure that wind tunnel effects are appropriately minimised through the design and orientation of buildings.</p> | <p>the existing rail services. The location of the access to the car park does not result in any conflict with pedestrian access to the subject site and the broader Civic Place.</p> <p>xv) The proposal has a limited impact upon Church Street.</p> <p>xvi) The proposal has a limited impact upon Church Street.</p> <p>xvii) The amended design of the building is considered to exhibit a high level of architectural refinement and merit, utilising varying architectural features, materials and finishes which are contemporary in nature and is sympathetic in scale to the surrounding heritage items.</p> <p>xviii) The proposal is comfortably located within its site in a manner which does not prevent an adequate spatial separation between the subject building and the future development of Civic Place.</p> <p>xix) The proposal includes high quality materials and finishes which provide an appropriate contemporary resolution with respect to the location of the building as the gateway to the Civic Place precinct. The contemporary nature of the materials and finishes provides a juxtaposition to the nearby heritage items which reinforces their significance and character within the Parramatta CBD.</p> <p>xx) The proposal is generally consistent with the map marked " <i>Sydney Regional Environmental Plan No 28—Parramatta (Amendment No 6)—Parramatta City Centre—Special Areas Map, Sheet 10—Civic Place, Design Framework</i> ".</p> <p>xxi) A wind analysis has been undertaken for the project which concludes that the proposal is unlikely to result in any excessive wind impacts to the public domain areas surrounding the site, subject to conditions.</p> |
| <p><b>Clause 57 – Car parking Provision</b></p> <p>Max of 10 spaces per 10,000sqm of GFA for commercial uses. Proposal has 27,212sqm, therefore maximum permissible 272 spaces</p>  | <p>254 spaces proposed, which is below the maximum permissible 272 spaces.</p>  |
| <p><b>Clause 75 Noise and vibration</b></p> <p>Consent must not be granted to any proposed development that, in the opinion of the consent authority, may be adversely affected by rail-related noise or vibration unless the development incorporates assessment and mitigation measures which are consistent with current Environment Protection Authority noise policies, including the <i>Industrial Noise Policy</i> and <i>Environmental Criteria for Road Traffic Noise</i>.</p>   | <p>A condition of consent shall be imposed which requires the production of an acoustic report to ensure that the design of the building ensures that the occupants are not adversely affected by noise and vibration. The acoustic report shall be undertaken in accordance with the requirements of the current Environment Protection Authority noise policies, including the <i>Industrial Noise Policy</i> and <i>Environmental Criteria for Road Traffic Noise</i>.</p>   |

| Planning Control  | Consideration   |
|---|---|
| <b>Civic Place Master Plan</b>  |   |
| <p><b>Section 6.4 Building Height</b></p> <p>24 storeys to building on corner of Smith and Darcy Streets</p>  | <p>17 storeys proposed, which is below the 24 stories height limit.</p>   |
| <p><b>Section 6.7 Public Domain Character</b></p> <p>Collonades: double height colonnades with minimum width of 4.5m between columns, which must be of appropriate masonry material.</p>  | <p>The columns are at least double height and provide greater than 4.5m between columns. The finishes applied to the columns provide a human scale to the proposal.</p>   |
| <p><b>Section 6.8 Architectural Character</b></p> <p>1. Scale and Proportion</p> <ul style="list-style-type: none"> <li>• As Civic Place has a number of important heritage buildings, it is important that new buildings are sympathetic to these. Taller buildings should be away from the heritage precinct in the north-west of the site.</li> <li>• Buildings will need to develop an interesting balance between vertical and height proportions both across the site as a whole and within the design of each individual building</li> </ul> <p>2. Building Expression</p> <ul style="list-style-type: none"> <li>• Buildings shall demonstrate the articulation of the base, the middle and the top. Commercial buildings should have significant amounts of masonry on the façade and should provide variety and intent to the proportions. Where possible, common cornice lines and datums should unify individual buildings across the precinct. The architecture should be visually rich and interesting and should avoid a minimalist or brutalist style.</li> <li>• Buildings articulation and form shall have regard to the recommendations of the Wind Tunnel Study appended to this Master Plan.</li> </ul> <p>3. Materials and colour</p> <ul style="list-style-type: none"> <li>• To give Civic Place a special Parramatta character, buildings should use warm masonry materials that relate to the sandstone and bricks of the past. Colonnades should be of quality masonry material.</li> <li>• A palette of building and public domain materials and finishes will be submitted with each development application.</li> </ul> <p>4. Sun shading elements</p> <ul style="list-style-type: none"> <li>• Sunshading elements such as screens, pergolas, shutters with horizontal and vertical blades are to be used to control sun access and to provide articulation and visual interest to the façade</li> </ul> <p>5. Roof Areas</p> <ul style="list-style-type: none"> <li>• Roofs should visually terminate buildings as a design feature, particularly when plant rooms are involved. Lower roofs that are overlooked by high buildings</li> </ul> | <ul style="list-style-type: none"> <li>• The building provides an appropriate transition of massing and height from the surrounding relatively low building, to the proposed significant heights for the envisaged development of Civic Place.</li> <li>• The subject building contains both vertical and horizontal proportions. The southern, east and western façade are of a vertical nature and the lift cores particularly emphasis this character, whereas the northern façade presents as a horizontal form due to its proportions and the use of horizontal sunshading devices.</li> <li>• The proposed building incorporates a number of design elements which provides significant visual modulation. Whilst the building is predominately glazed in character, the columns are to be finished in granite up to 2m in height and metal cladding above which provides a strength to the character of the building. The architecture of the building is considered varied and provides significant visual interest which is appropriate for its location.</li> <li>• Whilst the building is to be constructed of contemporary materials including glazing, granite and metal cladding finishes, the design of the colonnade is considered appropriate with providing a relationship to the nearby heritage buildings. Furthermore, the proposed finishes of the building provide a juxtaposition to the heritage items which assists in highlighting their individual character. The contemporary design of the building provides an appropriate design for the envisaged vision for the development of the Parramatta CBD as a primary centre within Sydney.</li> <li>• The proposal includes sunshading devices.</li> <li>• The proposed resolution of the roof design is considered appropriate as it does not result in the</li> </ul> |

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| should be carefully designed with consideration.  | exposure of plant to the locality and is utilised as a garden area which creates a visually attractive design when viewed by potentially higher buildings which may adjoin the site in the future.   |
| <b>Parramatta City Centre Development Control Plan</b>  |  |
| <p><b>Section 6.2 Height</b><br/>Overall height shall conform to the maximum permissible height under SREP No. 28. (126m)</p> <p>Ground floor to ceiling height shall be greater than 3.6m</p>      | <p>Approximately 64m, therefore less than the maximum permissible height of 126m.</p> <p>&gt;3.6m</p>  |
| <p><b>Section 6.3 Building Depth</b></p> <p>Depth of office floor shall not exceed 12.5m from a source of daylight.</p>   | Proposed 12.8m. Variation is minor and not considered to result in any significant detrimental impact upon amenity of office space.  |
| <p><b>Section 6.5 Building Articulation</b></p> <p>Articulation elements must be integral with building design and massing.</p>   | The proposed building incorporates a number of design elements which provides significant visual modulation and articulation.  |
| <p><b>Section 6.6 Building Materials and Glazing</b></p> <p>Design buildings which incorporate the principles of passive design.<br/>Design buildings and facades which do not result in glare.</p> | <p>The building incorporates sunshading devices and integral ecologically sustainable measures which ensure that a high level of passive design is incorporated into the building.</p> <p>A Reflectivity Report is provided with the application which concludes that subject to conditions of consent regarding the treatment of the façade glazing, the proposal will not generate excessive glare.</p>                                  |
| <p><b>Section 6.7 Design of Flexible Buildings</b></p> <p>Design of floors to allow ease of adaptation to future uses.</p>  | The floors of the building are large open floorplates with the location of the lift cores to the southern side, which allows flexibility to office layout allows ease of adaptation for future uses.   |
| <p><b>Section 9.2 Vehicular and Services Access</b></p> <p>Design of vehicle and service entries to avoid disrupting pedestrian movement.</p>   | The vehicular entry to the site does not interrupt the primary pedestrian access route to the west of the building, with anticipated flows from the train station to the north past the western façade of the building.  |
| <p><b>Section 10.7 Land contamination</b></p> <p>Consideration must be given to contamination issues.</p>   | The site has been previously remediated and a Site Audit Report has been provided which verifies that the site is suitable for use for a commercial premises.  |
| <p><b>Section 11.8 Active Frontages and address</b></p> <p>Design to promote pedestrian activity and safety in the public domain.</p>   | The amended design of the building provides significant activation to the eastern, western and northern facades, as well as glazing along sections of the southern façade to provide sight lines through the building. A substantial forecourt area is also located to the north of the building. The design of the building encourages pedestrian activity around the building which assists in creating safety within the public domain. |

## APPENDIX C. SUMMARY OF SUBMISSIONS

### SYDNEY WATER BUILDING, PARRAMATTA MP06\_0333

#### Summary of all submissions received for this application

| Date   | Stage of process | Agency comment   |
|--|------------------|--|
| <b>RailCorp</b>  |                  |  |
| 19/12/06   | Exhibition       | Noise and Vibration. Development consent should be conditioned with appropriate conditions to ensure that noise and vibration resulting from the railway are appropriately attenuated.   |
|  |                  | Stray Currents and Electrolysis from rail Operations. Development consent should be conditioned to require the applicant to engage a consultant to consider to impact of stray currents and electrolysis upon the development.   |
|  |                  | Use of Lights and Reflective Material. The developer must submit any proposals to RailCorp for the use of lights, signs and reflective materials, prior to commencing work.  |
|  |                  | Crane and other arterial operations. The developer must demonstrate to the satisfaction of RailCorp that all crane and overhead wiring or transmission lines must be strictly controlled.  |
|  |                  | The applicant is advised that future works may be undertaken in associated with Parramatta Railway Station in relation to the Epping to Parramatta railway link which may cause disruption to the subject site.  |
| <b>Department of Environment and Conservation</b>  |                  |  |
| 4/12/06  | Exhibition       | The DEC issued Sydney Water with S90 Consent #2561 on 2 November 2006. The consent allows for the disturbance /destruction of Aboriginal site SSp1 (45-6-2678) during the construction of a multi-storey building.   |
| <b>RTA – Sydney Regional Development Advisory Committee</b>                                  |                  |  |
| 16/2/07  | Exhibition       | Right turn movements from Smith Street into Darcy Street are to be prohibited. However, taxis may be excepted depending on the final design of the configuration of this intersection associated with bus network improvements along Smith Street  |
|  |                  | It is noted that a drop-off zone is proposed on the Smith Street frontage of the subject site. This zone is not supported by the RTA as the kerbside lane along the Smith Street frontage of the subject site may become a 'Bus Only Lane' in the future, which would make any vehicular movement in and out of the drop-off zone an illegal movement  |
|  |                  | Off-street parking associated with the proposed development shall be designed in accordance with AS 2890. 1- 2004 and AS 2890.2 – 2002   |
|  |                  | All work associated with the proposed development shall be at no cost to the RTA   |
| <b>Parramatta City Council – The Civic Place Management Committee (Council as landowner)</b> |                  |  |
| 20/12/06   | Exhibition       | <b>Adjacent Landowner Issues</b><br>Rock anchors, crane swings and hoardings would require consent from adjacent landowners.   |
|  |                  | <b>Urban Design and Integration Issues</b> <ul style="list-style-type: none"> <li>• Lack of coordination between the subject application and the selected master plan for the Civic Place site.</li> <li>• Inappropriate bulk and floor plate proportions, including setbacks and alignments.</li> <li>• The proposal compromises the amenity, safety and functionality of Parramatta Railway Station and the surrounding environment.</li> <li>• Pedestrian safety and amenity.</li> <li>• The proposal lacks architectural merit due to the presentation of blank facades to Darcy Street, a lack of articulation and activation of ground level facades, the strong horizontal emphasis.</li> </ul> |

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|                                     |            | <ul style="list-style-type: none"> <li>The urban design and built form is incompatible with the 2003 Civic Place masterplan.</li> <li>The floor space ratio and height do not comply.</li> <li>The proposal does not achieve design excellence.</li> </ul>  |
|                                     |            | <p><b>Access Issues</b><br/>Inappropriate location of the vehicle entry point and excessive width in Darcy Street.</p>  |
| Public Comment                      |            |   |
| <b>Grocon Constructions Pty Ltd</b> |            |   |
| 22/12/06                            | Exhibition | <p><b>Orientation &amp; site axis</b><br/>The current plan configuration has the Sydney Water site askew to the Civic Place axis. The alignment of Sydney Water is not however a subjective consideration, If not aligned with the Civic Place masterplan, the operation of the entire site and broader Parramatta CBD is severely compromised by the restriction of Darcy Street for vehicle access and the loss of Station Square as a "vehicle free" public space of civic proportions at street level.</p> <p>A minimum of 20 metres is required between the finished underground edge of the recently completed Parramatta Railway Station concourse and the Sydney Water site to accommodate the pedestrian and vehicle access and egress from Civic Place (both above and below ground).</p> <p>In addition, the east west axis and orthogonal configuration of the Civic Place public open space has considerable urban design significance as it connects the axis of St Johns Cathedral with the Lancer Barracks and the proposed Parramatta City Council Chambers. This is of historic relevance to Parramatta and should not be disregarded or diluted.</p> |
|                                     |            | <p><b>Vehicle Access off Darcy Street</b><br/>The approved Sydney Water stage 1 DA proposed vehicle access to the Sydney Water site from Smith Street as part of Sydney Water's design brief requirements. In the subsequent new DA the vehicle access point has been moved from Smith Street to Darcy Street.</p> <p>Darcy Street is not a public street, it forms part of the Civic Place site and is required for vehicle access to Civic Place. Sydney Water vehicles must enter from Smith Street UNLESS Sydney Water chooses to integrate with Civic Place and therefore utilise the Civic Place vehicle entry, which of course is by far the most appropriate solution.</p>  |
|                                     |            | <p><b>Activated Building Edges</b><br/>The Sydney Water proposal indicates a 50 metre long x 70 metre high +/- solid painted concrete wall along the Darcy Street boundary with 2 off 2 x 2 metre square recesses. This configuration is both unsafe and insensitive to the environmental, urban and crime prevention responsibilities of the site and makes a mockery of the "design excellence" provision and requirements of the Civic Place proposal.</p> <p>The Sydney Water proposal does not provide adequate amenity or weather protection to pedestrians who will use the Sydney Water environs to access Civic Place, Parramatta Station and the CBD.</p> <p>It is also in direct contradiction of Sydney Water's own design brief requirements, as it in no way provides for activation of the street frontages.</p>   |
|                                     |            | <p><b>Material Selection</b><br/>The proposed material palette and design resolution for the Sydney Water façade is inferior to the finishes required and details proposed for the Civic Place buildings, yet the Sydney Water building forms an integral part of the overall Civic Place site.</p> <p>The "design excellence" provisions for Civic Place propose design competitions for each building on the site. This has been proposed to achieve the best possible urban outcome within a predetermined brief. The Sydney Water building has not had the same rigor applied to its conceptual design or finishes palette.</p>   |

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|  |  | <p><b>Sustainability</b></p> <p>The current building design does not propose meeting the 4.5 star ABGR requirement of either the Sydney Waters design brief, Parramatta Councils requirements or the NSW Governments requirements for government tenanted buildings.</p> <p>Furthermore as the headquarters of Sydney Water, the building design does not achieve the highest sustainable water standards available for a commercial office building.</p> |
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## APPENDIX D. PROPONENTS RESPONSE TO SUBMISSIONS

| Item No. | Submitted By | Comments  | Response   |
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| 1        | Grocon       | Whether considered in isolation (as a proposed modern office building) or as one of several buildings that will dominate the landscape in and around Civic Place, the design of the SWC building simply ignores its context. The Development Application overlooks numerous serious urban design considerations concerning the integration of the building with its existing and future environs. It appears to have been conceived in haste and without regard to the long history of strategic and forward planning for central Parramatta (as evidenced by the recent exhibition of the draft LEP and DCP formulated by the Department of Planning for the revitalisation and future development of the second largest CBD within Greater Sydney Metropolitan Area). | <p>The Sydney Water design proposal has been designed within the context of the adopted and gazetted Civic Place Master Plan (CPMP) 2003 and SREP 28. The draft LEP and DCP referred to in the commentary had not been released at the time of concept design and are yet to be adopted.</p> <p>Contrary to the objector's comment, the design has been considered very carefully and both the proponent and tenant have placed considerable importance in a strong design outcome as evidenced by the selection and appointment of Denton Corker Marshall (DCM) for its execution.</p> <p>DCM is a nationally and internationally renowned architectural and urban design practice with considerable experience in complex urban design resolutions.</p> <p>The resolution developed for the Sydney Water proposal exhibits exceptional design merit and provides a contemporary aesthetic outcome with a high level of embedded ESD initiatives. This will provide a strong cornerstone to the rejuvenation of Civic Place and a building appropriate to the status and importance of Sydney Water as a state owned corporate body.</p> <p>We note the proposed Parramatta Council/Grocon Civic Place alternative master plan, received four weeks after the Sydney Water DA submission, makes a number of erroneous assumptions in respect of the Sydney Water site. In particular, we note the movement of vehicles down an access ramp in Darcy Street makes no cognisance of site boundaries and would appear to require use of Sydney Water land along Darcy Street frontage in order for the ramp to access to below the proposed retail arcade level. No discussion has taken place to date on this issue with SWC or its selected developer, Multiplex Capital.</p> <p>Similarly, the orientation of the Sydney Water building appears to have been modified in the Parramatta Council/Grocon Civic Place proposal without reference to SWC and the building's context with Smith Street and Civic Place.</p> <p>Concern has been expressed by Sydney Water over the potential for the development of Civic Place to be delayed for a lengthy period of time, subject to the market demand for the proposed mixed development.</p> |

