

Environmental Impact Statement

Parramatta Over and Adjacent Station Development



Acknowledgement of Country

Sydney Metro respectfully acknowledges the Traditional Custodians of Burramattagal Country, which extends from Rosehill to Prospect. We recognise the importance of these places to Aboriginal peoples and their continuing connection to Country and culture. We pay our respects to Elders past and present.

Many of the transport routes we use today – from rail lines, to roads, to water crossings – follow the traditional Songlines, trade routes and ceremonial paths in Country that our nation's First Peoples followed for tens of thousands of years.

Sydney Metro is committed to honouring Aboriginal people's cultural and spiritual connections to the land, waters and seas and their rich contribution to society.



Statement of Validity

Project details

Parramatta Metro Station - Over & Adjacent Station Development

SSD-35538829

Lot 10 in DP858392, Lot 2 in DP701456, Lot 1 in DP607181, Lot 100 in DP607789, Lot 1 in DP1041242, Lot 1 in DP702291, Lot 1 in DP651992, Lot 1 in DP128437, Lot 2 in DP591454, Lot B in DP394050, Lot 1 in DP399104, Lot AY in DP400258, Lot 1 in DP711982, Lot E DP 402952, Lot 3 in DP218510 and Lot H in DP405846 within the City of Parramatta

Applicant details

Sydney Metro

Sydney Metro West, PO Box K659, Haymarket, NSW 1240

Details of person by whom this EIS was prepared

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Certification	
Declaration	 I certify that I have prepared the content of this EIS and to the best of my knowledge: it is in accordance with clause 190-193 of the Environmental Planning and Assessment Regulation 2021; all available information that is relevant to the environmental assessment of the development to which the statement relates; and the information contained in the statement is neither false nor misleading.
Name	Andrew Duggan
Organisation	Ethos Urban
Signature	
Date	3 November 2022

Note: The Secretary's Environmental Assessment Requirements were issued on 22 February 2022. In accordance with the transitional provisions set out in the Department of Planning and Environment's Planning Circular PS 21-005, there is no requirement for this Environmental Impact Statement to contain a declaration prepared by a registered environmental assessment practitioner.

Glossary and abbreviations

Term	Definition
ADG	Apartment Design Guide
ASD	Adjacent station development
BC Act 2016	Biodiversity Conservation Act 2016
Biodiversity and Conservation SEPP	State Environmental Planning Policy (Biodiversity and Conservation) 2021
Concept and Stage 1 CSSI Approval	SSI-10038, approved 11 March 2021, including all major civil construction works between Westmead and The Bays, including station excavation and tunnelling, associated with the Sydney Metro West railway line
Concept SSDA	A concept development application as defined in Section 4.22 the EP&A Act, as a development application that sets out concept proposals for the development of a site, and for which detailed proposals for the site or for separate parts of the site are to be the subject of a subsequent development application or applications Refers to the subject application for over station and adjacent station development at Parramatta metro station
Council	City of Parramatta Council
CSSI	Critical State Significant Infrastructure
Detailed SSDA	The SSD Application(s) to be made after the Concept SSDA, to seek consent for the design and to physically carry out the proposal
DPE	Department of Planning and Environment
EIS	Environmental Impact Statement
EP&A Act	Environmental Planning and Assessment Act 1979
EP&A Regulation	Environmental Planning and Assessment Regulation 2021
FSR	Floor Space Ratio
GANSW	The Government Architect NSW
GFA	Gross Floor Area
Indicative reference scheme	Indicative reference scheme refers to the conceptual architectural plans illustrated in Reference Scheme Drawings (Appendix H) and at Figure 3-8 of this EIS.
Housing SEPP	State Environmental Planning Policy (Housing) 2021
OSD	Over station development
PDCP 2011	Parramatta Development Control Plan 2011
Planning Systems SEPP	State Environmental Planning Policy (Planning Systems) 2021
PLEP 2011	Parramatta Local Environmental Plan 2011
Precincts SEPP	State Environmental Planning Policy (Precincts – Central River City) 2021
Resilience and Hazards SEPP	State Environmental Planning Policy (Resilience and Hazards) 2021

Term	Definition
SEARs	Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SEPP 65	State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development
SSD	State Significant Development
SSDA	State Significant Development Application
Stage 2 CSSI Approval	SSI-19238057, approved 24 August 2022, including major civil construction works between The Bays and Sydney CBD including station excavation and tunnelling, associated with the Sydney Metro West railway line
Stage 3 CSSI Application	Application (SSI-227-65520) seeking approval to carry out rail infrastructure, stations, precincts, and operation of the Sydney Metro West line
Sydney Metro West	Construction and operation of a metro rail line and associated stations between Westmead and the Sydney CBD as described in Section 1.1.1.
TfNSW	Transport for NSW
Transport and Infrastructure SEPP	State Environmental Planning Policy (Transport and Infrastructure) 2021

Executive summary

Introduction

Sydney is expanding and the NSW Government is working hard to deliver an integrated transport system that meets the needs of customers now and in the future.

Sydney Metro is Australia's biggest public transport program. Services on the North West Metro Line between Rouse Hill and Chatswood started in May 2019 on this new stand-alone metro railway system, which is revolutionising the way Sydney travels.

The Sydney Metro program of works is shown in Figure 0-1 and includes:

- Sydney Metro North West opened in May 2019
- Sydney Metro City & Southwest currently under construction with services to begin in 2024
- Sydney Metro West currently under construction and due to open in 2030
- Sydney Metro Western Sydney Airport currently under construction and due to open when the airport opens for passenger services.



Figure 0-1 Sydney Metro network map

The delivery of Sydney Metro West is critical to keeping Sydney moving, and will:

- comprise a new 24-kilometre metro line with stations confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont and Hunter Street (Sydney CBD)
- have a target travel time of about 20 minutes between Parramatta and the Sydney CBD
- link new communities to rail services and support employment growth and housing supply
- relieve the congested T1 Western Line, T9 Northern Line, and T2 Inner West & Leppington Line
- double the rail capacity between Parramatta and the Sydney CBDs
- significantly boost economic opportunities for Greater Parramatta
- support new residential and employment zones along the Greater Parramatta to Sydney CBD corridor, including at Sydney Olympic Park and The Bays providing improved transport for the additional 420,000 new residents and 300,000 new workers forecast to be located within the corridor over the next 20 years
- allow customers fast and easy transfers with the T1 Western Line at Westmead, T9 Northern Line at North Strathfield, and the Sydney Trains suburban rail network and Sydney Metro in the Sydney CBD
- allow for transfers with the future Parramatta Light Rail Stage 1 at Westmead and Parramatta, as well as the planned Parramatta Light Rail Stage 2 at Sydney Olympic Park
- create an anticipated 10,000 direct and 70,000 indirect jobs during construction.



Figure 0-2 Sydney Metro West map

Sydney Metro West is being assessed as a staged critical State Significant Infrastructure (CSSI) application under section 5.20 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and comprises the following applications:

- the Concept and major civil construction work for Sydney Metro West between Westmead and The Bays, including station excavation and tunnelling, associated with the Sydney Metro West railway line (CSSI Concept and Stage 1 approval) was approved on 11 March 2021
- all major civil construction and enabling works between The Bays and the Sydney CBD, including demolition, tunnelling, and station excavation for new metro stations associated with the Sydney Metro West railway line (CSSI Stage 2 application) was approved on 24 August 2022
- rail infrastructure, including fit-out of tunnels, construction, fit-out, and operation of metro stations and surrounding precincts and operation of the Sydney Metro West line (CSSI Stage 3 application).

Integrated station and precinct development

The CSSI Concept and Stage 1 approval included provisions for future integrated station and precinct development could provide a range of uses. Integrating a mix of uses and development into the station precinct would contribute to the success of places by:

- encouraging precinct activation and use of Sydney Metro West across different times of the day and week
- creating opportunities to provide facilities which meet customer and community needs, attracting people to stations
- allowing stations to successfully integrate into their urban context and to contribute positively to the character of places at the stations.

Sydney Metro is making provision for over and/or adjacent station development at Westmead, Parramatta, Sydney Olympic Park, Burwood North, The Bays, Pyrmont, and Hunter Street (Sydney CBD). Sydney Metro will continue to work closely with the local community and stakeholders so that station precincts become welcoming hubs that build on the local character.

Planning approval approach

This Environmental Impact Statement (EIS) has been prepared to accompany a Concept State Significant Development Application (SSDA) for the over and adjacent station development at Parramatta metro station. This EIS has been prepared for Sydney Metro and is submitted to the NSW Department of Planning and Environment (DPE) pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

Figure 0-3 illustrates the planning approval approach relevant to Parramatta metro station and development. The proposed development would be subject to Detailed SSDA post the determination of this Concept SSDA. The detailed building design will respond to the design considerations established by this Concept SSDA. The Parramatta Local Environmental Plan 2011 guides the planning decisions for the Parramatta metro station precinct.