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|   |        |  | In terms of responding to the planning controls, the Sydney Water proposal meets the requirements of SREP 28.   |
| 2 | Grocon | The failure of the Development Application to accommodate the extensive master planning carried out in respect of the Parramatta CBD is most fundamentally demonstrated by the fact that whilst the proposed SWC building relies on access from Darcy Street, Parramatta City Council has as part of its vision for Civic Place, obtained the approval of the Department of Local Government to compulsorily acquire the public road comprised in Darcy Street (the effect of which will be discontinuance of the use of this land as a road). This action on the part of Council (and the approval given by the Department of Local Government) unequivocally recognises the need for Council and associated stakeholders to invest in properly master planned outcomes for central Parramatta CBD and the Civic Place site (and, furthermore, this investment has already been started). | <p>The Sydney Water design proposal has been designed within the context of the adopted and gazetted Civic Place Master Plan (CPMP) 2003 and SREP 28. The draft LEP and DCP referred to in the commentary had not been released at the time of concept design and are yet to be adopted.</p> <p>The publicly gazetted Civic Place Master Plan (CPMP) 2003 document envisaged vehicular access along Darcy Street, with a turn around, prior to accessing a ramp structure to basement parking under Civic Place. Working within the context of the available and adopted master plan information, the Sydney Water concept design illustrates a significant 'investment' in master planned design outcomes works referred to by the objector without compromise to the Civic Place Master Plan (CPMP) 2003 and SREP 28 intent.</p> <p>The objector's comments make no cognisance of the need of Sydney Water to develop its own site to a timeframe that requires considerably greater urgency be applied than that currently exhibited by the Civic Place developer.</p> |
| 3 | Grocon | The Development Application significantly fails to accord with the visions statement for Parramatta as documents in the Six Cities Strategy formulated by the NSW State Government. The vision statement seeks to achieve and " <i>exemplary urban environment ... generating a new, vibrant and strong identity, stimulating and facilitating investor confidence. World class architecture will be encouraged ...</i> " It also discusses the Civic Place as a gateway to the city. We do not believe the design for the SWC building responds at all to these objectives and falls short of delivering the NSW State Government's and Parramatta Council's oft stated desire to position itself as the second CBD of Sydney.  | <p>Refer to the proponent's response at item 1 above.</p> <p>Furthermore, the relocation of Sydney Water from the Sydney CBD to the Parramatta CBD illustrates a strong commitment on the part of Sydney Water in support of the NSW State Government's and Parramatta Council's stated objectives. It also illustrates confidence in the Council's ability to deliver an exemplary Civic Place urban rejuvenation in support of the Sydney Water cornerstone development.</p>  |
| 4 | Grocon | So far as the adjoining Civic Place is concerned, if approved in its current form, the SWC building will detract from, rather than enhance, Civic Place and compromise the master-planned outcomes for the Civic Place site. Further the degradation of Civic Place will have reaching implications for the broader redevelopment of Parramatta, given Civic Place is the central focal point from which the growth of the City is to be "leveraged".  | <p>The Sydney Water proposal is consistent with the approved CPMP 2003 and is not detrimental to the proposed amendments to the Civic Place masterplan. The resolution developed for the Sydney Water proposal exhibits exceptional design merit and provides a contemporary aesthetic outcome with a high level of embedded ESD initiatives. This will provide a strong cornerstone to the rejuvenation of Civic Place and a building appropriate to the status and importance of Sydney Water as a state owned corporate body.</p> <p>The key tenancy of Sydney Water will assist in generating a high level of commercial confidence in the Civic Place precinct's future success, as the development of the NSW Police Headquarters, the soon to be completed Parramatta Justice Precinct and retention of the ATO (Jessie Street Centre) have for the Parramatta CBD as a whole.</p>   |

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|   |        |   | <p>The Sydney Water building represents the continuing upwards evolution of both design quality and sustainability outcomes in the delivery of government 'best practice' buildings, drawing from the delivery of the previously mentioned projects by the proponent.</p> <p>Sydney Water is illustrating the highest level of confidence in the future of Civic Place as an appropriate public domain in which its business can be relocated and operate and does not see the design concepts proposed in any way degrading the potential for the future of the precinct of which it will be a key constituent part.</p>   |
| 5 | Grocon | <p>Whilst the stand alone nature of the Sydney Water building has many adverse consequences, the following are considered critical and long lasting:</p> <ul style="list-style-type: none"> <li>▪ Traffic and pedestrian conflicts at Darcy Street</li> <li>▪ Lack of permeability</li> <li>▪ Poor urban design</li> <li>▪ Inferior quality of materials</li> <li>▪ Loss of public domain</li> <li>▪ Reduction of sunlight to the recently redeveloped Parramatta bus/rail interchange</li> <li>▪ Increased risk to public safety</li> <li>▪ Lack of adequate weather treatment to building to protect the public from wind, rain and sun.</li> </ul> | <p>The proponent and Sydney Water as the long term occupant of the building contend that the nature of the proposed development is not detrimental to the future of the Civic Place precinct. Responding specifically:-</p> <ul style="list-style-type: none"> <li>▪ <b>Traffic and pedestrian conflicts at Darcy Street</b><br/>The adopted Civic Place Master Plan (CPMP) 2003 clearly envisaged that Darcy Street be retained in part of its length for the purposes of providing vehicular access to basement parking areas. As such this length of retained roadway was envisaged to function as a service access.</li> </ul> <p>Therefore, the use of Darcy Street as an access to the basement car parking for the Sydney Water building is consistent with this intent. Furthermore it removes the potential for traffic conflict between vehicular movements from the Civic Place development and Sydney Water on the major roadway of Smith Street.</p> <p>The proposed mid block car park entry illustrated in the Civic Place Master Plan (CPMP) 2003 is not available to Sydney Water due to its location on Council land. This is compounded by the uncertainty of the timing of this parcel's future development. Furthermore, due to the nature of its essential service operations (and resultant security profile) Sydney Water has concerns with any reliance upon access through a publicly accessed basement area outside of its control.</p> <ul style="list-style-type: none"> <li>▪ <b>Lack of permeability</b><br/>The Sydney Water building allows for visual connection between the occupants' activities and the public domain on the east, north and west faces of the building. The location of its service core to the south provide visual shielding from the service access nature of the Darcy Street activities due to Civic Place access and the adjacent bus layover facility at the Smith/Darcy Street junction.</li> <li>▪ <b>Poor urban design</b><br/>Refer to the proponent's commentary under items 1, 2 &amp; 3 above.</li> <li>▪ <b>Inferior Quality of Materials</b></li> </ul> |

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|   |        |  | <p>The comments are subjective and appear misinformed. Materials are of the quality commensurate with Sydney Water's corporate image and Council's vision for the city centre.</p> <ul style="list-style-type: none"> <li>▪ <b>Loss of Public Domain</b><br/>The ground level footprint of the proposal is smaller than that proposed in the Stage 1 DA providing for greater public open space to the perimeter of the Sydney Water building.</li> <li>▪ <b>Reduction of Sunlight to Parramatta Rail Interchange</b><br/>The proposed building is sited within the SWC title boundary and is setback from the western end by approximately 6.1 metres. The separation between the SWC proposal and adjoining structures in Civic Place is yet to be determined since no DA submission has been finalised and submitted for these buildings by Parramatta Council/Grocon. Sunlight access to the Transport Interchange will be aided by the reduced overall height of the proposed building that is less than the maximum height permissible under the CPMP 2003.</li> <li>▪ <b>Increased Risk to Public Safety</b><br/>All sides of the building perimeter will comply with CPTED objectives and afford all publicly accessible areas high levels of surveillance and interaction.</li> <li>▪ <b>Lack of Adequate Weather Treatment to Building</b><br/>The ground floor is typically located within the tower curtilage which will afford a high degree of weather protection to pedestrians.</li> </ul> |
| 6 | Grocon | <p>It should be noted that the proposed building is not considered to have met design excellence standards – there has been neither a design competition nor robust peer review process, as would be customary for any project of this kind within the Greater Sydney Metropolitan Area. Further, in keeping with State Government protocol and normal industry practice, it should reasonable be expected that the development will meet (as a minimum) the agreed targets in relation to sustainability including a base building ABGR of 4.5 star and 5 Green Star rating with a minimum credit capacity of 100% for water.</p> | <p>In the final stages of the selection process for the development proponent, three eminent architectural practitioners were engaged by the three contending developers, these being Cox Richardson, Hassell Group and Denton Corker Marshall. These practices are pre-eminent exponents of their professions within the state, nationally and internationally. Furthermore, Sydney Water engaged Bates Smart Architects, an equally eminent national practice to provide a robust and detailed design review of the submitted proposals from the three short-listed development proponents.</p> <p>The comments are correct in that it is a reasonable expectation the development meets agreed sustainability targets. In fact, the Sydney Water proposal is designed to leading sustainability outcomes including a base building ABGR of 5 Star and 5 Green Star rating with a minimum credit capacity of 100% for water. The sustainability initiatives will include rain water harvesting, a blackwater recycling plant and chilled beam HVAC technology. This will represent the continuing upwards evolution of NSW Government office facilities and set a high benchmark for the future development of Civic Place,</p>  |
| 7 | Grocon | <p>Furthermore, the Development Application does not address co-ordination between the SWC and Civic Place sites as required by the</p>  | <p>During the selection process, and specifically when the a shortlist of two proponents was made, Sydney Water called for discussion meetings with Parramatta City Council and its development</p>  |

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|   |        | <p>adopted Civic Place Master Plan CPMP approval, the result being that a large number of interface issues remain to be resolved.</p>   | <p>partner in regard to the coordination of the Sydney Water design proposals with the as yet confidential and unpublished Civic Place proposals. Unfortunately these meetings were not facilitated, nor were the Civic Place concept details, as envisaged, released to the remaining proponents to allow such coordination (limited illustrations of the proposed design were provided to the proponent in late December 2006).</p> <p>The proponent remains willing and available to engage in discussions as necessary to resolve interface issues where such resolution can be achieved without unreasonable compromise to the delivery of a 'best practice' NSW Government office facility for Sydney Water nor the agreed commercial arrangements between the proponent and its tenant.</p>  |
| 8 | Grocon | <p>So far as the adjoining nature of the Development Application is concerned, it is noted that the omitted information includes the following:</p> <ul style="list-style-type: none"> <li>▪ Wind Impact Assessment</li> <li>▪ Acoustic Assessment</li> <li>▪ BCA Capability Statement</li> <li>▪ Occupational Health and Safety Assessment</li> <li>▪ CPTED Assessment (Crime Prevention)</li> <li>▪ Disability and Discrimination Access</li> <li>▪ Adjoining Land Owner's Consent(s)</li> <li>▪ Minister for Transport and Rail Corporation NSW Approval (as required by Covenant AB545843)</li> </ul> | <p>Pre DA discussions were undertaken with Parramatta City Council to discuss the specialist reports required to accompany the DA where it was identified:</p> <ul style="list-style-type: none"> <li>▪ It was confirmed that a wind impact report would be provided at the Construction Certificate (CC) stage in view of the impracticality of obtaining a wind report concurrent with the DA submission given that information regarding the balance of the Civic Place redevelopment was unavailable at this time.</li> <li>▪ Council officers advised that the CPTED assessment could be prepared by the architect. DCM has provided a CPTED overview within the architectural design statement. If required, further input may be provided with the CC.</li> </ul> <p>Council officers referred to the Parramatta City Council DA checklist. The following documents are not included in the DA checklist and therefore were not submitted:</p> <ul style="list-style-type: none"> <li>▪ An acoustic assessment is not required under the Parramatta Council DA checklist and DCP at DA stage; this can be provided at CC stage if so required by the Principal Certifying Authority (PCA). Comments by Railcorp identify that an acoustic and vibration report is to be prepared at the Construction Certificate stage by way of a condition of consent. Such reports can be undertaken at this later stage so that building construction design will ensure that internal areas, and occupants, will not be adversely affected by rail-related noise and vibration.</li> <li>▪ A BCA report was not required to be submitted as part of the DA. Council's DA Checklist and the City Centre DCP do not require a BCA report at DA stage; this can be provided at CC stage if so required by the Principal Certifying Authority (PCA).</li> <li>▪ OH&amp;S Assessment was not required under Council's DA checklist or DCP at DA stage; this can be provided at CC stage if so required by the Principal Certifying Authority (PCA). This document is not a planning consideration.</li> <li>▪ A Disabled Access report is not included in the DA Checklist at DA stage; this can be</li> </ul> |

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|    |         |   | <p>provided at CC stage if so required by the Principal Certifying Authority (PCA). Such a report may be submitted at a later stage by way of condition of consent.</p> <p>Adjoining owner's consent and Minister for Transport and Railcorp NSW may be provided at a later stage.</p>  |
| 9  | Deacons | <p>We have reviewed the documents lodged with the development application and advise that there are a number of matter that create a legal impediment to the approval of the development application in its current form. We list those issues as follows:</p> <ol style="list-style-type: none"> <li>1. Council consent as adjoining land owner in relation to the development application.</li> <li>2. Covenant in favour of Rail Corporation of New South Wales.</li> <li>3. Council's power to approve the SWC Stage 2 DA.</li> </ol>   | Refer to 9 – 12 below   |
| 10 | Deacons | <p>Owners Consent –<br/>Council owns the land adjoining the SWC land. The Applicant proposes to place rock anchor and hoardings on Council's land as part of its development. It does not appear from the documents in the development application that Council has consented to the development application. Until such time as that consent is given the application cannot be determined</p>   | <p>There is no requirement for the adjoining owner to consent to the submission of the Development Application. The proponent's construction representatives met with Council and its development partner on 17<sup>th</sup> January 2007 and an 'in principle' agreement with regard to construction matters, including rock anchors, has been reached with mutual rights being envisaged. The proponent can, if consent on these matters is unreasonably withheld, construct the building using alternative construction methods.</p> |
| 11 | Deacons | <p>Covenant –<br/>Covenant AB545843 is registered on the title to the SWC land. This covenant provides that SWC must not without the <b>prior</b> written approval of Rail Corporation NSW and the Minister for Transport:</p> <ul style="list-style-type: none"> <li>▪ Permit, allow or cause any water to be discharged from SWC land onto, in, under or through any land owned by Rail Corporation New South Wales;</li> <li>▪ Erect or allow any drainage works to be erected on SWC land unless they are also approved by PCC as consent authority; and</li> <li>▪ Erect, construct or place upon the SWC land or allow to be erected, constructed or placed on it any building, fence or other structure.</li> </ul> <p>There is no evidence in the application that either SWC or the Applicant has obtained the consent of Rail Corporation of NSW or the Minister as required under this covenant.</p> | <p>There is no requirement for the RailCorp to consent to the submission of the Development Application. Discussions have commenced with RailCorp to ensure satisfactory resolution and adherence to its requirements.</p> <p>Such adherence can be made a condition precedent to the issue of a Certificate of Compliance for the Sydney Water development.</p>  |
| 12 | Deacons | <p>Council's Power –<br/>The SWC Stage 2 DA has been lodged as a "Stage 2" development</p>  |   |