Figure 0-3 Planning approval process

Site location and context

The subject site is located within the Parramatta CBD, within the City of Parramatta Local Government Area (LGA). It is within the city block bound by George Street, Church Street, Smith Street, and Macquarie Street.

The site presents a 164m long frontage to Macquarie Street, 125m frontage to George Street, 48m frontage to Church Street, and 15.5m frontage to Smith Street (in the form of Macquarie Lane). The site is located directly above and adjacent to the future Parramatta metro station.

The site location and context are shown in Figure 0-4.



Figure 0-4 Site location and context of the proposal

The proposal

The Concept SSDA seeks consent for a concept proposal, within the meaning of section 4.22 of the EP&A Act, for maximum building envelopes (refer to Figure 0-5), proposed land uses, maximum building heights, maximum gross floor area, and car parking. The proposed development comprises four buildings (Buildings A, B, C and D). This consists of three new commercial office buildings (Buildings A, C, D), and one residential accommodation building (Building B) above and adjacent to the Parramatta metro station,

Specifically, consent is sought for the following:

- a maximum GFA of 190,000m² for the proposed development (excluding station GFA, for which consent is sought under the Stage 3 CSSI Application),
- maximum building envelopes for the following development:
 - Building A is a 38 storey (RL 172.7m) mixed use building with retail and commercial uses within the three storey
 podium and commercial office above.
 - Building B is a 33 storey (RL 130.0m) mixed use building with retail uses within the two storey podium and
 residential accommodation above.
 - Building C is a 26 storey (RL 135.5m) commercial building, with a three storey podium and tower above.
 - Building D is a 24 storey (RL 127.4m) mixed use building with retail and commercial uses within the three storey podium and residential accommodation above.
- car parking for up to 455 vehicles within two basements.



Figure 0-5 Proposed building envelopes-isometric view (looking northeast)

Project need and benefit

The construction of Sydney Metro West represents an exciting opportunity to incorporate global best practice for placemaking and environmentally sustainable development, and to apply innovative thinking to create new city icons. The delivery of integrated station and precinct development enables Sydney Metro to be more than just a transport project, but also a defining city building opportunity that revitalises precincts and communities, leaving a legacy, and shaping Sydney for generations to come.

The proposed development will create a place based outcome that successfully integrates transport infrastructure, open space, ground plane retail, commercial and residential land uses.

The Parramatta metro station precinct acknowledges growth opportunities within Parramatta and seeks to establish parameters to attract more businesses and residents in a well-connected location reducing reliance on private transport modes whilst continuing to ensure the ongoing evolution of the Parramatta CBD.

The Concept SSDA proposal provides for an optimised outcome at the site and a balanced and feasible option as it will:

- establish the maximum gross floor area and land uses for the site
- recognise growth opportunities within the Parramatta CBD and seek parameters to attract more businesses and residents in a well-connected location reducing reliance on private transport modes
- provides for a future built form which will maximise the amenity of the future Civic Link whilst providing new commercial and residential opportunities within the Parramatta CBD
- encourage activated street frontages to increase the level of ground plane interaction and vibrancy.

Key impacts and mitigation measures

The key issues identified in the SEARs have been assessed in detail, with specialist reports underpinning the key findings and recommendations identified in the assessment of environmental impacts in Section 6. It has been demonstrated that for each of the likely impacts identified in the assessment of the key issues will either be positive or can be appropriately mitigated.

A summary of the key impacts and mitigation measures is outlined below.

Built form and urban design

The building envelopes have been configured so that the built form is feasibly maximised, without adverse amenity impacts and preserving solar access to the Lancer Barracks and Parramatta Square through compliance with the solar access planes of the PLEP2011. In this regard, the proposal provides an appropriate balance between the strong demand for floorspace and growth in Parramatta and the need to maintain environmental amenity to these important locations.

The proposed commercial, retail and residential land uses respond to commercial and housing targets for the Parramatta CBD under the Central City District Plan. The proposed employment-generating floorspace will provide area to accommodate about 9,750 direct full-time equivalent (FTE) ongoing jobs and about 7,190 indirect ongoing FTE jobs. The residential floorspace in Building B will make a key contribution to the housing target of 7,200 new dwellings in the Parramatta CBD by 2036.

Overshadowing

The proposed building envelopes would not result in overshadowing impacts onto the key sites of Parramatta Square and the Lancer Barracks between 12-2pm as required by PLEP 2011. The tops of the envelopes are designed to be slanted (being highest in the north and lowest in the south) to maintain solar amenity.

Therefore, the proposed building envelopes are compliant with the relevant solar access and overshadowing requirements.

Residential amenity

Future residential floorspace in Building B would facilitate a high level of residential amenity, through applying Sydney Metro West's design excellence strategy to ensure a high standard of architectural design throughout the site, and complying with the Design Quality Principles of *State Environmental Planning Policy No* 65–Design Quality of *Residential Apartment Development* (SEPP 65) and its accompanying Apartment Design Guide (ADG).

The indicative reference scheme demonstrates capability to provide a minimum of two hours of sunlight to living areas of 76% of all dwellings. The indicative reference scheme also achieves more than the required 60% minimum number of apartments receiving natural cross ventilation.

Transport and access

The proposed maximum provision of 455 car parking spaces is substantially less than the maximum parking rates permissible under the PLEP 2011, which when applied to the proposal results in a total of 593 car parking spaces. In limiting the amount of car parking, the proposal is consistent with the PLEP 2011's underlying intention to reduce car dependency within the Parramatta City Centre.

The conceptual loading and servicing arrangements provisioned for under this Concept SSDA can comply with PDCP 2011 requirements, with detailed design of these facilities to occur under future application(s).

The proposed development is expected to generate about 254 inbound and about 84 outbound vehicular trips during the AM peak, for a total of about 338 trips; and about 80 inbound and about 253 outbound trips during the PM peak, for a total of about 333 trips. These trip generation rates are not expected to result in adverse impacts on the performance of surrounding intersections when compared to a development scenario where the proposed development is not provided.

Flooding

The site is only affected by flooding during extreme flood events, such as a Probable Maximum Flood (PMF) event. Flood events up to a 1-in-100 year flood event (1% AEP) results only in localised ponding in the streets adjacent to the site.

The entrance to the northern basement in the Building A podium will be required to protect against flooding events up to the PMF event. Flood barriers should be considered under future Detailed SSDA(s) for basement and building entries to prevent ingress of floodwater into the basement areas up to the PMF flood level, as consistent with the PDCP 2011.

Commercial spaces within the proposed over station and adjacent station development will not require additional flood protection and are not required to be protected from a PMF event. The PDCP 2011 notes commercial premises are required to have a floor level set to be above the 1% AEP flood with the inclusion of 0.5 metres freeboard. The 1% AEP flood level in the Parramatta River upstream Church Street, to the north of the site, is approximately 7.1 metres AHD, which is significantly below the lowest elevation of the site, which is approximately 8.9 metres AHD.

Heritage

Development within the building envelopes is likely to be visible from heritage items within the CBD. While the building envelopes do not cause a significant impact on the relevant values of those views, future development within the envelopes will be required to respond to significant views.

The proposal does not have any archaeological impacts because the below ground works, including the excavation and construction of the basement carparking, will be delivered under the relevant CSSI approvals.

Other environmental impacts

The EIS also assesses the impact of the proposed development with reference to the following environmental issues and finds the expected impacts to be acceptable:

- noise and vibration
- waste management
- design excellence
- contamination and ground water
- visual impact
- biodiversity
- environmental and Aboriginal cultural heritage
- social impact.
- site suitability and public interest.

Conclusion and justification

This EIS provides a comprehensive assessment of the expected environmental, social, and economic impacts of the development proposed in this Concept SSDA. This EIS has addressed the requirements of the SEARs (Appendix A), as well as those requirements contained at the EP&A Regulation 2021.