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|  | <p>application. It appears from the development application documents that the Applicant accepts the concept plan approval as establishing the floor plate, height, bulk and scale and orientation of the building and now only seeks to provide the additional detail not considered in the Stage 1 DA. As well, the application seeks to incorporate some "minor" modifications.</p> <p>However, the application also states it is a "fresh DA" (see page 3 of SEE).</p> <p>In our view, it is not open to Council to approve the Stage 2 DA for the following reasons:</p> <ol style="list-style-type: none"> <li>1. Modification of Stage 1 concept plan<br/>The EP&amp;A Act does not permit any subsequent application of a staged development to depart from the original concept plan. That is, if SWC wishes to: <ul style="list-style-type: none"> <li>a) relocate its entrance to Darcy Street; and</li> <li>b) add additional floor space to the building,</li> </ul> as set out in the SWC Stage 2 DA, then it will need to with modify the concept plan or lodge a new development application that properly addresses all the planning issues that arise.</li> <li>2. Conditions of the Stage 1 DA<br/>The Applicant has not demonstrated compliance with the condition of the Stage 1 DA which is necessary to enable Council to move on to deal with the Stage 2 DA.<br/><br/>If it is assumed that the Stage 2 DA is a new development application for the site and not merely a Stage 2 development application following from the Stage 1 concept plan then the Applicant must properly deal with the matters which lead to the imposition of conditions set out in the Stage 1 development consent. The Applicant does not do this.</li> <li>3. SEPP 11<br/>Whether or not the application is fresh DA or a staged application, the Applicant has not dealt with the requirements of SEPP 11. The</li> </ol> | <p>This DA is submitted as a "fresh" new application, despite there being a DA approval for the building envelope on the site. Therefore there is no proposal to modify the "Stage 1 DA" by way of Section 96.</p> <p>A "fresh" DA has been lodged for the site incorporating the revised floor space and building envelope. In this regard, the relationship of whether the new scheme is consistent with the approved scheme is irrelevant.</p> <p>The proponent confirms that the submission made is a fresh DA in recognition of some departure from the Stage 1 Master Plan DA. Sydney Water holds correspondence from Parramatta City Council accepting that the submission of such an application would be made without compromise to the outcomes established in the secured Stage 1 DA (FSR, height, use etc.)</p> <p>The proponent's DA submission adequately addresses the elements of change from the Stage 1 Masterplan DA and provides for a design exhibiting strong urban design resolution, within the context of the Civic Place Master Plan (CPMP) 2003 and SREP28, and significant design merit.</p> <p>The conditions of the "Stage 1 DA" have no relevance in the assessment of the subject proposed building as it is a "fresh" new application and therefore is no requirement to address the conditions of the consent of the "Stage 1 DA"</p> <p>SEPP 11 requires the consent authority to refer development listed under SEPP 11 to the RTA for comment.</p> |
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|    |     | <p>changed access regime must be properly scrutinised. It is not appropriate for the applicant to rely on a proposed future road pattern which has not been authorised by the relevant agencies or approved by the State government as a basis for not complying with SEPP 11. Indeed the proposal to use Darcy Street as the access for the SWC building could result in Darcy Street not being closed at all as contemplated. Therefore the applicant, if it chooses to use this access should provide appropriate traffic studies and Council should consult with the RTA.</p> | <p>The SEE noted the applicability of SEPP 11 and therefore the issue relating to the applicant's non-compliance with SEPP 11 is not warranted.</p> <p>The adopted Civic Place Master Plan (CPMP) 2003 clearly envisaged that Darcy Street be retained in part of its length for the purposes of providing vehicular access to basement parking areas.</p> <p>As such this length of retained roadway was envisaged to function as a service access and access to below ground parking. Therefore the use of Darcy Street as an access to the basement car parking for the Sydney Water building is consistent with this intent. Furthermore it removes the potential for traffic conflict between vehicular movements from the Civic Place development and Sydney Water on the major roadway of Smith Street.</p> <p>The proponent has engaged an experienced traffic consultant who has provided advice in clear support of the design submitted and it being appropriate to the use of the Sydney Water site and adjacent uses.</p>  |
| 13 | JBA | <p>It is noted that this DA is a fresh application and that the applicant has chosen not to follow and comply with the approved Stage 1 DA for the site. Accordingly, this application is for an entirely new building and building envelope.</p>   | <p>The proposed scheme is different to the approved scheme in terms of floor space and building envelope and therefore warranted a new DA for the site, separate from the approval granted. In this regard, the relationship of whether the new scheme is consistent with the approved scheme is limited.</p>   |
| 14 | JBA | <p>Building Envelope &amp; Massing –<br/><b>SREP 28</b><br/>Clause 25(d) of SREP 28 states that the buildings are to have regard to adjoining buildings in relation to height transition, massing and scale.</p> <p>At this stage the specific design of neighbouring buildings is not yet determined. Notwithstanding this, the proposed development is significantly lower than that envisaged for this site in SREP 28. This reduced the likelihood of the building providing a suitable transition to future development on the southern side of Civic Place.</p>             | <p>SREP 28 identifies a <b>maximum</b> height provision of 126m. The proposed height of 64m is in compliance with the SREP. The SREP does not dictate minimum heights sought for the City Centre. The proposed height will assist in providing a transition of heights from Civic Place to the lower rise heritage buildings to the east.</p> <p>The nett impacts of overshadowing in mid-winter upon the railway station are insignificant relative to the previously approved scheme on the Sydney Water site. No material increase in sunlight loss over the railway station occurs as a result of reduced separation distances between buildings. Similarly, the height controls for the site under the SREP will allow for a building that will overshadow the railway station in view of the railway station's immediate proximity to the site.</p> <p>Submitted shadow diagrams illustrate the shadow impacts of the previously approved scheme on the site; buildings in Civic Place at heights and siting as per the Civic Place Master Plan June 2003.</p> <p>In summary, the shadow diagrams illustrate:</p> <ul style="list-style-type: none"> <li>- At 9am there is an insignificant increase in overshadowing to the east of the railway</li> </ul> |

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|  |  | <p><b>CPMP</b><br/>Section 6.3 of the CPMP requires that gaps must be provided between towers in the southern portion of the site to allow sunlight access to the railway station.</p> <p>From the information provided (with the DA) the exact setback on the western boundary of 1 Smith Street is unclear. However it is clear that this setback has been reduced from the previous Stage 1 DA approved on the site. A reduced setback has implications for pedestrian access and solar penetration to Parramatta Station. The lack of separation is contrary to the Master Plan as it reduces both solar access to the Railway Station and north-south links and connectivity.</p> | <p>station relative to the original approved scheme.</p> <ul style="list-style-type: none"> <li>- At 12pm and 3pm the shadow line is shifted to the west over the railway station to a minor degree, relative to the original approved scheme.</li> </ul> <p>Potential north-south links from the railway station are maintained by the proposed siting of the building.</p> <p>Item noted, as has been stated above the concept design for the Sydney Water building has been developed within the context of both SREP 28 and the Civic Place Master Plan (CPMP) 2003 in the absence of other gazetted statutory planning instruments at the time on its inception. Neither instrument defines the height envelope provisions as being mandatory <b>minimum</b> levels. FSR controls also apply to the development, the use of the available FSA if combined with a maximised envelope height would result in extremely ineffective and inefficient floor plate sizes for the tenant which will fail to meet Sydney Water's stated objectives for a 'best practice' government office facility.</p> <p>Given the status of the Parramatta City Council/Grocon proposals both at the time of the proponent's selection to deliver the Sydney Water project and the formulation of the DA submission the proponent has been unable to facilitate a design 'dialogue' with the future neighbouring works. Given the likely market driven nature of the future, adjacent, development there is a degree of uncertainty as to the eventual outcomes within the Civic Place precinct in terms of the physical forms etc. to which the Sydney Water building could respond.</p> <p>The Sydney Water building has been developed within the context of both SREP 28 and the Civic Place Master Plan (CPMP) 2003 and follows the intent of the building massing illustrated within these instruments.</p> <p>The setbacks on the ground plane of the Sydney Water building to the western boundary is 7.0m. This, in the proponent's opinion, provides for significant public accessibility, both physical and visual, between the Parramatta Interchange and Civic Place public domain areas. The proponent contends that the solar access to this thoroughfare is not compromised by the design proposal.</p> <p>The proponent understands that the Parramatta City Council/Grocon proposals envisages that the adjacent building (to the west) will exceed the height limits within SREP28 and wishes to register its concern with regard to the increased detrimental impact upon solar access and environmental wind outcomes.</p> |
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| 15 | JBA | <p>Building Setbacks –<br/><b>SREP 28</b><br/>Clause 25(c) of SREP 28 states that buildings should be predominately built to the street alignment and side boundaries.</p> <p>While frontages generally align with both Smith Street and Darcy Street, they are well set back from the street at ground level and footpaths appear rather wide.</p>   | <p>The setbacks on the ground plane of the Sydney Water building to the southern boundary vary from 1.9 to 6.9 metres and eastern boundary is approximately 3.7 metres. These provide for significant public accessibility, both physical and visual, and are appropriate in the architectural form of the proposal.</p> <p>The ground floor level is setback from Smith Street by approximately 4m to allow a sheltered colonnade zone as part of one of the main access points into the building. The colonnade is proposed to the Smith Street frontage which provides for a built form alignment to Smith Street.</p> <p>A setback from the Darcy Street alignment is proposed due to the “skewed” alignment of the Darcy Street property boundary. The proposed ground floor edge will present as a predominantly consistent street edge by the lift core and stair well elements.</p> <p>By following the “skewed” alignment of the Darcy Street boundary, an irregular shaped footprint to the south will result.</p>  |
| 16 | JBA | <p>Character of Civic Place –<br/><b>SREP 28</b><br/>Clause 28(2)(i) of SREP requires that the proposal must be consistent with the desired future character of Civic Place and, amongst other requirements:</p> <ul style="list-style-type: none"> <li>▪ Create of a safe pedestrian square.</li> <li>▪ Create east-west, north-south site links and access to the Railway Station.</li> <li>▪ Provide adequate separation between the towers at the south-east to ensure building mass is broken up.</li> <li>▪ Complement the function of the railway station and transport interchange.</li> </ul> <p>The proposal is inconsistent with Clause 28(2) of SREP 28 in that:</p> <ul style="list-style-type: none"> <li>▪ In the longer term, the proposal will provide a safe northern square, however the treatment of Darcy Street (with no active street frontage) is potentially unsafe.</li> <li>▪ North-south links and access to the Railway Station are poor.</li> <li>▪ Separation from a new building in the south-east corner is unspecified and will require the new (Grocon) building to be set back further to provide adequate, well-lit and safe north-south link</li> </ul> | <p>The concept design for the Sydney Water building has been developed within the context of both SREP 28 and the Civic Place Master Plan (CPMP) 2003 in the absence of other gazetted statutory planning instruments at the time on its inception. The Parramatta City Council/Grocon proposals were not available to the proponent at both at the time of the proponents selection to deliver the Sydney Water project and the formulation of the DA submission the proponent has been unable to facilitate a design ‘dialogue’ with the future neighbouring works.</p> <p>The proponent contends that the Sydney Water proposal is consistent with respect to the intent of the statutory instruments in the creation of:-</p> <ul style="list-style-type: none"> <li>▪ A safe pedestrian square to the northern edge of the Sydney water site;</li> <li>▪ East-west, north-south site links and access to the Railway Station;</li> <li>▪ Adequate separation between towers at the south-east to ensure appropriate building mass; and</li> <li>▪ Complementary functions to the Rail and Transport Interchange activities;</li> <li>▪ Passive surveillance over Darcy Street will occur as Darcy Street will be an active zone: <ul style="list-style-type: none"> <li>- The north-south link from the railway station is designated to extend immediately from Darcy Street and extend adjacent to the Sydney Water Building and will accommodate one of the main access points into the building, therefore providing pedestrian activity.</li> </ul> </li> </ul> |

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|    |     | <p>to the Station.</p> <ul style="list-style-type: none"> <li>▪ The treatment of Darcy Street in relation to pedestrian amenity, the car park entrance, and building separation and do not meet the intent of clause 28(2)(i)(xiv).</li> </ul> <p>In addition, Clause 28(2)(i)(xiv) requires a wind analysis to ensure the design minimises wind tunnel effects.</p> <p>No wind assessment was provided on the grounds of there being no information on adjacent buildings. This is not considered an adequate reason for non-compliance as Darcy and Smith Streets could be modelled based on existing structure such as the Station, the Transport Interchange and other surrounding buildings, the CPMP and building heights specified in SREP 28.</p> | <ul style="list-style-type: none"> <li>- Vehicular access to the Sydney Water Building is proposed from Darcy Street.</li> <li>- Vehicular access to the car park for the Civic Place development, proposed by Parramatta City Council/Grocon is from Darcy Street.</li> <li>- Darcy Street will also function as a drop off and pick up point.</li> </ul> <p>The adopted Civic Place Master Plan (CPMP) 2003 clearly envisaged that Darcy Street be retained in part of its length for the purposes of providing vehicular access to basement parking areas. As such this length of retained roadway was envisaged to function as a service access. Furthermore the Civic Place Master Plan (CPMP) 2003 envisages that the primary pedestrian access route is from the Rail Interchange to the Civic Place directly northwards. The Sydney Water proposal is consistent with this intent.</p> <p>As discussed with Council during a pre DA meeting, a wind impact assessment was not submitted with the DA as the built form details of the proposed Grocon Civic Place Master Plan scheme was not available at the time. Such an assessment was agreed to be provided at a later stage.</p> <p>The proponent has sought advice as to the potential impacts of the proposal due to wind effects and with specific regard to the Wind Tunnel Study appended to the CPMP 2003. This advice suggests that the implications for impact are minimal specifically in the context of the ability for the site to be developed to a significantly greater height. If required the proponent will undertake an environmental wind study as a condition precedent to the commencement of construction.</p> <p>The proponent understands that the Parramatta City Council/Grocon proposals envisages that the adjacent building (to the west) will exceed the height limits within SREP28 and wishes to register its concern with regard to the increased detrimental impact on environmental wind outcomes.</p> |
| 17 | JBA | <p>Solar Access –<br/><b>SREP 28</b><br/>Clause 26(3) – New buildings must comply with the sun access plane provisions.</p> <p>It is unclear from the information provide whether the proposal complies with this clause in its entirety in relation to Lander Barracks. In particular, the applicant has not addressed clause 26(3)(ii)(D) in relation to the impact of overshadowing on the heritage significance of Lancer Barracks, not cogently demonstrated in relation to the variation to the sun access plant that it fully complies with clause 28(2)(i) as required by clause 26(3)(ii)(B).</p>  | <p>Shadow diagrams are provided within the submitted DA Statement of Environmental Effects (SEE) illustrating the impact upon the Lancer Barracks. These impacts are considered acceptable in the opinion of the specialist heritage consultant engaged by the proponent (Graham Brookes and Associates).</p> <p>Shadow diagrams as submitted, illustrate that the proposal will have limited overshadowing to Lancer Barracks at 2pm.</p> <p>The shadow will be limited to a portion within the western street boundary and is acceptable and will not adversely impact upon the heritage significance of the site because:</p> <ul style="list-style-type: none"> <li>- The nett additional shadow represents a marginal increase to the extent of shadow cast</li> </ul>  |

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|    |     |  | <p>by the approved Stage 1 DA.</p> <ul style="list-style-type: none"> <li>- The shadow will not impact upon the parade grounds of Lancer Barracks during this period or the most significant buildings.</li> <li>- The shadow will be cast over the roofs of the Officer's mess; a portion of the Drill Hall / Officer's Club and a corner of the Lecture Room.</li> </ul> <p>Furthermore the impact potential is significantly reduced in comparison to that envisaged by the 126m height envelope in SREP28 and the Civic Place Master Plan (CPMP) 2003.</p>  |
| 18 | JBA | <p>Active Street Frontages –<br/><b>SREP 28</b><br/>Clause 17(c) of SREP 28 states that active street frontages are to be provided to encourage and protect accessible city blocks.</p> <p>Neither Smith Street nor Darcy Street is activated. The proposed building ignored these street frontages with the wide car park access on Darcy Street further militating against activation. This has the potential to sterilise this corner area so reducing safety and security in the locality.</p> | <p>The proponent's design proposal provides for active frontages on east, west and north with a high level of physical and visual connectivity between the buildings users and the public domain beyond. Smith Street is the address point for the building with an entry point into the building's reception and public interface area to this side of the building. The glazed façade along the extent of Smith Street and colonnade zone provides for an active street frontage.</p> <p>The Darcy Street frontage has been designed to accommodate the service functions of the building. The adopted Civic Place Master Plan (CPMP) 2003 clearly envisaged that Darcy Street be retained in part of its length for the purposes of providing vehicular access to basement parking areas. As such this length of retained roadway was envisaged to function as a service access, vehicular access point for below ground parking; and drop off / pick up point.</p> <p>Service elements in the Darcy Street façade have been designed to feature and integrate as architectural elements. The provision of a main access point into the building via Darcy Street to the "railway walk" contributes to activating the Darcy Street zone.</p> <p>The concept proposals released by Parramatta City Council/Grocon continue to adopt the intent of the gazetted statutory instruments that the partially retained Darcy Street acts as a service corridor for basement access and drop-off purposes.</p> |
| 19 | JBA | <p>Colonnades –<br/><b>CPMP</b><br/>Section 6.7 of the CPMP required that to give an appropriate civic character to Civic Place, double height colonnades are to define the public spaces, and must have a minimum width of 4.5m between columns at ground level. The CPMP clearly illustrates a colonnade of 7.2 metres.</p> <p>It is noted that the width between proposed colonnades complies with the Master Plan. However, the proposed height of the colonnades is well</p>                  | <p>The proponent's design proposal provides for a colonnade with column spacing of 8.1m and contends that the height of the colonnade is an appropriate element in the overall architectural composition of the building in response to the Architectural Character objectives of the CPMP 2003.</p> <p>The proponent understands that the concept proposed by Parramatta Council/Grocon involves a significant evolution of the colonnade concept envisaged within the CPMP 2003 as evidenced by released computer generated illustrations.</p>  |