The proposed development can be supported and approved for the following reasons:

- The site is zoned part B3 Commercial Core and part B4 Mixed Use under the PLEP 2011, and residential, commercial, and retail uses are permitted with consent. The proposed development is consistent with the zone objectives and will support the Parramatta City centre as an active and vibrant town centre.
- It is consistent with the strategic planning objectives for the site and supports the NSW Government's investment in public transport infrastructure and the delivery of well-connected place focused communities.
- It would take advantage of the NSW Government's investment by creating a vibrant precinct surrounding Parramatta metro station that is well connected to transport and provides opportunities for place-based design and transit-orientated development.
- It directly responds to the demand for additional housing in locations close to jobs, consistent with the '30-minute city' concept, which will provide greater residential amenity and contribute to reduced congestion associated with longer commutes. The aim of the 30-minute city concept is that residents of Sydney can reach one of three important regional centres in less than a half-hour by walking, biking, or public transport.
- It will deliver genuine economic benefits, particularly in creating full time jobs during construction and will sustain direct and indirect jobs during its ongoing operation. It will create approximately 9,750 direct full-time equivalent (FTE) ongoing jobs and 7,190 indirect ongoing FTE jobs. Additionally, construction of the proposed development is expected to contribute an additional 1,410 direct FTE and 4,100 indirect FTE jobs over the course of its delivery.
- It would provide additional employment and residential capacity in the context of the Parramatta CBD as targeted in the Central City District Plan, ensuring that jobs and dwellings are co-located in a manner which reduces commute times and improves the level of access to facilities, services, transport options and public open space.
- It is capable of achieving Design Excellence, subject to the submitted site specific Design Guidelines and Sydney Metro West Design Excellence Strategy.
- The proposed envelopes, which represent a maximum potential building form, have been demonstrated to be appropriate within the existing and future Parramatta context and the specific circumstances of the site. They have been developed to enable a degree of flexibility in the future detailed building design to allow a range of potential design outcomes that will facilitate a high quality development.
- An extensive program of consultation has contributed to the formation of this application, which has led to a development form which reflects the comments of relevant stakeholders.
- The building envelopes would allow for a density appropriate for a transit orientated development and consistent with Future Transport 2056 and other Government policies to place density above major transport infrastructure.
- The site is suitable for the proposed development.
- The proposed development is in the public interest.

Next steps

Sydney Metro is seeking approval from the Minister for Planning for the proposed Parramatta metro station – over and adjacent station development. Next steps in the process include:

- exhibition of this Environmental Impact Statement for a minimum of 28 days and invitation for the community and stakeholders to make submissions
- consideration of submissions submissions received by the Secretary of the NSW Department of Planning and Environment would be provided to Sydney Metro who may then be required to prepare and submit:
 - a Submissions Report, responding to issues raised in the submissions
 - an Amendment Report (if applicable), outlining any proposed changes to the proposal to minimise its environmental impacts or to deal with any other issues raised
- determination by the Minister for Planning including, if approved, any conditions of approval.

Consultation with the community and stakeholders would continue throughout the detailed design and construction phases.

Contents

State	ement of Validity	iii
Gloss	sary and abbreviations	iv
Exec	utive summary	vi
1	Introduction	1
1.1	Background	1
1.1.1	Sydney Metro West	1
1.1.2	Parramatta metro station	3
1.2	Proposal overview	6
1.3	Purpose and structure of this Environmental Impact Statement	6
2	Strategic context	8
2.1	Justification for the project	8
2.2	Strategic context	8
2.3	The site and surrounding context	14
2.3.1	Site location	14
2.3.2	Site description	15
2.3.3	Surrounding development	17
2.3.4	Transport and accessibility	19
2.3.5	Open space	21
2.3.0	Topography	23
2.3.0	Easements and covenants	23
2.0.7		23
2.4	Feasible alternatives	24
2.0		LT
3	The proposal	26
3.1	Overview of the proposal	26
3.2	Building envelopes	28
3.3	Gross floor area	29
3.4	Indicative reference scheme	29
3.5	Pedestrian access and connectivity	30
3.6	Vehicular access and parking	31
3.7	Infrastructure and services	33
3.8	Design quality guidelines and design excellence strategy	33
3.8.1	Design guidelines	33
3.8.2	Design excellence strategy	33
3.9	Interface levels	35
3.10	Ecologically sustainable development strategy	35
3.11	Timing, stages and sequencing	35
3.12	Subdivision	36
4	Statutory context	37
4.1	Key statutory requirements	37
4.2	Other relevant legislation and policies	41

5	Engagement	42
5.1	Overview of engagement	42
5.2	Consultation during preparation of this Environmental Impact Statement	42
5.2.1	Scoping Report	42
5.2.2	Key stakeholder engagement	43
5.3	Community views	44
5.4	Public exhibition of this Environmental Impact Statement	45
5.4.1	Response to Submissions Report	45
5.5	Ongoing engagement	46
6	Assessment of impacts	47
6.1	Design quality and design excellence	47
6.1.1	Design quality	47
6.1.2	Design Excellence Strategy	48
6.2	Built form and urban design	49
6.2.1	Envelope, density, bulk and scale	49
6.2.2	Building envelope land use	50
6.3	Environmental amenity	51
6.3.1	Residential amenity	51
6.3.2	Overshadowing	52
6.3.4	Reflectivity	54
6.3.5	Wind impacts	56
6.4	Visual impact	58
6.5	Public space	59
6.6	Ecologically sustainable development (ESD)	60
6.7	Transport, traffic, parking and access	62
6.8	Biodiversity	65
6.9	Noise and vibration	65
6.10	Stormwater and wastewater	68
6.11	Flooding	70
6.12	Hazards and risks	72
6.13	Contamination and remediation	72
6.14	Waste management	72
6.15	Aboriginal cultural heritage	76
6.16	Environmental heritage	77
6.17	Social impact	80
6.18	Economic impact	80
6.19	Infrastructure requirements and utilities	81
6.20 C	Contributions and public benefit	81
7	Justification of the project	82
7.1	Minimise impacts of the project	82
7.2	Consistency with strategic context	85
7.3	Compliance with statutory requirements	86
7.4	Economic, social, and environmental outcomes	86
7.5	Conclusion	87

Contents

Figures

Cover	Artist's impression of future development over and adjacent to Parramatta metro station.	
Figure 0-1	Sydney Metro network map	vi
Figure 0-2	Sydney Metro West map	vii
Figure 0-3	Planning approval process	viii
Figure 0-4	Site location and context of the proposal	ix
Figure 0-5	Proposed building envelopes – isometric view (looking northeast)	×
Figure 1-1	Sydney Metro network map	1
Figure 1-2	Sydney Metro West map	2
Figure 1-3	Stage 3 CSSI application indicative layout and key design elements	4
Figure 2-1	Regional context map	14
Figure 2-2	Broader site context	15
Figure 2-3	View across the site looking north	16
Figure 2-4	Surrounding development	18
Figure 2-5	Possible future built context of Parramatta CBD under the amended PLEP 2011 planning controls	19
Figure 2-6	Surrounding public transport network	20
Figure 2-7	Surrounding existing open space context	21
Figure 2-8	Parramatta Civic Link	22
Figure 2-9	Topography level changes at the site	23
Figure 3-1	Proposed indicative building envelopes – isometric view (looking northeast)	27
Figure 3-2	Proposed indicative building envelopes – isometric view (looking southwest)	27
Figure 3-3	Photomontage of potential indicative reference scheme design	30
Figure 3-4	Indicative ground floor plan illustrating pedestrian access points	31
Figure 3-5	Vehicular access to and from the site	31
Figure 3-6	Indicative basement car parking layout (level B2)	32
Figure 3-7	Design excellence overview	34
Figure 6-1	The envelopes (purple) in Parramatta's future built form context	50
Figure 6-2	Overshadowing to Parramatta Square (blue) and Lancer Barracks (purple) at 12:00 (top) and 13:00 (bottom) on 21 June	53
Figure 6-3	Vehicular reflectivity assessment routes	54
Figure 6-4	Assessed pedestrian locations	55
Figure 6-5	Wind testing results	57
Figure 6-6	Expected Noise Management Level exceedances during construction	66
Figure 6-7	Existing stormwater conditions at the site	68
Figure 6-8	PMF levels at the site	71
Figure 6-9	Surrounding heritage context	77

Tables

Table 1-Structure of Environmental Impact Statement	6
Table 2 – Overview of the Strategic Policy Framework	8
Table 3 – Structure of Environmental Impact Statement	16
Table 4 – Project alternatives	24
Table 5 - Numerical Overview	28
Table 6 – Indicative Gross Floor Area summary	29
Table 7 – Proposed conceptual loading and servicing arrangements	32
Table 8 – Outline of sustainability targets	35
Table 9 – Preferred staging and indicative timing	36
Table 10 – Key statutory requirements	37
Table 11 – Engagement carried out	43
Table 12 – Community views	44
Table 13 – Summary of reflectivity timing – vehicular routes	55
Table 14 – Summary of reflectivity impacts – pedestrian locations	56
Table 15 – Consistency with EP&A Regulation ESD principles	61
Table 16 – Outline of sustainability targets	62
Table 17 – Expected vehicular generation of the proposed development	63
Table 18 – Impact of the proposed development on intersection performance	64
Table 19 – Proposed roof catchments and points of discharge	69
Table 20 – MUSIC modelling results	69
Table 21 – Construction waste streams	73
Table 22 – Operational waste rate estimations	75
Table 23 – Heritage items within and surrounding the site	78