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|    |     | in excess of the required height by 3 storeys with colonnades terminating at Level 5 rather than Level 2 as stipulated in the Master Plan. The cohesive future character of Civic Place achieved through uniform colonnades is significantly compromised.   |   |
| 20 | JBA | <p>Pedestrian Access –</p> <p><b>SREP 28 &amp; City Centre DCP</b><br/>           Clause 25(f) of the SREP states that space allocated to vehicle entrances is to be minimised, with entrances from the lanes or centre blocks while Section 9.2 of the DCP has a preferred driveway width of 6 metres with 6 metres the maximum.</p> <p>The proposed 10 metre wide vehicle entrance off Darcy Street is considered excessive and does not comply with the requirements of the SREP or DCP. This vehicle opening has the potential to impact on pedestrian safety on the Darcy Street frontage, obstructs pedestrian flows and further sterilised the use of Darcy Street.</p> <p>Clause 25(j) of SREP 28 states that a proposal must retain existing laneways and public access ways.</p> <p>North-south access to and from the Station – a major pedestrian desire line – is potentially compromised.</p> <p><b>CPMP</b><br/>           Section 6.4 of CPMP requires that the eastern most axis of the site is to enhance pedestrian movement to and from the Railway Station and the Transport Interchange.</p> <p>The design does not address this axis, or indeed pedestrian access to the Railway Station or transport interchange overall.</p> | <p>The adopted Civic Place Master Plan (CPMP) 2003 clearly envisaged that Darcy Street be retained in part of its length for the purposes of providing vehicular access to basement parking areas. As such this length of retained roadway was envisaged to function as a service access, access to parking and as a drop off/ pick up point as illustrated in Figure 7.10 of CPMP 2003.</p> <p>The combined entry/exit vehicular point proposed to Darcy Street is located east of the north-south link such that there is no conflict between pedestrians and traffic.</p> <p>The width of the entry is required to accommodate all vehicles, including delivery vehicles, the required turning circles for entering and exiting has determined the overall width. This will enable all vehicular activity to be confined to within the site.</p> <p>Vehicular entry off Smith Street is impractical due to the design constraints to the Smith Street façade and the traffic flows along Smith Street.</p> <p>The north-south link from the railway station is designated to extend immediately from Darcy Street and run adjacent to the Sydney Water Building, which will accommodate for one of the main access points into the building, therefore providing pedestrian activity. Formal landscaping and retail space will provide amenity to this space.</p> <p>The concept proposals released by Parramatta City Council/Grocon continue to adopt the intent of the gazetted statutory instruments that the partially retained Darcy Street acts as a service corridor for basement access and drop-off purposes.</p> <p>The pedestrian traffic flow envisaged from the Rail Interchange to the main public spaces with Civic Place is north/south between the Sydney Water site and that adjacent (to the west). The desire line envisaged is not compromised by the Sydney Water design proposal. The pedestrian circulation patterns illustrated in Figure 7.2 of CPMP 2003 are retained, uncompromised, within the proponent's design proposal for Sydney Water.</p> |
| 21 | JBA | <p>Vehicle Access –</p> <p><b>CPMP</b><br/>           Section 6.13 of CPMP states that vehicle access is to be via Macquarie</p>  |   |

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|    |     | <p>Street or Smith Street and that Darcy Street is to be closed to through traffic and function as a drop off/pick up area in the future.</p> <p>The proposed development does not comply with this requirement in that the only vehicular access is provided off Darcy Street via a very wide driveway. As has been identified above, this non-compliance has the potential to impact on the activation of the Darcy Street frontage and the safety and security of pedestrians in the area. Access for vehicles, including trucks and delivery vans off Darcy Street conflicts with this planned street closure and the ability of Darcy Street to function as a safe drop off/pick up point.</p>                       | <p>The adopted Civic Place Master Plan (CPMP) 2003 clearly envisaged that Darcy Street be retained in part of its length for the purposes of providing vehicular access to basement parking areas. As such this length of retained roadway was envisaged to function as a service access and drop-off as illustrated in Figure 7.10 of CPMP 2003.</p> <p>The concept proposals released by Parramatta City Council/Grocon continue to adopt the intent of the gazetted statutory instruments that the partially retained Darcy Street acts as a service corridor for basement access and drop-off purposes.</p>   |
| 22 | JBA | <p>Noise &amp; Vibration –</p> <p><b>SREP 28</b><br/>Clause 75 requires that development is not to be adversely affected by rail-related noise or vibration unless development incorporated assessment and mitigation measures consistent with current EPA (now Department of Environment and Conservation (DEC)) noise policies, including <i>Industrial Noise Policy</i> and <i>Environmental Criteria for Road Traffic Noise</i>.</p> <p>The proposal has not addressed this clause. No acoustic assessment was submitted with the application and the DA does not supply any hard evidence that assessment has occurred and mitigation measures incorporated to attenuate rail noise and meet DEC noise criteria.</p> | <p>Discussions have commenced with RailCorp to ensure satisfactory resolution and adherence to its specific requirements.</p> <p>Such adherence can be made a condition precedent to the issue of a certificate of compliance for the Sydney Water development.</p> <p>Advice from the proponent's specialist consultant (Acoustic Logic) confirms that these matters can be readily addressed to the satisfaction of RailCorp.</p>   |
| 23 | JBA | <p>Inadequate Supporting Information –</p> <p>It is noted that that several specialist reports were not provided with the DA in accordance with the relevant planning instruments and Council's DA Checklist. Council's assessment of the proposal would be incomplete in the absence of the following documents;</p> <ul style="list-style-type: none"> <li>▪ Wind Impact Assessment;</li> <li>▪ Acoustic Assessment; and</li> <li>▪ BCA Capability Statement.</li> </ul>  | <p>Pre DA discussions were undertaken with Parramatta City Council to discuss the specialist reports required to accompany the DA where it was identified:</p> <ul style="list-style-type: none"> <li>▪ It was confirmed by Council that a wind impact report would be provided at a later stage in view of the impracticality of obtaining a wind report given that the balance of the Civic Place redevelopment was not confirmed at the time.</li> </ul> <p>Council officers referred to the Parramatta City Council DA checklist. The following documents are not included in the DA checklist and therefore were not submitted:</p> <ul style="list-style-type: none"> <li>▪ An acoustic assessment is not required under the Parramatta Council DA checklist and DCP. Comments by Railcorp identify that an acoustic and vibration report is to be prepared at the construction certificate stage by way of a condition of consent. Such reports can be undertaken at a later stage to ensure that building construction design will ensure that</li> </ul> |

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|    |      |  | <p>internal areas will not be adversely affected by rail-related noise and vibration.</p> <ul style="list-style-type: none"> <li>▪ A BCA report was not required to be submitted as part of the DA. Council's DA Checklist and the City Centre DCP do not require a BCA report at DA stage.</li> </ul> <p>See appended reports advising that the proposed development is compliant.</p>  |
| 24 | ARUP | <p>The Civic Place development will provide up to 2,500 car parking spaces associated with the retail, commercial and residential components of the development. The busiest peak period will occur in the afternoon when some 1,500 to 2,000 vehicle movements into and out could be expected. The proposed Sydney Water development will provide 254 car parking spaces and is expected to generate up to some 150 to 200 vehicles per hour two-way during the morning and afternoon peak house periods. It is therefore crucial that access arrangements for these two developments be considered together given the limited site frontage for vehicle access locations. In addition, the Civic Place development will generate 10 times the vehicle movement compared to Sydney Water during the peak afternoon period.</p>            | <p>We agree that access arrangements for the Sydney Water and Civic Place developments are critical in providing convenient and appropriate access to all relevant sites. With limited site frontage for the Sydney Water site, there is significant merit in giving consideration to providing a combined access for these developments. The traffic analysis undertaken has found that a separate access to the Sydney Water site would work satisfactorily.</p>   |
| 25 | ARUP | <p>The Stage 2 DA access arrangements for the proposed Sydney Water development are proposed to be provided via a combined entry/exit driveway onto Darcy Street. The driveway is to be located at the south-western corner of the site, some 50 metres west of the signalised intersection of Smith Street/Station Street/ Darcy Street. A truck dock able to accommodate large rigid trucks would also be accessed from this driveway to Darcy Street. The Sydney Water proposal does not therefore meet the objectives of the adopted Master Plan i.e. that Smith Street be the primary point of access for the Sydney Water building and Darcy Street provide the primary point of access to Civic Place. By proposing this arrangement, the design does not consider the overall future master plan for the Civic Place precinct.</p> | <p>Access for the Sydney Water development has been located off Darcy Street as it provides the most convenient access for the site and is supported by RTA and the Regional Traffic Committee.</p> <p>Access from Darcy Street is based on sound transport planning principles in order to provide the least impact on main road traffic and public transport bus services in Smith Street. Access to and from Darcy Street will be controlled by traffic signals at the intersection of Smith Street/Darcy Street and will provide the greatest distribution of traffic to the surrounding road network.</p> <p>Access to and from Smith Street would be restricted to left in/left out, would require vehicles to cross the northbound bus lane in Smith Street, and would distribute a greater proportion of traffic through the Parramatta CBD, potentially affecting the operation of CBD intersections.</p> |
| 26 | ARUP | <p>Located immediately to the north of Parramatta Station and adjacent to Church Street Mall, Civic Place will interface with Macquarie Street and Smith Street on its northern and eastern sides to provide for vehicle access to the basement car parks and surface level internal street system. Both of these street frontages will be treated as important urban spaces providing addresses to a range of retail, community, Council, residential and commercial uses. Vehicle access points on these frontages will need to be designed sympathetically. It is therefore fundamental that the proposed Darcy Street access portal operates as a primary point of access feeding traffic via Smith Street. This access is</p>   | <p>Plans of the Civic Place development indicate a two-way access ramp in Darcy Street providing access to car parking and service docks beneath Civic Place. These ramps for cars (entry and exit) and service vehicle (entry only) would require to link between Darcy Street (RL14.5) and proposed parking and service level (RL4.5).</p> <p>The ramp would need to clear the concourse level (RL10.5) and provide appropriate clearances for large service vehicles of 4.5 metres and is not workable in its current configuration.</p> <p>The location of the proposed ramps as shown on plans prepared by Hassell Architects do not take into consideration these</p>  |

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|    |      | supported by the proposed portal within Smith Street facing north.   | dimensions and the requirements of the Australian Standards (AS2890.1-2004 and AS2890.2-2002). Therefore the proponent believes that the current design for the Darcy Street ramps for the Civic Place development is unworkable.  |
| 27 | ARUP | The design of the access portal for Darcy Street requires at least one entry and one exit lane to the portal with an additional entry and exit lane to provide for drop-off and pick-up activity at Darcy Street level. Darcy Street will be closed to traffic to the west of the Sydney Water site and hence all surface level drop-off and pick-up traffic will loop around to enter and exit via the Smith Street traffic signals. The location of the proposed tunnel portal in Darcy Street does not allow for the entry and exit driveway to function as proposed by the Sydney Water development. The master plan envisaged the Sydney Water access driveway to be located directly onto Smith Street just to the north of the Darcy Street intersection, and this would allow for the proper traffic access function of both sites. As previously mentioned, Civic Place will be relying heavily on the Darcy Street Access portal and with only a tenth of the traffic generation, the Sydney Water site would be best served by direct access to Smith Street. | <p>Access to the Sydney Water site to/from Smith Street was investigated but was not favoured due to site constraints nor supported by the RTA. As previously noted, the preferred access to/from the site, supported by the RTA, is to/from Darcy Street via the signalised intersection with Smith Street and Darcy Street.</p> <p>Access to and from Smith Street would restrict access to left in/left out, would require vehicles to access the site via the northbound bus lane in Smith Street and would distribute a greater proportion of traffic through the Parramatta CBD.</p>   |
| 28 | ARUP | Should the Civic Place entry portal need to be moved further west to provide clear access into the Sydney Water site in Darcy Street, then the Station Square plaza level at RL14.5m would be impacted upon to the point where a direct pedestrian connection would not be possible to the rail concourse. Pedestrian and vehicular conflicts at RL14.5 would occur with an adverse 'knock on' effect comprising other building forms as contemplated under the adopted Government Architect Master Plan.  | <p>As previously noted, the location of the Darcy Street portal as shown on the Civic Plaza Masterplan is fundamentally flawed as it does not take into consideration height clearances and the impact of the lower concourse and car parking levels. The proposed plans appear to be not in accordance with the Australian Standards and therefore detailed plans of the proposed ramps are required in order to take into consideration the requirements of the Civic Place development.</p> <p>It is considered that once this information is provided, a combined solution for access to/from the Sydney Water and Civic Place developments may be further investigated.</p> |
| 29 | ARUP | For Civic Place there will be sharing of traffic movements across the different access points along Macquarie Street, however, given the conflicting urban design requirements for this frontage, the Darcy Street portal will be the focus of the majority of vehicle access. This also has the advantage of feeding directly into Smith Street at traffic signals allowing for movements to the north and south. This is needed to spread some of the traffic load away from Macquarie Street which alone cannot handle the total traffic access requirements.   | For a similar reason access to/from the Sydney Water site has been provided onto Darcy Street. Access from Darcy Street allows for a greater distribution of traffic movement onto the surrounding road network and minimises additional traffic through the Parramatta CBD.   |
| 30 | ARUP | On the basis of this traffic assessment, the only access option that achieved an acceptable level of service at the Macquarie Street/Smith Street intersection included a major portal entry into the Civic Place development in Darcy Street. The Sydney Water site therefore needs to  | The Sydney Water site has frontage to both Smith Street and Darcy Street. Access arrangements were investigated along both of these frontages and the preferred access location supported by the RTA, was developed into Darcy Street.   |

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|    |                    | <p>respond to this requirement by either integrating access with the Darcy Street portal (possibly at a later stage) or by providing access directly to Smith Street.</p> <p>No analysis was undertaken for the critical Macquarie Street/ Smith Street intersection and this should be provided.</p>  | <p>The proposed Civic Place development has not respected the boundary of the Sydney Water site and has simply incorporated the Civic Place development requirements across the entire site. It is considered that a shared access arrangement to both developments could be considered in Darcy Street providing access to these developments. The timing of the proposed development of Civic Place would then need to be considered to enable short and long term needs to be responded to for Sydney Water as well as the Civic Place development.</p> <p>With respect to the intersection of Macquarie Street/Smith Street and the effects of the additional traffic in the operation of this intersection, it should be noted that the regional implications of future development growth in Parramatta (incorporating the Sydney Water and the Civic Place developments) have previously been assessed in the overall transport management and accessibility plan prepared for the City Centre.</p>  |
| 31 | Tzannes Associates | <p>Design Statement –</p> <p>The tower does not integrate into the Civic Place precinct for the following reasons:</p> <ul style="list-style-type: none"> <li>▪ the buildings orientation aligns with Smith Street rather than Civic Place</li> <li>▪ the buildings materials are of a lower standard than those anticipated for Civic Place</li> <li>▪ the proposed finished levels at the edge of the site do not accord with the proposed finish levels of Civic Place.</li> </ul>  | <p>The proponent's design proposal is consistent in its orientation to both CPMP 2003 and SREP28 statutory instruments refer to Figure 7.4 of CPMP 2003, Urban Structure Plan. This clearly shows alignment of the Sydney Water building to Smith and Darcy Streets, not Civic Place. Further, the Civic Place Master Plan as proposed by Parramatta City Council/Grocon was not available for consideration during the design process towards the proponent's DA submission (being received some 4 weeks after DA submission despite requests for access to this information) and has not been released in full as has been requested.</p> <p>The proponent contends that the materials selected are consistent in quality terms with the intent of CPMP 2003 and in keeping with the significance of Sydney Water as a state owned corporate entity.</p> <p>The proponent is willing to work with the Civic Place developers to achieve integrated design solutions for proposed finishes and levels.</p> |
| 32 | Tzannes Associates | <p>Site Analysis –</p> <p>St Johns Church, Lancer Barracks and Civic Place share a common orientation, the proposal is set at a different orientation that disturbs 'the historic axis' (sic) between St John's Church and Lancer Barracks. The north east corner of the proposal prevents a direct line of sight between St John's Church and Lancer Barracks, reorientation and reconfiguration would allow a direct line of sight. Therefore the proposal does not preserve the historic axis between St John's Church and Lancer Barracks.</p> | <p>The proponent's design proposal is consistent in its orientation to both CPMP 2003 and SREP28 statutory instruments (refer to Figure 7.4 of CPMP 2003, Urban Structure Plan).</p> <p>The suggested re-orientation of the Sydney Water will not provide a direct line of site between St John's Church and Lancer Barracks.</p>   |
| 33 | Tzannes Associates | <p>Site Analysis –</p> <p>The proposal is well below the height limit for the site. A taller thinner</p>   | <p>The proponent's design proposal for the Sydney Water building has been developed within the context of both SREP 28 and the Civic Place Master Plan (CPMP) 2003 in the absence of other</p>  |

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|    |                    | building would increase the open space to the north and allow the fulfilment of Item (23) above. Therefore the proposal does not maximise open space to the north.  | gazetted statutory planning instruments at the time on its inception. Neither instrument defines the height envelope provisions as being mandatory <b>minimum</b> levels. FSR controls also apply to the development, the use of the available FSA if combined with a maximised envelope height would result in extremely ineffective and inefficient floor plate sizes for the tenant which will fail to meet Sydney Water's stated objectives for a 'best practice' government office facility.<br><br>The proponent contends that the design proposal provides for adequate open space within the context of the CPMP 2003.   |
| 34 | Tzannes Associates | Site Analysis –<br><br>As outlined in Item (24) above the proposal could have been further setback along the southern boundary of Civic Place. Therefore the proposal does not set back building along the southern boundary to maximise Civic Place.   | The proponent contends that the design proposal provides for adequate open space within the context of the CPMP 2003.  |
| 35 | Tzannes Associates | Site Analysis –<br><br>On the ground level to the north onto Civic Place the proposal presents a glass wall with no opening; to the south there is a solid opaque wall with the only openings being fire escapes and the car entry; and, to both the west and east there is a single rotating door. No active uses interfaces with exterior, inside the foyer away from the façade and with no separate access to the exterior is a single retail space, this does not activate the edge of the building. Therefore the proposal does not Activate edges at lower levels. | The proponent's design proposal provides for active frontages on east, west and north with a high level of physical and visual connectivity between the buildings users and the public domain beyond. Smith Street is the address point for the building with an entry point into the building's reception and public interface area to this side of the building. The foyer café is provided with several door openings providing access to an external seating terrace.<br><br>The Smith Street glazed foyer extends around the corner into Darcy Street creating an active edge to the intersection. Large windows within the service core provide a visual connection between the main lift lobby and Darcy Street.<br><br>The colonnade and associated terrace will provide an area for al fresco dining and seating overlooking Civic Place. |
| 36 | Tzannes Associates | Site Analysis –<br><br>The colonnades are excessively tall and this prevents them providing shelter from wind blown rain or the sun. No other amenity is provided by the colonnades and no other devices to provide shelter are evident. Therefore the proposal does not utilise colonnades and other devices to provide shelter and amenity.   | The colonnades are located within the tower curtilage and will provide protection subject to wind direction, and sun shading at certain times throughout the day.<br><br>The colonnade fronting Civic Place creates a series of alcoves for tables, chairs, umbrellas and the like.  |
| 37 | Tzannes Associates | Site Analysis –<br><br>The proposal has a relatively low level of articulation.   | The tower form is articulated in two tall elegant glass forms with a recessed interlayer between the two volumes. The volumes differ in height, stepping down towards Civic Place. The glazed facade is expressed into two storey high modules by a grid of small re-entrants, each module is articulated with horizontal passive solar control louvres.<br><br>Within the curtilage of the piloti the foyer, the blue box and the deeply recessed level four create a   |

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|    |                    |   | <p>highly articulated built form massing.</p> <p>The service core is articulated as nine individual shafts that break free at the top of the building to create a powerful signature on the Parramatta skyline.</p>  |
| 38 | Tzannes Associates | <p>Site Analysis –</p> <p>The continuous glass wall prevents any physical permeability into Civic Place.</p>  | <p>The proponent's design proposal provides points of access on each of the east, west and north frontages with a high level of physical and visual connectivity between the building's users and the public domain beyond</p>   |
| 39 | Tzannes Associates | <p>Design Response –</p> <p>As outlined in 5 (24) and 6 (25) above a taller thinner building would preserve the view corridor; the proposal does not do this.</p>   | <p>The proponent's design proposal for the Sydney Water building has been developed within the context of both SREP 28 and the Civic Place Master Plan (CPMP) 2003 in the absence of other gazetted statutory planning instruments at the time on its inception. Neither instrument defines the height envelope provisions as being mandatory <b>minimum</b> levels. FSR controls also apply to the development, the use of the available FSA if combined with a maximised envelope height would result in extremely ineffective and inefficient floor plate sizes for the tenant which will fail to meet Sydney Water's stated objectives for a 'best practice' government office facility.</p> |
| 40 | Tzannes Associates | <p>Design Response –</p> <p>As discussed the footprint is not minimised and active edges are not provided.</p>  | <p>See 39 above</p>  |
| 41 | Tzannes Associates | <p>Design Response –</p> <p>As discussed above the proposal does not orientate to Civic Place.</p>  | <p>The proponent's design proposal is consistent in its orientation to both CPMP 2003 and SREP28 statutory instruments (refer to Figure 7.4 of CPMP 2003, Urban Structure Plan).</p>   |
| 42 | Tzannes Associates | <p>Design Response –</p> <p>The facades are generally flat and are relatively unarticulated. There is visual transparency only to Civic Place and no transparency to Darcy Street. Therefore on balance this response is not fulfilled.</p> | <p>The tower form is articulated in two tall elegant glass forms with a recessed interlayer between the two volumes. The volumes differ in height, stepping down towards Civic Place. The glazed facade is expressed into two storey high modules by a grid of small re-entrants, each module is articulated with horizontal passive solar control louvres and recessed feature channels to the curtain wall.</p>  |
| 43 | Tzannes Associates | <p>Design Response –</p> <p>The overall built form does not fit within the Civic Place Masterplan; it has conflicting orientation, it is not tall enough, the colonnade is too tall and it could be further set back from the north.</p>    | <p>The proponent's design proposal for the Sydney Water building has been developed within the context of both SREP 28 and the Civic Place Master Plan (CPMP) 2003 in the absence of other gazetted statutory planning instruments at the time on its inception. Neither instrument defines the height envelope provisions as being mandatory <b>minimum</b> levels. FSR controls also apply to the development, the use of the available FSA if combined with a maximised envelope height would result in extremely ineffective and inefficient floor plate sizes for the tenant which will fail to meet Sydney Water's stated objectives for a 'best practice' government office facility.</p> |
| 44 | Tzannes Associates | <p>Design Response –</p> <p>The building design is not fine as the level of finish is below that</p>  |  |

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|    |                    | <p>anticipated in the Civic Place Masterplan. According to the report accompanying the application prepared by Lincolne Scott the base building is <i>capable of achieving</i> a 4.5 star ABGR rating. To be recognized by industry as a green building a 4.5 ABGR rating should be achieved. An 'exemplar' would lead expectations and would, therefore, require a 5 star ABGR rating or a 6 green star rating. The proposal is not an ESD exemplar. The proposal should be revised to ensure a 4.5 or 5 star ABGR and 6 green star rating <i>is</i> achieved.</p> | <p>The proponent contends that the materials selected are consistent in quality terms with the intent of CPMP 2003 and in keeping with the corporate importance of Sydney Water as a state owned entity</p> <p>The Sydney Water proposal is designed to leading sustainability outcomes including a base building ABGR of 5 Stars and 5 Green Star rating with a minimum credit capacity of 100% for water. The sustainability initiatives will include rain water harvesting, a blackwater recycling plant and chilled beam HVAC technology. This will represent the continuing upwards evolution of NSW Government office facilities and set a high benchmark for the future development of Civic Place.</p> |
| 45 | Tzannes Associates | <p>Orientation &amp; Outlook –</p> <p>No analysis is presented to explain the depth, and vertical separation of the sun shading in relation to heat load diurnally and seasonally, they may require additional depth and/or adjusted spacing. Despite the carrying angle of the sun and the higher heat load on the eastern and western façade. This aesthetic simplification contradicts any pretence of building design being attuned to environmental factors.</p>   | <p>Lincolne Scott has undertaken significant and conclusive modelling of the passive environmental louvre system included within the design proposal which has been independently evaluated by Sydney Water's consultant team. Refer to the attached data provided in illustration.</p>  |
| 46 | Tzannes Associates | <p>Pedestrian Access –</p> <p>The unbroken northern glass wall to the foyer would prevent its use for dining and no seating provision is shown on the drawings to provide relaxation.</p>   | <p>The proponent's design proposal provides several glazed doors opening onto the northern colonnade and terrace, offering a high level of physical and visual connectivity between the buildings users and the public domain. Smith Street is the buildings address point with an entry point into the buildings reception and public interface area to this side of the building. The foyer café opens onto the external terrace for al fresco dining and seating. Tables and chairs are shown on the DA drawings both internally and externally for this purpose.</p>   |
| 47 | Tzannes Associates | <p>Crime Prevention –</p> <p>No CPTED report accompanies the application and this is required if the statements made in this report are to be justified. It is strongly urged that an independent CPTED report to be obtained by the consent authority before consideration is given to the application.</p>  | <p>Council advised that the CPTED assessment could be prepared by the architect. DCM has provided a CPTED overview within the architectural design statement. If required, further input may be provided at a later stage.</p>   |
| 48 | Tzannes Associates | <p>Crime Prevention –</p> <p>To the south the railway station and Darcy Street are public places that would benefit from surveillance and none is given.</p>  | <p>See Item 47 above.</p>  |
| 49 | Tzannes Associates | <p>Crime Prevention –</p> <p>There are no activated edges at ground level.</p>  | <p>See Item 47 above.</p>  |
| 50 | Tzannes Associates | <p>Crime Prevention –</p> <p>The proposal limits rather than extends pedestrian permeability between</p>  | <p>See Item 47 above.</p> <p>The proponent's design proposal provides for active frontages on east, west and north with a high level of physical and visual connectivity between the buildings users and the public domain</p>   |

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|    |                    | the transport interchange and Civic Place.   | beyond. Smith Street is the buildings address point with an entry point into the buildings reception and public interface area to this side of the building. The foyer café is provided with several door openings providing access to an external seating terrace.  |
| 51 | Tzannes Associates | <p>Level 01 Floor Plan (A1001) –</p> <p>This plan is lacking in several key respects. The isolation room discharge is not described, for example, what precautions are taken to ensure its safety, this information is required from the proponent prior to consideration can be completed. No indication is given to how the north and west edge of the site will integrate into the future levels of Civic Place. This information is required from the proponent prior to consideration can be completed. The archaeological display in a retaining wall is unlikely to provide an appropriate edge to Civic Place. There appears to be inadequate space between the Colonnade columns and the glass wall to provide for adequate pedestrian movement. The drop off zone to Smith Street has reduced the footpath to an unacceptable narrow width for easy pedestrian movement.</p> | <p>Post submission of the DA, SWC has advised that the Isolation Room discharge is no longer required.</p> <p>The 'selected master plan' was not available for consideration during the design process towards the proponent's DA submission and has not been released in full as has been requested. The proponent is willing to work with the Civic Place developers to achieve integrated design solutions for proposed finishes and levels.</p> <p>The proposed archaeological display locations will need to be coordinated with the Civic Place plaza levels.</p> <p>Pedestrian movement along the terrace is to occur north of the colonnade; the terrace width in this location is approximately 4.5 metres wide.</p> <p>The Smith Street footpath is generally 7.0 metres wide and reduces to 5.0 metres at the drop off zone. The proponent suggests this width is adequate.</p> |
| 52 | Grocon             | The project description and location describes a 17 storey building (including plant rooms) whereas the construction management methodology describes an 18 storey building. The applicant should be asked to clarify this.  | The roof top plant room is double height as per submitted drawings; any confusion through error in description is regretted.   |
| 53 | Grocon             | Two options have been provided for shoring namely, temporary rock anchors and bracing or retaining walls. It is the preference of Grocon as the developer of Civic Place site (and we believe Parramatta City Council, as current owner of that site) that the consent authority require bracing of retaining walls (i.e. option 2).   | The proponent's construction representatives met with Council and its development partner on 17 <sup>th</sup> January 2007 and an 'in principle' agreement with regard to construction matters, including rock anchors, has been reached with mutual rights being envisaged. The proponent can, if consent on these matters is unreasonably withheld, construct the building using alternative construction methods.   |
| 54 | Grocon             | The applicant should be asked to explain how it proposes to deal with the shoring along the western boundary and the interface with 30 Darcy Street footings? It is also necessary for the applicant to confirm that the proposed building design appropriately deals with the future excavation of Civic Place, which extends along 3 boundaries of the Sydney Water site.  | See Item 53 above  |
| 55 | Grocon             | The applicant should be requested to explain why the ground floor drawing lodged as part of the construction management plan is not the same as that produced in the design statement and architectural  | The use of different backgrounds for the construction management plan and the design statement is an error; the design statement drawings and architectural drawings submitted with the development application are correct. No changes to the details of the construction management  |

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|    |                         | drawings.   | plan are envisaged resulting from the change in drawings.  |
| 56 | Grocon                  | Three (3) crane locations have been proposed. The applicant should be requested to nominate its preferred location bearing in mind that some location do not fully cater for the entire building (one of the locations cannot satisfy the lifting options indicated in that it cannot reach Smith Street, which is one of the proposed loading areas). Also the location of the cranes and the potential conflict with the nearby railway infrastructure (including the train lines themselves) needs to be carefully considered.   | The proponent's construction representatives met with Council and its development partner on 17 <sup>th</sup> January 2007 and an 'in principle' agreement with regard to construction matters, including rock anchors, has been reached with mutual rights being envisaged. The proponent can, if consent on these matters is unreasonably withheld, construct the building using alternative construction methods. These 'agreed' matters include crane access issues.   |
| 57 | Grocon                  | The applicant should be requested to specify its proposed location of construction zones for crane lifting and materials handling.  | Noted.   |
| 58 | Grocon                  | The applicant should be requested to specify its proposed means of managing the transportation of men and materials at site and from what level.  | Whilst acknowledging concerns on the part of the developer / builder of the proposed Civic Place, the means of managing transportation of men and materials is not for comment by them as all infrastructure is wholly located within the Sydney Water site and governed by the requirements of the OH&S Act   |
| 59 | Grocon                  | The applicant should be requested to specify the proposed concrete pumping locations during the different phases of the project.  | Refer response to Item 58 above.   |
| 60 | Grocon                  | The applicant should be requested to specify its proposed occupational health and safety management of the site activities.   | Refer response to Item 58 above.   |
| 61 | Parramatta City Council | The Sydney Water DA does not achieve the goals of SREP 28, the Stage 1 DA, the draft LEP or the adopted 2003 or winning 2006 Master Plans for Civic Place. The development of the scheme since the Stage 1 DA has resulted in additional floor space and height but with a reduction in amenity, safety, streetscape and visual quality. Further the proposal does not integrate appropriately with the selected master plan under the Parramatta City Council competition/tender process in terms of its alignments, Darcy Street and Smith Street frontage treatments and the location of the tower and core. The Stage 2 DA puts at risk the primary vehicle and service access points for the entire Civic Place project. | <p>The Sydney Water design proposal has been designed within the context of the adopted and gazetted Civic Place Master Plan (CPMP) 2003 and SREP 28. The design guidelines of the Civic Place Master Plan, dated June 2003 was the guiding design document, in conjunction with the statutory controls of the SREP 28 and the design guidelines of the City Centre DCP.</p> <p>The draft LEP and DCP referred to in the commentary had not been released at the time of concept design and are yet to be adopted. The 'selected master plan' was not available for consideration during the design process towards the proponent's DA submission and has not been released in full as has been requested.</p> <p>The additional floor space remains within the available FSA provided by the stage 1 DA consent and the design provides for an outcome exhibiting high design merit and compliance with the objectives of the statutory instruments. The submitted heritage advice comments that the proposed height provides a more suitable response to surrounding heritage items than the height of 24 storeys within the CPMP.</p> <p>The additional height and floor space has no material impact upon the adjacent sites.</p> <p>The adopted Civic Place Masterplan 2003 clearly envisaged that Darcy Street be retained in part of its length for the purposes of providing vehicular access to basement parking areas. As such</p> |

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|    |                         |   | <p>this length of retained roadway was envisaged to function as a service access and drop-off as illustrated in Figure 7.10 of CPMP 2003.</p>  |
| 62 | Parramatta City Council | <p>The Sydney Water site is in key location, terminating the vista from Church Street to the right hand side. The Stage 2 DA proposes a building which will fight and erode the strong visual alignment and sense of enclosure created by the other towers in the rest of the site. Further its design does not achieve excellence, particularly as required by the Draft LEP. It is a traditional curtain wall solution which detracts from the ambience, functionality and activation of Darcy Street. The proposed tower turns its back on Darcy Street as the main drop off/pick up zone for the public transport connections and the commercial development to the east of the site.</p> | <p>The proponents design proposal is consistent in its orientation to both CPMP 2003 and SREP28 statutory instruments refer to Figure 7.4 of CPMP 2003, Urban Structure Plan.</p> <p>The suggested re-orientation of the Sydney Water will not provide a direct line of site between St John's Church and Lancer Barracks nor improve the sense of containment perceived.</p> <p>The proponent contends that the design resolution developed for the Sydney Water proposal exhibits exceptional design merit and provides a contemporary aesthetic outcome with a high level of embedded ESD initiatives. This will provide a strong cornerstone to the rejuvenation of Civic Place and a building appropriate to the status and importance of Sydney Water as a state owned corporate body.</p> <p>The tower form is articulated in two tall elegant glass forms with a recessed interlayer between the two volumes. The volumes differ in height, stepping down towards Civic Place. The glazed facade is expressed into two storey high modules by a grid of small re-entrants; each module is articulated with horizontal passive solar control louvres.</p> <p>The tower facades are articulated by horizontal passive solar control louvres and recessed feature channels to the curtain wall.</p> <p>The adopted Civic Place Master Plan (CPMP) 2003 clearly envisaged that Darcy Street be retained in part of its length for the purposes of providing vehicular access to basement parking areas. As such this length of retained roadway was envisaged to function as a service access.</p> <p>Therefore the use of Darcy Street as an access to the basement car parking for the Sydney water building is consistent with this intent. Furthermore it removes the potential for traffic conflict between vehicular movements from the Civic Place development and Sydney Water on the major roadway of Smith Street.</p> |
| 63 | Parramatta City Council | <p>The proposed design puts in jeopardy the success of the overall Civic Place project in terms of high quality design outcomes, achievement of a safe and enjoyable pedestrian space and traffic access from the east and compromises the entire car parking and service arrangements for the larger site.</p>   | <p>The key tenancy of Sydney Water will assist in generating a high level of commercial confidence in the Civic Place precinct's future success, as the development of the NSW Police Headquarters and the soon to be complete Parramatta Justice Precinct has for the Parramatta CBD as a whole.</p> <p>The Sydney Water building represents the continuing upwards evolution of both design quality and sustainability outcomes in the delivery of government 'best practice' buildings, drawing from the delivery of the previously mentioned projects by the proponent.</p> <p>The proponent contends that the pedestrian traffic flow envisaged from the Rail Interchange to the</p>  |