Appendices

Appendix A	SEARs compliance table
Appendix B	Statutory compliance table
Appendix C	Community engagement table
Appendix D	Mitigation measures
Appendix E	Built form and urban design report
Appendix F	Building envelope drawings
Appendix G	Delineation drawings
Appendix H	Indicative reference scheme
Appendix I	Renders and artist impressions
Appendix J	Shadow studies
Appendix K	Aboriginal cultural and heritage assessment report
Appendix L	BDAR Waiver
Appendix M	Constructability environmental management plan
Appendix N	Contamination assessment
Appendix O	CPTED assessment
Appendix P	Design excellence strategy
Appendix Q	Design quality guidelines
Appendix R	Economic impact assessment
Appendix S	Ecologically sustainable development report
Appendix T	Flooding report
Appendix U	Geotechnical report
Appendix V	Historic heritage impact assessment
Appendix W	Integrated water management plan
Appendix X	Noise and vibration report
Appendix Y	Pedestrian wind assessment
Appendix Z	Reflectivity assessment

Appendix AA	SEPP 65 compliance report
Appendix BB	Site survey
Appendix CC	Social impact assessment
Appendix DD	Solar access and overshadowing report
Appendix EE	Transport and access report
Appendix FF	Utilities and infrastructure report
Appendix GG	Visual impact assessment
Appendix HH	Waste management plan
Appendix II	Clause 4.6 variation request – clause 7.24

1 Introduction

1.1 Background

1.1.1 Sydney Metro West

Sydney is expanding and the NSW Government is working hard to deliver an integrated transport system that meets the needs of customers now and in the future.

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The Sydney Metro network is shown in Figure 1-1.



Figure 1-1 Sydney Metro network map

The delivery of Sydney Metro West is critical to keeping Sydney moving, and will:

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- allow for transfers with the future Parramatta Light Rail Stage 1 at Westmead and Parramatta, as well as the planned Parramatta Light Rail Stage 2 at Sydney Olympic Park
- create an anticipated 10,000 direct and 70,000 indirect jobs during construction.

Westmead O Parramatta Clyde Sydney Olympic Park North Strathfield Hunter Street **Five Dock** Pyrmont The Bays Burwood North Kev Sydney Metro West Stabling and maintenance facility Sydney Trains suburban network

The main elements of Sydney Metro West are shown in Figure 1-2.

Figure 1-2 Sydney Metro West map

Sydney Metro West is being assessed as a staged critical State Significant infrastructure (CSSI) application under section 5.20 of the *Environmental Planning and Assessment Act* 1979 (EP&A Act) and comprises the following applications:

- The Concept and major civil construction work for Sydney Metro West between Westmead and The Bays, including station excavation and tunnelling, associated with the Sydney Metro West railway line (CSSI Concept and Stage 1 approval) was approved on 11 March 2021
- All major civil construction and enabling works between The Bays and the Sydney CBD, including demolition, tunnelling, and station excavation for new metro stations associated with the Sydney Metro West railway line (CSSI Stage 2 application) was approved on 24 August 2022
- Rail infrastructure, including fit-out of tunnels, construction, fit-out, and operation of metro stations and surrounding precincts and operation of the Sydney Metro West line (Stage 3 CSSI application).

Integrated station and precinct development

The CSSI Concept and Stage 1 approval included provisions for future integrated station and precinct development that could provide a range of uses. Integrating a mix of uses and development into the station precinct would contribute to the success of places by:

- Encouraging precinct activation and use of Sydney Metro West across different times of the day and week.
- Creating opportunities to provide facilities which meet customer and community needs, attracting people to stations.
- Allowing stations to successfully integrate into their urban context and to contribute positively to the character of places at the stations.

Sydney Metro is making provision for over and/or adjacent station developments at Westmead, Parramatta, Sydney Olympic Park, Burwood North, The Bays, Pyrmont and Hunter Street (Sydney CBD) stations. Sydney Metro will continue working closely with the local community and stakeholders so that station precincts become welcoming hubs that build on the local character.

Planning approval approach

This Environmental Impact Statement (EIS) has been prepared to accompany a Concept State Significant Development application (Concept SSDA) for over station development (OSD) and an adjacent station development (ASD) at Parramatta metro station. This EIS has been prepared for Sydney Metro and is submitted to the NSW Department of Planning and Environment (DPE) pursuant to Part 4 of the *Environmental Planning and Assessment Act* 1979 (EP&A Act).

The SSDA will seek consent for a concept proposal, within the meaning of section 4.22 of the EP&A Act, for the proposed land uses, maximum building envelopes, maximum building heights, maximum gross floor area, and maximum car parking rates. Future development approvals will be sought for the detailed design and construction of the proposed development. The future approval(s) will be required to be consistent with this Concept SSDA.

1.1.2 Parramatta metro station

Parramatta metro station will be located within the Parramatta city centre, inside the city block bounded by George Street, Church Street, Smith Street, and Macquarie Street. It will be near the existing Parramatta station approximately 200 metres to the south, and the under construction Parramatta Square light rail stop along Macquarie Street.



Figure 1-3 Stage 3 CSSI application indicative layout and key design elements

The surrounding built context comprises a variety of typologies, densities and uses, with significant variation in height and scale from 1-2 storey shops, to 5-10 storey commercial buildings, up to the 39 storey mixed use building at 330 Church Street, and the new 55 storey Parramatta Square development. Surrounding land uses are predominantly commercial and retail.

With Parramatta being Sydney's second CBD and Western Sydney's premier destination for cultural, entertainment, recreational and sporting events, the new Parramatta metro station will help anchor Parramatta as a thriving urban centre with a vibrant mix of land uses, jobs, and homes. The Parramatta metro station precinct is proposed to be a thriving urban centre with a vibrant mix of homes and jobs, as well as a premier destination for cultural, entertainment, recreational and sporting events.

Major civil construction work including station excavation and tunnelling work at Parramatta was assessed and approved under the Stage 1 CSSI Application. The construction activities required to complete the Parramatta metro station and precinct, and enable its operation are currently under assessment under the Stage 3 CSSI Application.

Major civil construction work including station excavation and tunnelling at Parramatta was assessed and approved under the Concept and Stage 1 CSSI Application. The construction activities required to complete the Parramatta metro station and precinct ready for operation are currently under assessment under the Stage 3 CSSI Application.

The Stage 3 CSSI Application includes the following related to the Parramatta metro station:

- fit-out of tunnels including rail systems for metro train operations
- construction, fit-out and operation of metro station buildings and the surrounding metro precinct
- space for non-station uses at the metro station (e.g. retail and commercial)
- provisioning for over and/or adjacent station development within the metro precinct
- the structural elements and provision for utilities and services for non-station uses (e.g. retail and commercial facilities)
- transport network modifications such as new interchange facilities and integration with other transport nodes
- operation and maintenance of the Sydney Metro West line.

Parramatta metro station consists of an underground station with an island platform in an east-west orientation. Station entries are proposed to the west on Church Street, and to the east adjacent to the eastern side of the Civic Link, which will be a pedestrianised link planned by the City of Parramatta Council that provides a connection from Parramatta Square to River Square. These station entries are integrated into Buildings B and C. The section of the Civic Link located within the station precinct footprint (between Macquarie and George Streets) is being delivered under the Stage 3 CSSI Application.

Parramatta metro station is proposed to include a series of precinct and interchange elements such as:

- bicycle parking
- facilitate and deliver the section of the Civic Link between Macquarie and George Streets
- bus interchange located on Smith Street
- provision of direct interchange with the Parramatta Square Light Rail stop on Macquarie Street (via the Civic Link)
- accessible kiss and ride and point-to-point vehicle facilities
- reconfigured on-street parking
- a new signalised pedestrian crossing on George Street at the Civic Link
- a new mid-block crossing on Smith Street north of Macquarie Lane
- realignment of Horwood Place between Macquarie Street and George Street
- creation of new public domain areas
- an area for future use to the west of the Civic Link, which may be temporarily fenced with appropriate hoarding
- works necessary to enable and support the proposed over station and adjacent station development, as further discussed at Section 3.9.

Parramatta metro station is proposed to also include provision for future underground connections to future train/ metro services (as per *Future Transport 2056*) or adjacent developments.

To facilitate the delivery of a cohesive integrated station precinct, the detailed design and fit-out of the Parramatta metro station infrastructure will be integrated with the proposed development. To enable this, the podiums of Buildings B, C and D, in addition to all public domain work including the section of the Parramatta Civic Link which runs through the site, do not form part of this application, and instead form part of the Stage 3 CSSI Application. Excavation and construction of basement carparking at the site is proposed under the Stage 3 CSSI Application. The delineation between the scope of the Concept SSDA and the relevant CSSI Applications is further discussed at Section 3.9.

1.2 Proposal overview

This EIS has been prepared to accompany a Concept SSDA for the over and adjacent station development at Parramatta metro station. This EIS has been prepared by Sydney Metro (the applicant for SSD-35538829) and is submitted to the NSW Department of Planning and Environment (DPE) pursuant to Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act).

The proposed development comprises four buildings (Buildings A, B, C and D). This consists of three (3) new commercial office buildings (Buildings A, C, D), and one (1) residential accommodation building (Building B).

The SSDA will seek consent for a concept proposal, within the meaning of section 4.22 of the EP&A Act, for the proposed land uses, maximum building envelopes, maximum building heights, maximum gross floor area, and maximum car parking rates. Future development approvals will be sought for the detailed design and construction of the proposed development. The future approval(s) will be required to be consistent with this Concept SSDA.

1.3 Purpose and structure of this Environmental Impact Statement

This EIS supports Sydney Metro's application to the Minister for Planning for approval of this proposal as State significant development under Part 4 of the EP&A Act. It addresses the environmental assessment requirements of the Secretary of the Department of Planning and Environment (the Secretary's Environmental Assessment Requirements dated 18 February 2022). The structure and content of the EIS are outlined in the table below.

The structure and content of this EIS are outlined in Table 1.

Strategy	Comment
Chapter 1 – Introduction (this chapter)	Outlines the key elements of Sydney Metro West and this proposal, including its strategic context, as well as the purpose of this EIS.
Chapter 2 – Strategic context	Provides justification of the proposed development and establishes the strategic context of the proposal.
Chapter 3 – Project description	Provides a description of the proposed development.
Chapter 4 – Statutory context	Provides an outline of the statutory approvals framework, including applicable legislation and planning policies.
Chapter 5 – Engagement	Outlines stakeholder and community engagement carried out to date, including during the preparation of this Environmental Impact Statement.
Chapter 6 – Assessment of impacts	Provides a detailed summary of the results of the assessment of potential impacts of the project.
Chapter 7 – Evaluation of the project	Provides a conclusion including justification for this proposal and an assessment of how this proposal has achieved the objectives of Sydney Metro West and met the objects of the EP&A Act.

Table 1 – Structure of Environmental Impact Statement

Strategy	Comment
Appendices	
Appendix A	SEARs compliance table
Appendix B	Statutory compliance table
Appendix C	Community engagement Table
Appendix D	Mitigation measures
Appendix E	Built form and urban design report
Appendix F	Building envelope drawings
Appendix G	Delineation drawings
Appendix H	Indicative reference scheme
Appendix I	Renders and artist impressions
Appendix J	Shadow impact analysis
Appendix K	Aboriginal cultural heritage assessment report
Appendix L	Biodiversity development assessment report (BDAR) waiver
Appendix M	Constructability environmental management plan
Appendix N	Contamination assessment
Appendix O	CPTED assessment
Appendix P	Design excellence strategy
Appendix Q	Design quality guidelines
Appendix R	Economic impact assessment
Appendix S	Ecologically sustainable development report
Appendix T	Flooding report
Appendix U	Geotechnical report
Appendix V	Historic heritage impact assessment
Appendix W	Integrated water management plan
Appendix X	Noise and vibration report
Appendix Y	Pedestrian wind assessment
Appendix Z	Reflectivity assessment
Appendix AA	SEPP 65 compliance report
Appendix BB	Site survey
Appendix CC	Social impact assessment
Appendix DD	Solar access and overshadowing report
Appendix EE	Transport and access report
Appendix FF	Utilities and Infrastructure report
Appendix GG	Visual impact assessment report
Appendix HH	Waste management plan
Appendix II	Clause 4.6 variation request – Clause 7.24

2 Strategic context

2.1 Justification for the project

The construction of Sydney Metro West represents an exciting opportunity to incorporate global best practice for place-making and environmentally sustainable development, and to apply innovative thinking to create new city icons. The delivery of integrated station and precinct development enables Sydney Metro to be more than just a transport project, but also a defining city building opportunity that revitalises precincts and communities, leaving a legacy, and shaping Sydney for generations to come.

The Parramatta CBD Planning Proposal which facilitated recent amendments to the *Parramatta Local Environmental Plan 2011*, identified the need for 46,000 new jobs and 14,000 new dwellings within the CBD over the next 40 years. The commercial floor space and residential apartments facilitated by this Concept SSDA will support the ongoing evolution of Parramatta into Sydney's second CBD.

The delivery of significant commercial and residential floor space as part of the proposed development will enable the station to become more than somewhere to catch the train, but also a thriving, welcoming hub that is a focal point for the Parramatta community. The proposed development responds to the desired future character and public domain of Parramatta, including integration with the Civic Link being delivered under the Stage 3 CSSI Application.

The proposed development would provide new places for people to work, live, and shop. It would support the NSW Government's planning strategies and objectives to grow high-value jobs, provide better access to employment, and create liveable and sustainable centres.

2.2 Strategic context

The following table (Table 2) provides an overview of the consistency of the proposed development with the relevant strategic plans.

Table 2 – Overview of the Strategic Policy Framework

Strategy	Comment
NSW Premier's Priorities	 The NSW Premier's Priorities comprise a set of 15 priorities that aim to deliver on key policy matters, including: A strong economy Highest quality education Well-connected communities with quality local environments Putting customer at the centre of everything we do Breaking the cycle of disadvantage. Two of the priorities are particularly relevant to the proposed development, as detailed below.
	A strong economy The proposed development will facilitate the delivery of up to 171,750m ² of employment- generating floor space above and adjacent to a critical piece of transport infrastructure within the Central City. The proposed development will create long lasting jobs and employment opportunities within the Parramatta CBD throughout the construction and operational phase.
	Well-connected communities with quality local environments The proposed development includes retail, commercial and residential uses which would provide multiple opportunities for social integration. Open public spaces delivered under CSSI approval would create opportunities for social engagement. The proposal would provide residential accommodation and employment opportunities close to public transport services.

	Comment
Greater Sydney Region Plan: A Metropolis of Three Cities	The <i>Greater Sydney Region Plan</i> (Region Plan) provides the overarching strategic plan for growth and change in Sydney. It is a 20-year plan with a 40-year vision that seeks to transform Greater Sydney into a metropolis of three cities-the Western Parkland City, Central River City and Eastern Harbour City.
	Given the availability of land, transport infrastructure and synergies with adjoining areas, Parramatta has been identified as a strategic centre in the Greater Sydney Commission's A Metropolis of Three Cities.
	The following objectives are relevant to the proposed development:
	Objective 1 – Infrastructure that supports the three cities: The proposed development is located immediately above transport infrastructure in a location that will encourage use of the Sydney Metro project by future building occupants.
	Objective 4 – Infrastructure use is optimised:
	The proposed development would provide dwellings, commercial uses and retail uses in a location where use of Sydney Metro West can be optimised, as well as the broader Sydney public transport network as principal modes of transport.
	Objective 7 – Communities are healthy, resilient and socially connected:
	The proposed development would provide for residential accommodation development within the Parramatta CBD directly above a new metro station and within proximity of the existing heavy rail station, which will further populate the area and add to the vibrancy of the area both during and outside traditional business hours.
	It is also noted that the proposal has been designed such that the majority of residents will not have access to a private vehicle through reduced parking rates, thereby encouraging the use of public transport, walking and cycling when making journeys.
	Objective 10 – Greater housing supply: The proposed development enables a substantial boost to housing supply in the Parramatta CBD, with 18,250m ² of residential floorspace in Building B.
	Objective 11 – Housing is more affordable and diverse: The proposed development would contribute to the provision of an array of different dwelling typologies within Building B, with increased housing supply in a highly accessible location.
	Objective 12 – Great places that bring people together:
	The proposed development would play a key role in the creation of high quality station precinct and will contribute to ongoing evolution of Parramatta CBD. It integrates with the surrounding public domain including Civic Link sought under the Stage 3 CSSI Application.
	Objective 13 – Environmental heritage is identified, conserved and enhanced:
	The proposed development has been designed to ensure that the proposed development relates well to the surrounding heritage context. Heritage impacts are further discussed at Section 6.16.
	Objective 14 – A Metropolis of three cities – integrated land use and transport creates walkable and 30-minute cities:
	The proposed development will contribute to the provision of a 30-minute Central River City, co-locating housing and employment at a site which directly benefits from very strong access to services and employment, seven days a week. The concept proposal epitomises integrated land use and transport planning.
	Objective 15 – The Eastern, Greater Parramatta and the Olympic Peninsula and Western Economic Corridors are better connected and more competitive:
	The proposed development would strengthen the Greater Parramatta and the Olympic Peninsula (GPOP). The development would also harness the catalytic effects of the metro station by offering commuting advantages to residents and workers.
	Residents and workers in the proposed development also would be better connected to Olympic Park and the Sydney CBD and other major centres which will improve business linkages and access to employment opportunities.