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|    |                         |  | main public spaces with Civic Place is north/south between the Sydney water site and that adjacent (to the west). The desire line envisaged is not compromised by the Sydney Water design proposal. The pedestrian circulation patterns illustrated in Figure 7.2 of CPMP 2003 are retained, uncompromised, within the proponent's design proposal for Sydney Water.   |
| 64 | Parramatta City Council | The achievement of a high quality outcome for Parramatta requires a coordinated approach. Government offices relocating to the city centre is important and their needs should be accommodated, however this should not be at such a high cost to the remainder of the city centre and particularly to future public space.  | The Sydney Water design proposal has been designed within the context of the adopted and gazetted Civic Place Master Plan (CPMP) 2003 and SREP 28. The proponent contends that the design proposal will not have a detrimental impact upon the outcome of the Civic Place development  |
| 65 | Parramatta City Council | Rock Anchors, Crane Swings & Hoardings –<br>As adjacent landowner, Council's consent should have been obtained by Sydney Water in relation to rock anchors, crane swings and hoardings as described in the Stage 2 DA. This consent has not been obtained and as such there is no proper development application before the CPPC.  | The proponent's construction representatives met with Council and its development partner on 17 <sup>th</sup> January 2007 and an 'in principle' agreement with regard to construction matters, including rock anchors, has been reached with mutual rights being envisaged. The proponent can, if consent on these matters is unreasonably withheld, construct the building using alternative construction methods. These 'agreed' matters include crane access issues.   |
| 66 | Parramatta City Council | Lack of Coordination between the Stage 2 DA & the Selected Master Plan for the Civic Place Site – <ul style="list-style-type: none"> <li>▪ The Stage 2 DA for Sydney Water does not integrate in any way with the Parramatta Council winning tender, master plan and the Project Development Agreement (PDA) for the Civic Place site.</li> <li>▪ These two projects must be coordinated and work together if the SREP 28, LEP and adopted 2006 Civic Place master plan goals are to be realised.</li> <li>▪ The Stage 2 DA tower position, alignment relative to the civic space and Darcy Street, core design, car park entry, treatment of the ground plane to Station Square, Smith Street and Darcy Road, and lack of setbacks create adverse and detrimental public domain outcomes for the Civic Place site as the focal point for the Parramatta CBD.</li> <li>▪ This portion of the Civic Place site acts as the main arrival point for pedestrians leaving Parramatta Station and moving from the bus interchange to the northern part of the Parramatta CBD.</li> <li>▪ The 2006 Civic Place winning master plan has created an urban space as the arrival point to the site — Station Square, which links into a north south pedestrian link, lower ground level retail concourse and Darcy Street/Smith Street via a drop off and pick up point.</li> <li>▪ Under this plan Station Square and Darcy Street have been designed and realigned from the current position to enable Darcy Street to provide the main access to the primary commercial tower</li> </ul> | <p>The 'selected masterplan' was not made available to the proponent during the formulation of the DA submission. The proponent has been provided with a limited amount of information (in late December).</p> <p>The proponent agrees that where reasonably possible, that design coordination can be facilitated between the two projects. The proponent remains willing and available to engage in discussions as necessary to resolve interface issues where such resolution can be achieved without unreasonable compromise to the delivery of a 'best practice' NSW Government office facility for Sydney Water nor the agreed commercial arrangements between the proponent and its tenant.</p> <p>The proponent contends that the design proposal provides for adequate open space within the context of the CPMP 2003.</p> <p>The proponent contends that the pedestrian traffic flow envisaged from the Rail Interchange to the main public spaces with Civic Place is north/south between the Sydney water site and that adjacent (to the west). The desire line envisaged is not compromised by the Sydney Water design proposal. The pedestrian circulation patterns illustrated in Figure 7.2 of CPMP 2003 are retained, uncompromised, within the proponents design proposal for Sydney Water.</p> <p>The Parramatta Council/Grocon proposed Station Square and Darcy Street realignment have been designed without consultation with the proponent and would appear to ignore the title boundaries of both the Sydney Water and RailCorp land parcels adjacent. Given the uncertainty behind the development of the adjacent (Atria building) site in terms of delivery program (due to the required construction of new Council facilities, pre-commitment by commercial office tenants to the Atria project and no planning approvals for any of this development) it is unacceptable to the</p> |

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|  | <p>on the site, the Atria.</p> <ul style="list-style-type: none"> <li>▪ The Atria, a 3 pod tower will be the premier tower for all of Parramatta. It has been designed to reinterpret the current Darcy Street alignment as a 5 storey high internal Street which continues from Station Square through the underside of the building linking to Church Street.</li> <li>▪ Station Square provides a generous public space at the entry to the station, the Atria and Darcy Street and also for the Sydney Water building.</li> <li>▪ The Stage 2 DA for Sydney Water comprises all these design goals due to the following:             <ul style="list-style-type: none"> <li>- The building location impacts severely on the proposed alignment of Darcy Street and the location of the major service and vehicle ramp for underground parking for the Civic Place development site.</li> <li>- The orientation of the building introduces a alien, skewed alignment relative to the strong orthogonal arrangement of buildings within the Parramatta CBD and the east west axis generated by the winning master plan for the remainder of the Civic Place site.</li> <li>- The Sydney Water parking and service vehicle access has been relocated from Smith Street to Darcy Street which comprises the vehicle access to the rest of the site and detracts from the visual and pedestrian amenity and safety of Darcy Street and Parramatta Station access.</li> <li>- The expansion of the tower in the east west direction and reduction of massing in the north south direction severely compromises the proposed Station Square and provides inadequate offset to the Atria commercial tower.</li> <li>- The relocation of the Sydney Water building lift and service core to an external southern façade undermines amenity and passive surveillance of Darcy Street.</li> </ul> </li> <li>▪ The relocation of the building compromises the proposed arrival square from the station and also creates a poor massing and amenity relationship between the Sydney Water building and the future tower on the Civic Place site.</li> <li>▪ All of the above combine to undermine the use and design of Darcy Street and Station Square as high quality pedestrian and vehicular</li> </ul> | <p>proponent and Sydney Water that such a substantial imposition be made on the relevant land parcel and the Sydney Water proposal.</p> <p>The potential for the public open spaces as envisaged in CPMP 2003 as illustrated in Figure 7.5, Public Domain Concept, is maintained without compromise in the Sydney Water submission.</p> <p>The ramping system illustrated in the 'selected masterplan' design assumes partial displacement of both Sydney Water and RailCorp from portions of their respective land holdings.</p> <p>The proponent's design proposal is consistent in its orientation to both CPMP 2003 and SREP28 statutory instruments refer to Figure 7.4 of CPMP 2003, Urban Structure Plan.</p> <p>The adopted Civic Place Master Plan (CPMP) 2003 clearly envisaged that Darcy Street be retained in part of its length for the purposes of providing vehicular access to basement parking areas. As such this length of retained roadway was envisaged to function as a service access. Therefore the use of Darcy Street as an access to the basement car parking for the Sydney water building is consistent with this intent. Furthermore it removes the potential for traffic conflict between vehicular movements from the Civic Place development and Sydney Water on the major roadway of Smith Street.</p> <p>The proponent contends that the amended building massing is consistent with the intent of CPMP 2003 and will not be detrimental to the development potential of adjacent land parcels.</p> <p>The retained portion of Darcy Street under CPMP 2003 was not envisaged as a pedestrian thoroughfare rather as a service ramp and drop off access point. The Parramatta Council/Grocon proposal retains this activity in this location.</p> <p>The 'Station Square' concept is not detrimentally impacted by the Sydney Water proposal and a vehicular access drop off can be maintained serving the future Atria building. The proponent has concern that the Station Square RL appears to be at 14.5 with little consideration as to the adjacent parcel (Sydney Water) and its pedestrian access form the rail Interchange.</p> <p>The proponent does not wish to make comment on the commercial arrangements between Parramatta Council and its development partner, Grocon. The proponent remains willing and available to engage in discussions as necessary to resolve interface issues where such resolution can be achieved without unreasonable compromise to the delivery of a 'best practice' NSW Government office facility for Sydney Water nor the agreed commercial arrangements between the proponent and its tenant.</p> |
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|    |                         | <p>spaces an in effect causes them to become the back door of the development.</p> <ul style="list-style-type: none"> <li>▪ The effect on the main master plan is serious as it will effectively preclude Darcy Street from being able to act as the main entry point and address for the major commercial tower within Civic Place.</li> <li>▪ This loss of address could require re-negotiation of the Civic Place development agreement and significant redesign of the winning master plan (combined with the vehicular access issues which are discussed later) to a point where there is a risk that many of the Civic Place goals will be lost and the amenity and safety of surrounding public streets compromised.</li> <li>▪ Further the loss of the major address from Darcy Street and Station Square will compromise the safety and activity of this whole upper plaza area, creating a space that is deactivated and dominated by car parking, building plant and cores.</li> <li>▪ The flow on effect will be a serious reduction in amenity to the pedestrians coming to the station from the south east and bus interchange, to those being dropped off and picked up in Darcy Street, particularly after hours, loss of surveillance to Parramatta Station and an area that will encourage graffiti and antisocial behaviour.</li> </ul> |   |
| 67 | Parramatta City Council | <p>Lack of Coordination between the Stage 2 DA &amp; the Selected Master Plan for the Civic Place Site –</p> <ul style="list-style-type: none"> <li>▪ SREP 28 CI 17 requires the Civic Place project: <ul style="list-style-type: none"> <li>- To enhance the Parramatta City Centre as a pre-eminent commercial, retail, community services and cultural tourism centre in the Greater Metropolitan Region.</li> <li>- To enhance access to Parramatta, particularly by public transport, walking and cycling.</li> </ul> </li> <li>▪ The Stage 2 DA compromised the achievement of a holistic and integrated solution for the Civic Place area.</li> <li>▪ It potentially comprises the achievement of excellence in design as required by the Stage 1 DA approval, SREP 28 and the adopted master plan.</li> </ul> <p>It compromises the amenity and pedestrian linkage requirements in SREP 28 and is in direct contravention of the design objectives within the Stage 1 DA.</p>  | <p>The Sydney Water design proposal has been designed within the context of the adopted and gazetted Civic Place Master Plan (CPMP) 2003 and SREP 28. The draft LEP and DCP referred to in the commentary had not been released at the time of concept design and are yet to be adopted. The 'selected master plan' was not available for consideration during the design process towards the proponent's DA submission and has not been released in full as has been requested.</p> <p>The resolution developed for the Sydney Water proposal exhibits exceptional design merit and provides a contemporary aesthetic outcome with a high level of embedded ESD initiatives. The proponent contends that the submitted design exhibits strong design excellence characteristics and will provide a strong cornerstone to the rejuvenation of Civic Place and a building appropriate to the status and importance of Sydney Water as a state owned corporate body. Furthermore the proponent contends that the design maintains the objectives of CPMP 2003 with respect to pedestrian circulation.</p> |

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| 68 | Parramatta City Council | <p>Inappropriate Bulk &amp; Floorplate Proportions (setbacks) &amp; alignments</p> <ul style="list-style-type: none"> <li>▪ The Stage 2 DA has changed the tower configuration and bulk from the Stage 1 DA by narrowing the building bulk in the north south direction and elongating it in an east west direction.</li> <li>▪ Whilst this achieves good northerly light penetration for the commercial floors it results in a side core arrangement and the location of the building much closer to the western boundary of the Sydney Water site.</li> <li>▪ This cramps the relationship between the buildings and reduces the spatial quality between the buildings including light penetration and views from the station itself.</li> <li>▪ The separation between the proposed Sydney Water building and the recently redeveloped Parramatta Station will be in the order of 12 metres. This is significantly less than a standard city street which is normally in the order of 20m. Such a dimension will compromise the proportion and character of Darcy Street as an arrival point and primary address for the main Civic Place site tower.</li> <li>▪ The Stage DA does not comply with the Building Design Controls of SREP 28, specifically major façade and entry treatments, through site linkages, street alignments, vehicular access points and street wall heights.</li> <li>▪ The Stage 1 DA for Sydney Water was a double sided commercial building with the core located centrally within the building form. This provided active edges to all sides at ground level other than a narrow extent to the west of the tower. The building alignment was to the street frontages of the adopted master plan (although the Darcy Street alignment now conflicts with the proposed new alignment under the agreed 2006 Civic Place master plan).</li> <li>▪ The Stage 1 DA provided a building that setback above the podium to both Smith and Darcy Street creating an appropriate human scale, active uses to the street frontage and wind amelioration as well as responding to the lower sale of the building forms on the other side of Smith Street.</li> <li>▪ The Sydney Water Stage 2 DA erodes these outcomes due to the following: <ul style="list-style-type: none"> <li>- No podium is provided with the building rising hard from Darcy and Smith Street destroying the human scale</li> </ul> </li> </ul> | <p>The Sydney Water design proposal has been designed within the context of the adopted and gazetted Civic Place Master Plan (CPMP) 2003 and SREP 28. The proposal does not compromise the objectives of the statutory instruments nor does the proponent believe that the urban design outcomes will be detrimental to the outcome objectives of Civic Place.</p> <p>The proposed building is sited within the SWC title boundary and is setback from the western end by approximately 6.1 metres. The separation between the SWC proposal and adjoining structures in Civic Place is yet to be determined. Sunlight access to the Transport Interchange will be aided by the reduced overall height of the building.</p> <p>The 12 metres referred to is the narrowest dimension between the station alignment and the Sydney Water building which occurs at the extreme south west corner on the site. From this point the eastern portion of Darcy Street is of the order of 20 metres wide. The pinch point referred to is set approximately 4 metres inside the proponent's title boundary.</p> <p>The building is designed to present frontages and pedestrian entry points to the major public spaces, as required: The future Civic Plaza to the north and the Smith Street boundary to the east. The western façade at ground level has been designed to include retail space to also provide a presentation to north-south link from the railway station to Civic Place Darcy Street under the CPMP is designated to provide for service delivery points; access to basement parking; and drop/off pick up points and therefore, it is more appropriate to locate service points along the Darcy Street frontage rather than address the future plaza and Smith Street.</p> <p>Siting of the building will facilitate the north – south pedestrian link from the railway station to Civic Place and the main east-west link from Church Street to Smith Street.</p> <p>The ground floor level is setback from Smith Street by approximately 4m to allow a sheltered colonnade zone as part of one of the main access points into the building. The colonnade is proposed to the Smith Street frontage which provides for a built form alignment to Smith Street.</p> |
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|    |                         | <p>relationship achieved in the Stage 1 DA and the relationship with adjoining lower scale forms across Smith Street and the new station enclosure itself.</p> <ul style="list-style-type: none"> <li>- The important southern façade is composed entirely of building plant and lift cores, car park and service entry doors and underground exhaust structures.</li> <li>- The lift cores along Darcy Street in combination with the large car park entry and the location of the car park exhausts destroy any pedestrian amenity along this street, creating a potentially dangerous and unpleasant environment.</li> <li>- The core being on the outside of the building means its visual impact is a major Issue, creating adverse impacts on the entire length of Darcy Street and the view along Station Street from the south east.</li> <li>- The street wall heights are ignored totally with the entire height of the building bearing down on Smith and Darcy Street - with consequent issues for wind turbulence and lack of pedestrian protection as no awnings or other weather protection devices are provided.</li> </ul> <ul style="list-style-type: none"> <li>▪ The human scale and active frontages are necessary for such a key site and these requirements must not be ignored for the sake of the whole project.</li> </ul> | <p>A setback from the Darcy Street alignment is proposed due to the “skewed” alignment of the Darcy Street property boundary. The proposed ground floor edge will present as a predominantly consistent street edge by the lift core and stair well elements.</p> <p>By following the “skewed” alignment of the Darcy Street boundary, an irregular shaped footprint to the south will result.</p> <p>Vehicular access to the building is limited to one point off Darcy Street, minimising the requirement to provide additional access points to Smith Street. It does not follow that a podium is the only way of achieving appropriate scale within a street.</p> <p>The SWC site is required to stand alone in an arrangement that is also sympathetic and compatible with the overall objectives of the Civic Place Master Plan (CPMP). An external presence is required by SWC whilst engagement with the built form and open space network Civic Place Master Plan (CPMP) is maintained. This network is fundamentally an east west swathe of space that is penetrated by north south crosslinks. The proposal observes these fundamentals. Human scale is basically to scale perceived at ground level.</p> <p>The Darcy Street elevation:</p> <ul style="list-style-type: none"> <li>- Is architecturally layered into 4 planes (core, foyer, blue box and tower)</li> <li>- Comprises high quality materials (stone, concrete and glass)</li> <li>- Is activated at ground level by extensive windows into busy lobby and foyer zones with further surveillance achieved from upper levels.</li> <li>- Has highly sophisticated strongly articulated and textured architectural expression.</li> <li>- Is part of a strong corner statement that is created to Darcy and Smith Streets providing strong imagery and presence on the south eastern approach to Civic Place.</li> <li>- Creates powerful landmark identity adjacent to Parramatta Station.</li> </ul> <p>The local environmental conditions are subject to regulatory assessment which will be carried out as a matter of course.</p> <p>Street wall heights are not applicable to the Civic Place precinct. The Amendment No. 6 Height Map supersedes the City Centre Height Map and the City Centre Special Areas Map.</p> |
| 69 | Parramatta City Council | <p>Inappropriate Bulk &amp; Floorplate Proportions (setbacks) &amp; alignments) –</p> <ul style="list-style-type: none"> <li>▪ The proposal is not consistent with the Stage 1 DA Approval.</li> <li>▪ SREP (2) Special areas provisions – requires adequate building</li> </ul>   | <p>This DA was submitted as a “fresh” new application, despite there being a DA approval for the building envelope on the site.</p> <p>A “fresh” DA has been lodged for the site incorporating the revised floor space and building</p>   |