Strategy	Comment	
Greater Sydney Region Plan: A Metropolis of Three Cities cont.	Objective 19 – Greater Parramatta is stronger and better connected: The proposed development will strengthen Greater Parramatta through new employment-generating floorspace and residential accommodation. The development will also encourage the use of new transportation infrastructure investment through the integration with Parramatta metro station.	
	Objective 22 – Investment and business activity in centres: The proposed development would facilitate business investment in the Parramatta CBD and GPOP region through the provision of commercial development in a highly accessible and sought-after location.	
	Objective 24 – Economic sectors are targeted for success: The proposed development proceeds to situate new residential accommodation within 10 minutes distance of the Westmead Precinct ensuring that jobs and employment within that precinct are targeted towards success.	
Our Greater Sydney 2056: Central City District Plan	The Central District Plan (District Plan) is a 20-year plan to manage growth in the context of economic, social and environmental matters to implement the objectives of the Greater Sydney Region Plan. The District Plan contains strategic directions, planning priorities and actions that seek to implement the objectives and strategies within the Region Plan at the district-level. The Structure Plan identifies the key centres, economic and employment locations, land release and urban renewal areas, and existing and future transport infrastructure to deliver growth aspirations. The following objectives are relevant to the proposed development:	
	C1. Planning for a city supported by infrastructure: The proposed development aligns with the economic growth and infrastructure investment by placing significant housing and employment floor space directly above the future metro station.	
	C4. Fostering healthy, creative, culturally rich and socially connected communities: The location of the residential and commercial uses will encourage the use of public transport, walking and cycling when making journeys. Open public spaces will create opportunities for social engagement.	
	C5. Providing housing supply, choice and affordability, with access to jobs, services and public transport:	
	The proposed development will provide additional dwellings (subject to a separate detailed SSDA) with high levels of walkability and good transport connections, close to employment opportunities. Increased housing supply will provide greater housing choice and will assist in alleviating the housing pressure.	
	C6. Creating and renewing great places and local centres and respecting the District's heritage: The proposed development will contribute to the ongoing renewal of the Parramatta precinct.	
	C9. Delivering integrated land use and transport planning and a 30-minute city: The proposed development will facilitate the integration of land use and transport planning and contributes to the creation of a walkable and 30-minute city. The proposal provides a commercial, retail and residential uses which has been appropriately integrated in an area which is well served by public transport, jobs, goods and services.	
	C10. Growing investment, business and job opportunities in strategic centres: Parramatta is identified as a strategic centre. The proposed development will provide significant areas of commercial and retail land uses, supporting job growth.	
	C19. Reducing carbon emissions and managing energy, water and waste efficiently: The proposed development facilitates the promotion of walkable neighbourhoods and low carbon transport options due to its proximity to the future Parramatta metro station.	
Future Transport Strategy 2056	The Future Transport Strategy 2056 comprises an update of the TfNSW Long Term Transport Master Plan. This update seeks to not only reflect and build upon the substantial transport infrastructure work undertaken across the NSW since 2012, but also seeks to align strategic transportation policy with planning policy with the intention of aligning the future strategic location of development near transport. This work has been planned for the next 40 years to 2056, in order to provide a range of short, medium and long-term transport objectives which will guide the future development of NSW. The vision and objectives relevant to the site and the proposed development are outlined below.	

Strategy	Comment
Future Transport Strategy 2056 cont.	Encouraging active travel (walking and cycling) and using public transport The proposed development seeks to deliver residential, commercial and retail uses above and adjacent to the new Parramatta metro station. The proposal envisages the provision bicycle parking and end of trip facilities, however the final locations would be determined in the Detailed SSDAs. This would help to reduce reliance on private vehicles and increase the use of active and public transport.
	Connecting people to jobs, goods and services in our cities and regions The proposed development supports the 30-minute city concept, where people can conveniently access jobs and services within 30 minutes by public or active transport. The proposal would provide residential, commercial and retail uses in an area which is well served by public transport, jobs, goods and services.
Building Momentum: State Infrastructure Strategy 2018- 2038	 Building Momentum is a strategy for the future delivery of infrastructure prepared by Infrastructure NSW. This strategy sets out a number of key directions for NSW, which aim to assist with the development of high-quality infrastructure which meets the needs of Sydney over the next 20 years. The proposed development is aligned with the key recommendations of this strategy as it involves the efficient use of surplus development potential created through the Sydney Metro project. Specifically, the following points are noted: The proposed development is located in an area which benefits from a range of public transport options, with the new Parramatta metro station, existing heavy rail station, Parramatta Light Rail, and an extensive bus interchange. The proposed maximum car parking provision of 455 spaces is substantially less than the 593 spaces permitted under the PLEP 2011 and will encourage active and public transportation at the site. Being directly above and well-integrated with a metro station, the proposed development embodies transit-oriented development principles.
Better Placed – An integrated design policy for the Built Environment of New South Wales	Better Placed was released in September 2017 as a strategic document to guide the future of urban environment planning in NSW to create better designed spaces. It provides clarity on what the NSW Government means by good design and functions to assist in the design and assessment of projects. A response to the seven applicable objectives is described in detail in the Design Quality Guidelines (Appendix Q) and described in Section 6.1. A high-level summary is provided below. Better Fit: Contextual, local and of its place: The Concept SSDA has been strongly influenced by the existing and emerging context of the Parramatta CBD, ensuring that the various constraints and opportunities provided by the site's surroundings are adequately responded to by the building form proposed, at a conceptual love. As a transit oriented development, the density proposed on site is considered to be appropriate whilst simultaneously responding to the directions of DPE strategic documents. The proposed concept has been designed to ensure that future built forms at the site respond well to its context, as discussed further in Sections 6.2 and 6.3. Better Performance: Sustainable, adaptable and durable: The Concept SSDA meets best practice environmental standards as further discussed at Section 6.6. Better for Community: Inclusive, connected and diverse: The Concept SSDA provides a diversity of land uses, including residential accommodation, commercial office and retail floorspace within the Parramatta CBD and GPOP corridor, enabling delivery of 30-minute city and transit-oriented development principles through its location directly above Parramatta metro station. Better for People: Safe, comfortable and liveable: The delivery of the Parramatta integrated station development under the Concept SSDA and Stage 3 CSSI Application provides a high quality precinct development that is safe and comfortable to walk around in. The proposal integrates with the Civic Link and other public domain elements being delivered under the Stage 3 CS

Strategy	Comment
Better Placed – An integrated design policy for the Built Environment of New South Wales cont.	 Better Working: Functional, effective and fit for purpose: The Concept SSDA has been designed to seamlessly integrate with Parramatta metro station under the Stage 3 CSSI Application, to provide for a highly functional and efficient built form that is fit for purpose. The proposed building envelopes have been designed to accommodate a variety of uses, ensuring that future buildings will be able to meet the requirements of Parramatta's growing population and employment base as the core of the Central River City. Better Value: Creating and adding value: The proposed development would, overall, create excellent value and quality of life for future residents, visitors, and office workers at the site. Better Look and Feel: Engaging, inviting and attractive: The Concept SSDA ensures that future Detailed SSDA(s) will deliver an engaging, inviting and attractive built form. Sydney Metro has prepared a Design Excellence Strategy and Design Quality Guidelines to ensure a high-quality design is achieved through the delivery of integrated station development at Parramatta (Section 3.8).
Connecting with Country Draft Framework	 The Connecting with Country Draft Framework is a system for developing connections with Country that will inform the planning, design, and delivery of projects in NSW. The framework seeks to improve the health and wellbeing of Country to achieve three strategic goals: Reduce the impacts of natural events such as fire, drought, and flooding through sustainable land and water use practices Value and respect Aboriginal cultural knowledge with Aboriginal people co-leading design and development of all NSW infrastructure projects Ensure Country is cared for appropriately and sensitive sites are protected by Aboriginal people having access to their homelands to continue their cultural practices. A response to the statement of commitment and principles for action (contained within the Connecting with Country Draft Framework) is provided below. Connect with Country through first languages in collaboration with local community groups and their recognised Aboriginal knowledge-holders. Incorporate shared histories of cultural landscapes into project design principles Connect with Country by engaging with, and responding to, cultural practices led by community groups and their recognised Aboriginal knowledge holders with spiritual links to Country Include impacts to Country and culture when evaluating economic, environmental, and social benefits and disadvantages of the project Develop indicators to measure impacts to Country and culture during project formation. The <i>Designing with Country Discussion Paper</i> was finalised by the Government Architect of NSW (GANSW) in March 2020. GANSW's research suggests three essential elements of designing with Country: nature, people, and design. Reflecting on Country and Heritage has been a fundamental design principle which underprins the Concept SSDA. The proposed building envelopes would provide an opportunity for residential and commercial towers to celebrate views across Wes
NSW Planning Guidelines for Walking and Cycling	The concept proposal allows for the provision of an area to store bicycles in the basement area. Details regarding the provision of bicycle infrastructure would be further developed through subsequent Detailed SSDA(s).
Parramatta Local Strategic Planning Statement	<i>The Parramatta Local Strategic Planning Statement</i> (Parramatta LSPS) provides the framework for the City of Parramatta Council to undertake land use planning and decision making over the next 20 years. The planning priorities which are relevant to the site and proposed development are discussed below. Objective 1. Expand Parramatta's economic role as the Central City of Greater Sydney The proposed development directly contributes to the increase of jobs within the Greater Parramatta area by providing additional commercial floor space within the Parramatta CBD to reinforce Greater Parramatta's role as the core of the Central River City.

Strategy	Comment
Parramatta Local Strategic Planning Statement cont.	Furthermore, residential accommodation within the proposal enhances and supports both the daytime and night-time economy within the Greater Parramatta.
	Objective 3. Advocate for improved public transport connectivity to Parramatta CBD from the surrounding district
	The proposal would provide additional housing in a location within the Parramatta CBD and within 30 minutes travel to the Sydney CBD and other employment districts west and north-east, providing a high level of employment possibilities for residents.
	Integration with the Parramatta metro station allows future residents to have directed access to high quality public transport. Additionally, the proposal comprises additional employment at the site through the provision of commercial floor space in a location that is highly accessible.
	Objective 4. Focus housing and employment growth in the GPOP and Strategic Centres; as well as stage housing release consistent with the Parramatta Local Housing Strategy The proposed development proposes both commercial floor space and residential accommodation which provides further significant growth in housing and employment within the GPOP region. Furthermore, the proposed site location is within an area which benefits from access to existing public transport, jobs and services.
	Objective 7. Provide for a diversity of housing types and sizes to meet community needs into the future
	The proposed development contributes residential accommodation that is diverse. The delivery of residential housing within Building B will be capable of supporting diverse typologies which will meet the needs of the emerging CBD.
	Objective 10. Improve active walking and cycling infrastructure and access to public and shared transport
	The proposal integrates with Parramatta metro station, which provides directed access to high quality public transport and resulting in the greater use of public transport
	Objective 11. Build the capacity of the Parramatta CBD, Strategic Centres, and Employment Lands to be strong, competitive and productive The proposed development contributes commercial floor space towards the GPOP economic corridor which will deliver more jobs within the corridor. Furthermore, as the proposed development is integrated with the Metro station, access to jobs within the entire GPOP corridor region are easily accessible.
	Objective 15. Reduce emissions and manage energy, water, and waste efficiently to create better buildings and precincts and solve city planning challenges The Concept SSDA meets best practice environmental standards as further discussed at Section 6.6.
Guide to Traffic Generating Developments (RMS)	The RMS Guide to Traffic Generating Developments (RMS Guide) prescribe the traffic generation considerations relating to major developments. The RMS Guide establishes the grounds for traffic impact assessment in terms of daily traffic volumes and peak traffic volumes for residential, retail and commercial land uses.
	A Transport and Access Report has been prepared with regard to the RMS Guide, refer to Appendix EE.
Development near Rail Corridors and Busy Roads – Interim Guideline	Development Near Rail Corridors and Busy Roads aims to facilitate the effective planning, design and assessment of development in or adjacent to rail corridors and busy roads. This guideline has been addressed in the Noise and Vibration Impact Assessment at Appendix X.

2.3 The site and surrounding context

2.3.1 Site location

The site is in the Parramatta CBD, within the City of Parramatta Local Government Area (LGA). It is within the city block bound by George Street, Church Street, Smith Street, and Macquarie Street. The proposed development is located within the heart of the Parramatta CBD. The Parramatta CBD is currently undergoing significant urban renewal and change as the main strategic centre of the Central City under the Greater Sydney Region Plan and Central City District Plan.

The site presents a 164m long frontage to Macquarie Street, 125m frontage to George Street, 48m frontage to Church Street, and 15.5m frontage to Smith Street (in the form of Macquarie Lane). The site is located directly above and adjacent to the future Parramatta metro station.

The regional context and site location are shown in Figure 2-1 and Figure 2-2.



Figure 2-1 Regional context map



Figure 2-2 Broader site context

2.3.2 Site description

Demolition of existing buildings and structures on site is approved under the Stage 1 CSSI Approval and these works are being carried out on the site at present (refer to Figure 2-3).

Former development on the Parramatta metro station site included the former City Centre Car Park, Parramatta Shopping Centre, as well as other commercial buildings of varying height, scale, and density, generally ranging between 1-7 storeys.

It is noted that heritage items within the site, including the Kia Ora and shop at 43-47 George Street, have been retained.

The site currently accommodates the following laneways and roads:

- Horwood Place connecting George Street and Macquarie Street
- United Lane, a small service lane stub heading north from Macquarie Street
- Macquarie Lane, an east-west laneway linking Smith Street to Horwood Place

The site comprises fourteen (14) different allotments of varying sizes, as described in Table 3. It is irregular in shape, with a total area of approximately 25,498m².

Table 3 – Structure of Environmental Impact Statement

Street Address	Legal Description
41-59 George Street	Lot 10 in DP858392
45A George Street	Lot 2 in DP701456
61B George Street	Lot 1 in DP607181
71 George Street	Lot 100 in DP607789
220 Church Street	Lot 1 in DP1041242
222 Church Street	Lot 1 in DP702291
232 Church Street	Lot 1 in DP651992
236 Church Street	Lot 1 in DP128437
238 Church Street	Lot 2 in DP591454
48 Macquarie Street	Lot B in DP394050
58-60 Macquarie Street	Lot 1 in DP399104
62-64 Macquarie Street	Lot AY in DP400258
68 Macquarie Street	Lot 1 in DP711982
70 Macquarie Street	Lot E DP 402952
72 Macquarie Street	Lot 3 in DP218510
74 Macquarie Street	Lot H in DP405846



Figure 2-3 View across the site looking north

2.3.3 Surrounding development

Development within the Parramatta CBD core comprises a variety of typologies, densities and uses. There is significant variation in building height and scale surrounding the site, ranging from 1-2 storey shops, to 5-10 storey commercial buildings, up to the 39 storey mixed use building at 330 Church Street and new 55 storey Parramatta Square development to the south.

The site has an interface with various surrounding land uses which include:

- To the immediate north of the site are generally commercial and retail premises in buildings ranging between two and four storeys. This includes several local heritage items including the Westpac Bank, the Civic Arcade, and Dr Pringle's Cottage. The Redcoat's Mess House which is an item of state heritage significance is also located to the north.
- Further north is a continuation of commercial and retail premises ranging from two to six storeys leading to the Parramatta River waterfront. At the waterfront is the location of the 39 storey mixed use development (330 Church Street), and the future Powerhouse Parramatta museum. The Riverside Theatre and Western Sydney Stadium are located further north across the Parramatta River.
- Directly east of the site, on Smith Street are several commercial office buildings ranging from 10 to 16 storeys in height with ground floor retail, cafes and restaurants.
- The Parramatta education precinct is further east and contains the Arthur Phillip High School and the Western Sydney University Parramatta City campus.
- Parramatta Square is south of the site and comprises high-rise commercial towers up to 55 storeys, with ground floor retail and food outlets. Parramatta Square is bounded by Macquarie Street, Smith Street and Darcy Street. The Parramatta Square light rail stop is currently under construction along Macquarie Street.
- Parramatta Station and bus interchange is further south connecting the Parramatta CBD to the greater metropolitan area (outlined further at Section 2.3.4). Westfield Parramatta is adjacent to the station and is one of the largest shopping centres in Sydney, accommodating approximately 137,772m² of retail floor space.
- Parramatta's 'Eat Street' is west and north west of the site. Eat Street is a highly activated section of Church Street with restaurants and bars with large areas of outdoor seating. A light rail station is currently under construction on Church Street.
- Further west are commercial office buildings up to 16 storeys. Old Government House sits on the western edge of the CBD within Parramatta Park. Old Government House is the oldest surviving public building in Australia and is a UNESCO World Heritage Site.

A diagram of the surrounding development is provided in Figure 2-4.