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|    |                         | <p>cartilage and bulk and scale.</p> <ul style="list-style-type: none"> <li>▪ SREP 28 sets out specific Building Design Controls for this precinct. They include: <ul style="list-style-type: none"> <li>- The major façade and entries of building are to address major public places, such as streets, squares, parks and the river.</li> <li>- Through-site pedestrian links are to be made into squares, parks and the river, where applicable.</li> <li>- Buildings are to be built predominately to the street alignment and side boundaries and are to provide continuous Street frontages for enhanced pedestrian amenity.</li> <li>- Space allocated for vehicular entrances is to be minimized, with those entrances provided predominantly from lanes or centres of blocks.</li> <li>- Minimum and maximum street wall heights are set to Smith and Darcy Street of 11m minimum to a maximum of 21.6m. The required tower setback from this is 8m.</li> </ul> </li> </ul> | <p>envelope. In this regard, the relationship of whether the new scheme is consistent with the approved scheme is irrelevant.</p> <p>The submitted heritage advice comments that the proposed height provides a more suitable response to surrounding heritage items than the height of 24 storeys within the CPMP.</p> <p>The additional height and floor space (compared to the approved scheme) has no material impact upon the adjacent sites.</p> <p>The ground floor level is setback from Smith Street by approximately 4m to allow a sheltered colonnade zone as part of one of the main access points into the building. The colonnade is proposed to the Smith Street frontage which provides for a built form alignment to Smith Street.</p> <p>A setback from the Darcy Street alignment is proposed due to the “skewed” alignment of the Darcy Street property boundary. The proposed ground floor edge will present as a predominantly consistent street edge by the lift core and stair well elements.</p> <p>By following the “skewed” alignment of the Darcy Street boundary, an irregular shaped footprint to the south will result.</p> <p>The Darcy Street frontage has been designed to accommodate the service functions of the building, given that Darcy Street has been designated in the CPMP to function as a vehicular access point; service and delivery and drop off / pick up point.</p> <p>Service elements in the Darcy Street façade have been designed to feature and integrate as architectural elements. The provision of a main access point into the building via Darcy Street to the “railway walk” contributes to activating the Darcy Street zone.</p> <p>The combined entry/exit vehicular point proposed to Darcy Street minimises the numbers of access points to the site and is located off a street designated under the CPMP for service / vehicular access functions.</p> <p>The width of the entry is required to accommodate all vehicles, including delivery vehicles. This will enable all vehicular activity to be confined to within site.</p> |
| 70 | Parramatta City Council | <p>Compromises the Amenity, Safety &amp; Functionality of Parramatta Station &amp; its Environs –</p> <ul style="list-style-type: none"> <li>▪ The Stage 2 DA has the entire lift and service core located on the Darcy Street frontage. This side core design is inappropriate for a building in such a prominent and important civic location.</li> <li>▪ The building design turns its back on Parramatta Station and Darcy</li> </ul>  | <p>The service core is articulated as nine individual shafts that break free at the top of the building to create a powerful signature on the Parramatta skyline.</p> <p>The side core is a highly favoured contemporary office configuration. SWC have perceived that a central core arrangement is unsuitable for their purpose.</p>   |

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|    |                         | <p>Street.</p> <ul style="list-style-type: none"> <li>▪ The southern façade is devoid of ground level uses and offers no activation or passive surveillance of the public domain of Parramatta Station.</li> <li>▪ It removes passive surveillance that might have occurred from the building to the station platform and leaves Darcy Street with no upper level passive surveillance either.</li> <li>▪ This compromises the amenity and safety of the station as it will not be overlooked at all.</li> <li>▪ Further it impacts on the view from the station as passengers will be presented with an unappealing solid wall of rifts and plant rather than an active building façade that would otherwise include cafes, convenience stores and other complementary uses.</li> <li>▪ The loss of active uses to Darcy Street and the impact of the vehicle entry point shifting from Smith to Darcy Street will also erode the functionality of the station and its amenity creating a potentially dangerous space at night and discouraging use of the public transport system.</li> <li>▪ The large service vehicle and car parking entry to the Sydney Water building will be visible upon exit from the station as it dominates the south west corner and vehicle movements will conflict with the movements of school children and office workers along the northern footpath of Darcy Street.</li> <li>▪ The Sydney Water Stage 2 DA does not meet the objectives of the approved Stage 1 DA.</li> </ul> | <p>The proposed south elevation has more than 40% active building facade.</p> <p>Passive surveillance over Darcy Street will occur as Darcy Street will be an active zone:</p> <ul style="list-style-type: none"> <li>- The north-south link from the railway station is designated to extend immediately from Darcy Street and extend adjacent to the Sydney Water Building and will accommodate for one of the main access points into the building, therefore providing pedestrian activity.</li> <li>- Vehicular access to the Sydney Water Building is proposed from Darcy Street.</li> <li>- Vehicular access to the car park for the Civic Place development, proposed by Grocon is from Darcy Street.</li> <li>- Darcy Street will also function as a drop off and pick up point.</li> </ul> <p>The proposed scheme conforms to all of the Stage 1 DA objectives, notwithstanding it is lodged as a "fresh" application.</p> |
| 71 | Parramatta City Council | <p>Compromises the Amenity, Safety &amp; Functionality of Parramatta Station &amp; its Environs – SREP 28 Special Areas requirements:</p> <ul style="list-style-type: none"> <li>▪ Whether the development improves the functioning of the railway station and its environs as a public transport interchange and will enhance the railway station and adjacent areas as major places of arrival to the Parramatta City Centre.</li> </ul> <p>The Stage 2 DA does not achieve these requirements.</p> <p>The Stage 1 DA lists as its design objectives:</p>  | <p>The relocation of main government headquarters immediately adjacent to a major transport interchange will significantly enhance the functioning of the Parramatta transport interchange.</p> <p>The proposed siting of the vehicular access point in Darcy Street is designed to ensure that the swept paths of buses are not compromised. Similarly, the operations of the bus corridor along Smith Street will also not be compromised by the location of the vehicular access in Darcy Street.</p> <p>The siting of the building will contribute to the north-south links to the railway station. Formal landscaping within the curtilage of the site, including retailing along the north-south link will provide for pedestrian amenity.</p> <p>Reference to the Stage 1 DA design objectives are irrelevant.</p>  |

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|    |                         | <ul style="list-style-type: none"> <li>▪ Provide a commercial building of design excellence.</li> <li>▪ Ensure that the proposed development complements the public domain areas on and adjacent to the site.</li> <li>▪ Protect the important vistas and views through the site (and it lists the views to and from Smith Street and the station as some of these views).</li> </ul> <p>The Stage 2 DA compromises these objectives.</p>  |   |
| 72 | Parramatta City Council | <p>Pedestrian Safety &amp; Amenity –</p> <ul style="list-style-type: none"> <li>▪ The Stage 2 DA does not satisfy the requirements of SREP 28 or its own Stage 1 DA design objectives regarding pedestrian safety and amenity.</li> <li>▪ The Inactive frontage proposed by the lift core, car park exhaust and vehicle entry point in the Stage 2 DA to Darcy Street compromise the safety, amenity and surveillance of Darcy Street, the station and the north south connection to the station.</li> <li>▪ The location and treatment of the core and the lack of activation to this entire frontage compromises Darcy Street and Smith Street as a major place of arrival</li> <li>▪ Rather it will create a 'back of house' and service area that is neither appropriate nor necessary if the Stage 1 DA proposal had been adhered to or Sydney Water had negotiated outcomes with the tendered 2006 Civic Place master plan.</li> <li>▪ The winning design for Civic Place proposes a redeveloped Darcy Street as a new and improved major public space. It also: <ul style="list-style-type: none"> <li>- Retains and celebrates an important new east and west connection across the city from the Lancer Barracks to Church Street.</li> <li>- Reinforces a north south pedestrian promenade across the city via Station Square which provides a delightful and significant arrival space from the station and Darcy Street.</li> <li>- Celebrates 'arrival' from bus, train, car and taxi to Civic Place.</li> <li>- Locates one major car parking ramp into Darcy Street to minimise impact and number of entry points so that Darcy Street can achieve a positive ambience and sense of address.</li> </ul> </li> <li>▪ If the Stage 2 DA is approved as proposed Darcy Street will become a low order, drop off point and 'service lane'.</li> </ul> | <p>The Darcy Street frontage has been designed to accommodate the service functions of the building, given that Darcy Street has been designated in the CPMP to function as a vehicular access point; service and delivery and drop off / pick up point.</p> <p>Service elements in the Darcy Street façade have been designed to feature and integrate as architectural elements. The provision of a main access point into the building via Darcy Street to the "railway walk" contributes to activating the Darcy Street zone.</p> <p>Passive surveillance over Darcy Street will occur as Darcy Street will be an active zone:</p> <ul style="list-style-type: none"> <li>- The north-south link from the railway station is designated to extend immediately from Darcy Street and extend adjacent to the Sydney Water Building and will accommodate for one of the main access points into the building, therefore providing pedestrian activity.</li> <li>- Vehicular access to the Sydney Water Building is proposed from Darcy Street.</li> <li>- Vehicular access to the car park for the Civic Place development, proposed by Grocon is from Darcy Street.</li> <li>- All floors of the proposed tower overlook both Darcy Street and the station</li> <li>- Darcy Street will also function as a drop off and pick up point.</li> </ul> <p>Smith Street frontage includes the ground floor lobby area and accommodates one of the main pedestrian access points. The glazed façade along the extent of Smith Street and colonnade zone provides for an active street frontage.</p> <p>Reference to the Stage 1 DA design objectives are irrelevant.</p> |

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|    |                         | <ul style="list-style-type: none"> <li>▪ In addition the inactive street frontage removes any overlooking, activity or surveillance to Darcy Street.</li> <li>▪ The approved Stage 1 DA provided such uses as cafes and lobbies to all frontages. Darcy Street was to have lobby access and retail frontages with retail frontage also to Smith Street.</li> <li>▪ The Stage 2 DA provides none of these uses to Darcy or Smith Street.</li> <li>▪ The Stage 2 DA does not provide weather protection for pedestrians in Darcy Street or patrons leaving or entering the station. Significant and potentially hazardous downdraughts will be experienced at the base of the Sydney Water building due to the absence of awnings, canopies or colonnades on the western and southern facades.</li> <li>▪ The effect will discourage pedestrians from using Darcy Street as there will be a reduction in perceived safety, amenity and an increase in the perception of potential pedestrian vehicle conflict.</li> <li>▪ The lack of surveillance will also encourage antisocial behaviour and damage to the rear façade.</li> </ul> | <p>No evidence is provided to support the presumption of significant and potentially hazardous downdraughts however the local environmental conditions are subject to regulatory assessment which will be carried out as a matter of course.</p> <p>Darcy Street will be a safe and environmentally friendly area for pedestrians.</p> <p>All necessary measures will be undertaken to create a safe environment and building materials that will resist deformation. SWC's one stop shop (its public face) is across the entire frontage to Smith Street, Civic Place and Station Square; and turns the corner into Darcy Street, which is further supplemented by the large windows into the lift lobbies and the ground floor foyer. In addition to this all floors within the podium and tower have surveillance over Darcy Street and the station.</p> |
| 73 | Parramatta City Council | <p>Pedestrian Safety &amp; Amenity –</p> <ul style="list-style-type: none"> <li>▪ SREP 28 requires development to improve pedestrian amenity with clear and easy access to and from the railway station.</li> <li>▪ SREP 28 - CI 14 - Planning aims h) requires proposal to improve the quality of urban design and ensure the public domain is safe and attractive.</li> <li>▪ SREP 28 - CI 17 c) requires development to encourage and protect accessible city blocks by providing active Street frontages for streets and a network of pedestrian friendly streets, lanes and arcades.</li> <li>▪ Parramatta Public Domain Strategy also requires three under CI 4.7 City access - pedestrian network that existing laneways and informal pedestrian networks be protected and priority given the pedestrians with development expanding and enhancing that network.</li> <li>▪ City Access clause 4.8 requires development to enhance safety and implement safety by design principles.</li> </ul>  | <p>Refer to Item 72 above.</p>  |

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|    |                         | <ul style="list-style-type: none"> <li>▪ The configuration of the tower, the location and width of the vehicle entry and side core compromises this amenity.</li> </ul> <p>The Stage 1 DA lists as its design objectives:</p> <ul style="list-style-type: none"> <li>▪ Ensure that the proposed development complements the public domain areas on and adjacent to the site.</li> <li>▪ Ensure that pedestrian linkages can be provided through and adjacent to the site.</li> <li>▪ The insets to the core have been provided to try and ameliorate the very poor design outcome and to reduce bulk. They are not effective and will provide opportunities for concealment.</li> <li>▪ The proposal also includes a drop off area to the Smith Street frontage of the Sydney Water building.</li> <li>▪ This in combination with the columns from the tower and the location of the glass line of the building results in a very tight footpath area that again compromises use of Smith Street for pedestrians moving north south.</li> <li>▪ Access to the Sydney Water building by the disabled and infirm is inadequate. The proposed car park ventilation shafts, architectural display wall and stepped terraces around the northern and western facades of the building will relegate disabled access to the southwest and northeast corners only. Such an arrangement does not meet the spirit or requirements of the Disability Discrimination Act.</li> </ul> | <p>The service core is articulated as nine individual shafts that break free at the top of the building to create a powerful signature on the Parramatta skyline. Refer also to the CPTED report.</p> <p>The drop off area on Smith Street provides vehicular access to the main street front entry to SWC's headquarters.</p> <p>The Smith Street footpath is generally 7.0 metres wide and reduces to 5.0 metres at the kerbside drop off; the tower columns are located within this zone. The proponent suggests this width is adequate.</p> <p>The proposal fully complies with the requirements of Australian Standard AS 1428 Parts 1-4, the Building Code of Australia and the objectives of the Disabled Discrimination Act.</p> |
| 74 | Parramatta City Council | <p>Architectural Merit &amp; Materials –</p> <ul style="list-style-type: none"> <li>▪ The architectural character of the building does not meet the standards set by SREP 28.</li> <li>▪ The tall lift towers are devoid of interest despite the small insets, are clad in concrete that is 'coloured' sandstone colour.</li> <li>▪ The large expressed columns squeeze the width of the adjacent public domain and footpaths to Smith Street and reduce the exposure of the entry or any retail or commercial tenancies from Smith Street which will affect their viability.</li> <li>▪ The strong horizontal emphasis of the design robs the building of elegance or the architectural excellence needed in a building in this</li> </ul>  | <p>The architectural character meets all of the objectives set by SREP 28.</p> <p>The service core is articulated as nine individual shafts that break free at the top of the building to create a powerful signature on the Parramatta skyline.</p> <p>The Smith Street footpath is generally 7.0 metres wide and reduces to 5.0 metres at the kerbside drop off; the tower columns are located within this zone. The columns emphasise the entry and allow the ground plane to flow into the foyer of the building. Rather than squeeze the footpath, the columns in fact embrace the public domain and blur the public / private interface creating greater</p>   |

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|    |                         | <p>location of the site.</p> <ul style="list-style-type: none"> <li>▪ Such a key location requires materials and design of the highest quality and standard rather than a building which ignores its ground plane and southern relationships and created a less than inspiring architectural solution overall.</li> <li>▪ To achieve these aims the Stage 1 DA provided a 3 level podium to create an appropriate street level scale.</li> <li>▪ All street frontages were to be aligned to boundaries (and with the appropriate land swap with Council this is still a sound principle for the new alignment of Darcy Street and Civic Place itself) with activities to all frontages and awnings provided for weather protection.</li> </ul> <p>The Stage 2 DA achieves none of these outcomes.</p>   | <p>transparency and accessibility.</p> <p>The tower form is articulated in two tall elegant glass forms with a recessed interlayer between the two volumes. The volumes differ in height, stepping down towards Civic Place. The glazed facade is expressed into two storey high modules by a grid of small re-entrants; each module is articulated with horizontal passive solar control louvres. The building design is to an award winning standard.</p> <p>Materials (natural stone, concrete and glass) are commensurate with recent contemporary buildings completed in Parramatta and Sydney's CBD.</p> <p>Street scale has been addressed in items above.</p> <p>The suggestion of a land swap between SWC and PCC is beyond our scope and ignores the fact that the proposal is designed orthogonally to our street frontages and boundaries as advocated in the CPMP 2003.</p> <p>The Stage 2 DA achieves all of the outcomes proposed in SREP 28.</p>                                   |
| 75 | Parramatta City Council | <p>Architectural Merit &amp; Materials – SREP 28 requires development to comprise buildings of exceptional architectural merit that are:</p> <ul style="list-style-type: none"> <li>- Articulated,</li> <li>- Visually interesting,</li> <li>- Innovative.</li> <li>- Energy efficient and water efficient and</li> <li>- That responds to and is sympathetic to heritage buildings on and in the vicinity of the site.</li> </ul> <ul style="list-style-type: none"> <li>▪ Further it requires the use of materials that are robust and combined with the proposed colour scheme, recognise the heritage significant of the site and that complement the exceptional architectural merit of the new buildings.</li> <li>▪ The design the Stage 2 DA does not achieve these objectives or the Stage 1 Design objectives.</li> </ul> <p>The Stage 1 DA lists as its design objectives:</p> <ul style="list-style-type: none"> <li>▪ Provide a commercial building of design excellence.</li> </ul> | <p>The Sydney Water proposal is designed to leading sustainability outcomes including a base building ABGR of 5 Stars and 5 Green Star rating with a minimum credit capacity of 100% for water. The sustainability initiatives will include rain water harvesting, a black water recycling plant and chilled beam HVAC technology. This will represent the continuing upwards evolution of NSW Government office facilities and set a high benchmark for the future development of Civic Place.</p> <p>The submitted heritage advice comments that the proposed height provides a more suitable response to surrounding heritage items than the height of 24 storeys within the CPMP. The sandstone clad colonnades and sandstone coloured core shafts are a design response to local heritage buildings within the Parramatta region.</p> <p>As outlined in the above items the proponent's proposal achieves design excellence and fully meets the guidelines and objectives of the SREP 28.</p> |

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| 76 | Parramatta City Council | <p>Urban Design &amp; Built Form Incompatible with 2003 Civic Place Master Plan –</p> <ul style="list-style-type: none"> <li>▪ The Stage 2 DA comprises a 16-storey building located at the corner of Smith Street and Darcy Street This is the highest point in Parramatta CBD and a prominent location terminating vistas from the north and west.</li> </ul>   | <p>The heights and floor space of the CPMC are found within the building mass diagram and are not identified as “minimum”. Maximum height and floor space are contained within SREP 28, in which the proposal complies.</p> <p>The proposed building is higher by 2 storeys compared to the previously approved building. The submitted heritage advice comments that the proposed height provides a more suitable response to surrounding heritage items than the height of 24 storeys within the CPMP.</p>   |
| 77 | Parramatta City Council | <p>Urban Design &amp; Built Form Incompatible with 2003 Civic Place Master Plan –</p> <ul style="list-style-type: none"> <li>▪ The building as designed does not meet the urban design and height objectives of the 2003 Civic Place Master Plan.</li> </ul>  | <p>The development represents appropriate urban design measures and heights:</p> <ul style="list-style-type: none"> <li>– The submitted heritage advice comments that the proposed height provides a more suitable response to surrounding heritage items than the height of 24 storeys within the CPMP.</li> <li>– The additional height and floor space has no material impact upon the adjacent sites.</li> <li>– The nett impacts of overshadowing in mid-winter compared to the original scheme are insignificant. No material increase in sunlight loss over the railway station or the Lancer Barracks will occur as a result of reduced separation distances between buildings.</li> <li>– The ground floor level setbacks from all street frontages are appropriate by incorporating colonnade zones as part of one of the main access points into the building. A setback from the Darcy Street alignment is required to compensate the “skewed” alignment of the Darcy Street property boundary.</li> <li>– Passive surveillance over Darcy Street will occur as Darcy Street itself will continue as an active zone. SWC’s one stop shop (its public face) is across the entire frontage to Smith Street, Civic Place and Station Square; and turns the corner into Darcy Street, which is further supplemented by the large windows into the lift lobbies and the ground floor foyer. In addition to this all floors within the podium and tower have surveillance over Darcy Street and the station</li> <li>– The Darcy Street frontage has been designed to accommodate the service functions of the building, given that Darcy Street has been designated in the CPMP to function as a vehicular access point; service and delivery and drop off / pick up point..</li> <li>– Service elements in the Darcy Street façade have been designed to feature and integrate as architectural elements.</li> <li>– The provision of a main access point into the building via Darcy Street to the “railway walk” contributes to activating the Darcy Street zone.</li> </ul> |
| 78 | Parramatta City Council | <p>Floor Space Ratio (FSR) &amp; Height do not Comply –</p> <ul style="list-style-type: none"> <li>▪ The Stage 2 DA results in an increase in floor space from 24,760sqm to 27,212sqm i.e. an increase of 2, 452sqm, but still well short of the master plan height and building bulk but greater than that approved under the Stage 1 DA.</li> <li>▪ Increase in height from 15 storeys to 17 storeys</li> </ul> | <p>The heights and floor space of the CPMC are found within the building mass diagram and are not identified as “minimum”. Maximum height and floor space are contained within SREP 28, in which the proposal complies.</p> <p>This is exemplified in the previous consent granted for the site, which had less floor space</p>  |

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|    |                         | <p>(from RL- 82.8 to RL 90.20). Again still well Short of Master plan height of 24 storeys.</p> <ul style="list-style-type: none"> <li>▪ The amendments to the envelope since the Stage 1 DA result in poor outcomes and adverse impacts and therefore should not be approved.</li> <li>▪ The additional massing results in a reduction in public open space and amenity rather than increasing the presence of the tower as a terminating form in Civic Place.</li> </ul>  | <p>(2,452sqm less) than the proposed building and is lower by 2 storeys compared to the proposed height.</p> <p>The submitted heritage advice comments that the proposed height provides a more suitable response to surrounding heritage items than the height of 24 storeys within the CPMP.</p> <p>The additional height and floor space has no material impact upon the adjacent sites. The stepping of the two tower volumes creates a better design solution for Civic Place in that the shorter of the two volumes which fronts the plaza will be less overpowering than the 24 storey height limit proposed in the CPMP 2003, this height also coincides with the tower height proposed in the Stage 1 DA. The narrowing of the tower creates additional space in the main plaza.</p> <p>A ground level comparison study shows that the Stage 2 DA proposal will increase public open space and amenity within SWC site and Civic Place.</p> |
| 79 | Parramatta City Council | <p>Floor Space Ratio (FSR) &amp; Height do not Comply –</p> <ul style="list-style-type: none"> <li>▪ The Stage 2 DA contravenes the Stage 1 DA approval and the requirements of the adopted master plan by an increase in FSR and height over the Stage 1 but still under the master plan requirements.</li> <li>▪ Additional height and FSR should not be considered when the Stage 2 DA has not met the amenity and design standards required under the instruments and the Stage 1 DA.</li> </ul>  | <p>This DA was submitted as a “fresh” new application, despite there being a DA approval for the building envelope on the site.</p> <p>A “fresh” DA has been lodged for the site incorporating the revised floor space and building envelope. In this regard, the relationship of whether the new scheme is consistent with the approved scheme is irrelevant.</p>   |
| 80 | Parramatta City Council | <p>Mixed Use Zone B4 –</p> <ul style="list-style-type: none"> <li>▪ The Sydney Water DA 2 does not meet the objectives of the Mixed Use Zone B4 as it delivers poor amenity and discourages walking along Darcy Street to the station. This discourages patronage of the rail station from the south east.</li> <li>▪ The Stage 2 DA again compromises the objectives of the Mixed Use Zone B4 as the design of the building degrades the character of the public domain and pedestrian links due to: <ul style="list-style-type: none"> <li>- the lift core being hard to Darcy Street,</li> <li>- there being no passive surveillance or active uses along Darcy Street</li> <li>- The significant pedestrian conflict caused by the car parking entry location and width; and</li> <li>- The expansion of the building into the proposed Station Square which is a major north south pedestrian link from the</li> </ul> </li> </ul> | <p>The Mixed Use Zone B4 relates to the draft LEP, which was not applicable at the time of lodgement of the DA.</p>  |

|    |                         | Station to the north of the CBD.  |   |
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| 81 | Parramatta City Council | <p>Mixed Use Zone B4 –</p> <ul style="list-style-type: none"> <li>▪ Mixed Use Zone B4 - states under its objectives that “development is to integrate suitable business, office, residential, retail and other development in accessible locations so as to maximize public transport patronage and encourage walking and cycling”.</li> <li>▪ Mixed Use Zone B4 states and an objective “To create opportunities to improve the public domain and pedestrian links within the Mixed Use Zone”.</li> </ul>  | <p>The Mixed Use Zone B4 relates to the draft LEP, which was not applicable at the time of lodgement of the DA.</p>   |
| 82 | Parramatta City Council | <p>Protection of Character of Special Areas –</p> <ul style="list-style-type: none"> <li>▪ The Stage 2 DA, for all of the reasons noted in 10.0 above does not achieve this objective, Further it puts at risk the design for the Civic Place site itself due to the location of the building and its impact on the proposed access arrangements for vehicles and servicing within Darcy Street.</li> </ul>   | <p>The proposal will represent an architectural design response to the civic character of the Civic Place precinct. The building will convey the civic nature of the Sydney Water Corporation within a contemporary, unique building form; whilst respecting the context of the urban surrounds.</p> <p>The proposed access arrangement from Darcy Street is designed to ensure that access is not compromised to the balance of the Civic Place precinct and is limited to a singular location that will contribute to the achieving pedestrian active frontage to Smith Street. As described in items above, the Darcy Street frontage is activated at ground level in addition to the servicing functions described.</p> |
| 83 | Parramatta City Council | <p>Protection of Character of Special Areas –</p> <ul style="list-style-type: none"> <li>▪ The Draft LEP states, as an objective – “To protect and enhance the unique qualities and character of the special areas within the Parramatta City Centre”.</li> </ul>   | <p>The draft LEP is not applicable as the DA was lodged prior to release of the draft LEP.</p>  |
| 85 | Parramatta City Council | <p>Design Excellence –</p> <p>The draft LEP requires that the consent authority not approval unless development exhibits design excellence. This is measured by the consent authority having regard to a number of matters including:</p> <ul style="list-style-type: none"> <li>▪ A high standard of architectural design and materials;</li> <li>▪ Whether the form and appearance improves the quality and amenity of the public domain;</li> <li>▪ Whether it impacts detrimentally on view corridors; and</li> <li>▪ How the development addresses streetscape constraints, relationship to other towers (setbacks, separation, amenity and urban form), bulk and massing, street frontage heights, pedestrian permeability and impacts on the public domain.</li> </ul> | <p>The draft LEP is not applicable as the DA was lodged prior to release of the draft LEP.</p>  |

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| 86 | Parramatta City Council | <p>Inappropriate Location of the Vehicle Entry Point &amp; Excessive Width in Darcy Street –</p> <ul style="list-style-type: none"> <li>▪ The re-location of the Sydney Water entry point away from Smith Street and into Darcy Street forces a greater number of traffic movements into the internal street system.</li> <li>▪ Ideally Sydney Water should take advantage of the Civic Place proposal to share access in a Darcy Street portal with the main development for both parking and servicing and access to retail.</li> <li>▪ Further the Stage 1 DA provided a 6.8m driveway access to Smith Street. The current proposal has provide a 10m wide carpark entry on the visual axis with pedestrians exiting Parramatta Station to the square and interrupting pedestrian desire line along the edge of the building connecting with Darcy Street.. The 10m width which is visually unattractive, interrupts unreasonably pedestrian footpath areas and does not comply with the requirements of SREP 28.</li> <li>▪ Relocation of the vehicle entry from Smith Street into Darcy Street Plan portal location as well as being on the major visual axis for pedestrians from the station.</li> <li>▪ The additional traffic imposed on the Smith/Darcy Street intersection will adversely impact on the accessibility of vehicles and pedestrians from the east into Civic Place and drop off for the Rail Interchange. There has been no modelling provided with the Stage 2 DA which reflects this increased vehicular movement.</li> </ul> | <p>The combined entry/exit vehicular point proposed to Darcy Street is located east of the north-south link such that there is no conflict between pedestrians and traffic.<br/>The width of the entry is required to accommodate all vehicles, including delivery vehicles. This will enable all vehicular activity to be confined to within site.</p> <p>Vehicular entry off Smith Street is impractical due to the design constraints to the Smith Street façade and the traffic flows along Smith Street.</p> <p>Section 6.13 of the CPMC states the Darcy Street will provide for servicing and car parking access to the Civic Place site. In this regard, the proposed access to the Sydney Water building is consistent with the CPMC.</p> <p>Design and timing constraints also provide an outcome that access from Darcy Street is the most appropriate outcome.</p> |
| 87 | Parramatta City Council | <p>Inappropriate Location of the Vehicle Entry Point &amp; Excessive Width in Darcy Street –</p> <p>SREP 28 requires vehicle entry points to be minimised with a width of 3-6m and to minimise their vehicle impacts.</p>  | <p>Refer to Item 86 above.</p>   |
| 88 | RailCorp                | <p>Noise &amp; Vibration –</p> <p>RailCorp is concerned that the future occupants of the development will encounter rail-related noise and vibration from the adjacent rail corridor. Rail noise and vibration can seriously affect the amenity and comfort of residential and other land use types, and jeopardise the structural safety of buildings. As such, rail noise and vibration should be addressed early in the development process.</p>  | <p>Noted, we are in discussions with RailCorp and will continue liaison with them on any impact of the Sydney Water proposal on existing usage and / or the potential future development of the rail corridor.</p>   |

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|    |          | <p>In assessing the application, Council is encouraged to adopt the recommendations given in Part B - Development Assessment Process of the Guidelines for Councils. Section 11 of the Guidelines for Councils provides recommended conditions of consent for specific development categories such as multi-unit residential within the acoustic assessment area. Council should extract the relevant conditions from this section and insert in the development consent.</p> <p>Alternately, Council could impose the following condition of consent:</p> <ul style="list-style-type: none"> <li>▪ <i>An acoustic assessment is to be submitted to Council prior to the issue of a construction certificate demonstrating how the proposed development will comply with RailCorp's Interim Guidelines for Applicants in the consideration of rail noise and vibration from the adjacent rail corridor.</i></li> </ul>  |                 |
| 89 | RailCorp | <p>Stray Currents &amp; Electrolysis from Rail Operations –<br/>Stray currents as a result of rail operations may impact on the structure of the development. Electric currents on overhead wiring pass through the train's motor and return to the power substation via the rail tracks. Occasionally, these currents may stray from the tracks and into the ground. Depending on the type and condition of the ground, these may be passed to the nearest conductive material (concrete reinforcement, piling, conduits, pipework and earthing rods) accelerating corrosion of metals and leading to concrete cancer. Therefore, the Applicant should consider this possible impact, and engage an expert consultant when designing its buildings. It is requested that Council impose the following condition of consent.</p> <ul style="list-style-type: none"> <li>▪ <i>The Applicant is to procure a report on the Electrolysis Risk to the development from stray currents, and the measures that will be taken to control that risk. The Applicant is advised to consult an Electrolysis expert. The expert's report must be submitted to RailCorp for review by the Senior Electrolysis Engineer or nominated Electrolysis Section personnel.</i></li> </ul> | As per item 88. |
| 90 | RailCorp | <p>Use of Lights and Reflective Materials –<br/>It is essential that lights and reflections do not distract train drivers in the course of their Job.</p> <ul style="list-style-type: none"> <li>▪ <i>The Developer must submit any proposals to RailCorp for the use of lights, signs and reflective materials, whether permanent or</i></li> </ul>  | As per item 88. |

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|    |          | <i>temporary, in the proximity of the RailCorp's facilities prior to commencing work.</i>  |                 |
| 91 | RailCorp | <p>Crane &amp; Other Aerial Operations –<br/>During construction, the use of cranes and other equipment capable of intruding into the airspace above the corridor and of operating over any overhead wiring or transmission lines must be strictly controlled. The developer must demonstrate to the satisfaction of RailCorp that all crane and other overhead operations are properly managed, and enter into an agreement with RailCorp for such operation. It is requested that Council impose the following condition of consent.</p> <ul style="list-style-type: none"> <li>▪ <i>The developer is required to submit to RailCorp a plan showing all craneage and other aerial operations for the development</i></li> <li>▪ <i>No crane or other aerial equipment is to be operated within a vertical envelope defined as three (3) metres (horizontally) from any electrified infrastructure. The developer will be required to gain approval, in the form of a Standard Waiver, from Rail prior to use, for any such intrusions into the corridor.</i></li> <li>▪ <i>No loads will be permitted to pass over any overhead wiring or transmission lines at any time.</i></li> </ul> | As per item 88. |
| 92 | RailCorp | <p>Future Rail Works –<br/>In many instances, RailCorp are in the process of developing proposals for future rail facilities to meet existing and future rail demand. Some of these proposals may impact on developments adjoining the rail corridor. It is requested that council impose the following condition of consent.</p> <ul style="list-style-type: none"> <li>▪ <i>Council is advised that the proposed development on this site is likely to be affected by the proposed Epping to Parramatta rail link with regard, but not limited to rail noise and vibration and visual impacts. While this project is currently deferred, it may proceed in the future. Council is requested to attach an advisory note on any approval that alerts the Applicant and future occupiers to this proposal and advises that any noise and vibration and electrolysis reports conducted towards the development application should also consider a future increase of degree and type of rail-related noise and vibration.</i></li> </ul>   | As per item 88. |
| 93 | RailCorp | It is asked that Council forward to RailCorp a copy of the final development consent to enable RailCorp to monitor the applicant's compliance with rail related conditions of consent.   | Noted           |