Figure 2-4 Surrounding development

Parramatta Local Environmental Plan 2011 (Amendment 56) implemented the Parramatta CBD Planning Proposal which increased the maximum building height and floor space ratio development standards in the Parramatta CBD. Future development near the site is expected to be high density in accordance with the new development standards provided for in the amendments to the Parramatta Local Environmental Plan 2011.

The amended controls exempt commercial office floorspace in the Parramatta CBD on sites over 1,800m² from the calculation of floor space ratio (FSR). It will also facilitate significant additional development potential around the site. Figure 2-5 below illustrates the future built form that could be realised under the amended controls.


Figure 2-5 Possible future built context of Parramatta CBD under the amended PLEP 2011 planning controls

2.3.4 Transport and accessibility

The proposed buildings are located directly above or adjacent to the future Parramatta metro station, which forms part of the Sydney Metro West transport corridor as discussed in Section 1.1.1 of this EIS. The proposed over station and adjacent station development integrates physically with the station as an integrated station development and takes advantage of its accessibility benefits.

The site is also located in close proximity to the existing Parramatta Station, which is approximately 200 metres to the south and southeast. Parramatta Station is one of the busiest railway stations in metropolitan Sydney, being an interchange between the Sydney Trains T1 North Shore & Western Line, T2 Inner West & Leppington Line, T5 Cumberland Line, and NSW TrainLink Blue Mountains Line services.

The existing railway station is also integrated with a major bus interchange, which is located directly to its south. There are frequent bus services towards the surrounding suburbs, including along the Liverpool-Parramatta T-Way and North-West T-Way Bus Rapid Transit corridors.

Furthermore, Parramatta Light Rail, which is currently under construction, runs adjacent to the site, with the Parramatta Square light rail stop located directly adjacent to the south along Macquarie Street. When operational, Stage 1 of the line will offer frequent services towards Parramatta North, Westmead, and Carlingford. Stage 2 of Parramatta Light Rail (currently under planning) will also extend the line to Rydalmere.



Figure 2-6 Surrounding public transport network

Pedestrians can access the site via street footpaths on all sides of the site, including George Street to the north, Church Street to the west, Smith Street to the east and Macquarie Street to the south. Horwood Place bisects the site and is temporarily inaccessible to pedestrians following commencement of works under the Stage 1 CSSI Approval. Instead, following completion of works the future Civic Link (further discussed in Section 2.3.5) will provide a new pedestrianised link running from Parramatta Square to the waterfront.

Vehicular access to the site is provided from the north, east and south, along George Street, Smith Street and Macquarie Street. Church Street to the west has been pedestrianised under Parramatta Light Rail Stage 1 construction works. Horwood Place, United Lane and Macquarie Lane are currently used for the purposes of loading and servicing for existing buildings on site. The City Centre Car Park was previously located on the site before its demolition under the Stage 1 CSSI approval.

Although there is no cyclist-only infrastructure in the immediate proximity of the site, cycle paths are available in the broader context of the Parramatta CBD, including along the Parramatta River.

2.3.5 Open space

The Parramatta CBD is surrounded by substantial perimeter parklands, with the extensive Parramatta Park to the northwest (including Old Government House), and the recently revitalised Parramatta Riverside parklands to the north along the Parramatta River, including the Riverside Park.

Centenary Square, to the south of the site, has been until recently the main public square within the Parramatta CBD and has a predominantly hardscape and lawn character. It serves as the forecourt to the St Andrews Church, terminating at Church Street. Centenary Square has recently been supported by Parramatta Square located adjacent to it, directly towards the east. Parramatta Square is also predominantly hardscape in character with some additional light tree cover.

However, despite being well served with perimeter parks and hardscaped plazas, there are currently no parks or public green spaces within a 5 minute walking radius from the centre of the Parramatta CBD. Figure 2-7 shows the existing open space context surrounding the site.



Figure 2-7 Surrounding existing open space context

The Civic Link is a proposed new green, pedestrianised public space and cultural spine that connects from Parramatta Square to the Parramatta riverfront (Figure 2-8). Extending across four city blocks within the Parramatta CBD, the link will provide a critical pleasant and walkable pedestrian and cycle route from Parramatta Square and the existing heavy rail station to Riverside Park and the ferry wharf, passing through the proposed site.

Therefore, the proposed site is of strategic importance in the delivery of Civic Link. The extent of the Civic Link between Macquarie Street and George Street will be integrated with the Parramatta metro station and is being delivered under the Stage 3 CSSI Application.



Figure 2-8 Parramatta Civic Link

2.3.6 Topography

The site is generally flat, as is typical for land within the Parramatta CBD. The highest point of the site is located at its southwestern corner (RL 10.46), with a gradual fall towards its northern and eastern extents. The steepest level change is from west to east along George Street, with an approximate level change of 1 metre. The lowest point of the site is at its eastern boundary, at the intersection between Smith Street and Macquarie Lane (RL 8.74).

Level changes at the site are shown in Figure 2-9.



Figure 2-9 Topography level changes at the site

2.3.6 Utilities and infrastructure

The site is serviced by a full range of utilities and services, including stormwater drainage, sewerage, potable water, telecommunications, gas, and electrical infrastructure. Appropriate utility and service connections will be provisioned for under the Stage 3 CSSI Application to meet the servicing requirements of the integrated station development. For further detail, refer to Section 3.7 and Section 6.19.

2.3.7 Easements and covenants

Easements and other encumbrances exist on the land titles. These will be extinguished, and appropriate easements and covenants created to respond to the final Parramatta integrated station development under the CSSI Approval. Further details of all encumbrances are provided on the site survey at Appendix BB.

2.4 Cumulative impact methodology

The site is located within the Parramatta CBD which is undergoing significant transformation in terms of infrastructure investment. The Parramatta metro station, once completed and operational, is expected to be a catalyst for change in the Parramatta CBD.

The City of Parramatta Council is currently assessing a development application for a 62 storey mixed use tower proposed to the east of the site at 12 Hassall Street (reference DA/1137/2021). This development is located approximately 400 metres to the southeast of the site, which is outside the immediate locality and does not warrant a Cumulative Impact Assessment.

There are otherwise no significant development proposals, under assessment or approved, within the immediate locality that need to be considered from a cumulative impacts' perspective. This has been verified by a review of the Major Projects website development register and the City of Parramatta Council's DA tracker. This statement is accurate on 14 October 2022.

This EIS and accompanying specialist reports, have considered the cumulative impacts of the following:

- Concept SSDA (this proposal)
- Relevant CSSI Approvals (i.e., the station and ancillary works)

The supporting technical studies have used the 'incremental assessment' approach as described by the DPE's Assessing Cumulative Impact Guide by defining the existing baseline condition as being inclusive of the CSSI and then assessed the likely change in baseline condition as a result of the Concept SSDA.

The cumulative impact of the above elements has been assessed and determined to be acceptable subject to appropriate mitigation measures and future design development as part of the future Detailed SSDA(s). This is further considered in Section 6 and 7 of this EIS. It is noted that not every matter has a cumulative impact.

Sydney Metro will continue to monitor for 'future projects' within the vicinity of the site and consider cumulative impacts.

2.5 Feasible alternatives

Under Clause 192 of Environmental Planning and Assessment Regulation 2021 (EP&A Regulation), and in accordance with *the State Significant Development Guide* prepared by the Department of Planning and Environment (DPE), there is a requirement to analyse any feasible alternatives for SSDAs.

Table 4 outlines three feasible alternatives: Do Nothing, Alternative Design and Proposed Design.

Table 4 – Project alternatives

Options	Assessment
Do Nothing	Doing nothing would result in a significant missed opportunity to further improve the built form of the Parramatta CBD, in a way that is consistent with its desired future character.
	This option would result in existing structures on-site being demolished to facilitate the construction of the Parramatta metro station (under the CSSI Application), but without any land use above or adjacent to the station. It would limit placemaking and activation opportunities at and around the station and pass up a significant opportunity to deliver a true city shaping project in line with transit-oriented development principles.
	In this regard, doing nothing would fail to enable the site to achieve its highest and best use. The Sydney Metro West network will provide connectivity to and from Parramatta and will be an asset to the overall precinct.
	Not delivering the proposed development at Parramatta would not result in the best design outcome particularly in respect to integrating with the range of public benefits being delivered under the Stage 3 CSSI Application at the site.

Options	Assessment
Alternative Design	The design of the proposed development is the result of a substantive design process undertaken in consultation with City of Parramatta Council and the Sydney Metro Design Advisory Panel. It directly responds to:
	• The design of Parramatta metro station under the Stage 3 CSSI Application
	• The expectation in strategic planning undertaken to date that over station and adjacent station development will be delivered at Parramatta
	• The current planning controls for the site under the PLEP 2011, reflecting its desired future character
	• The strategic planning framework for the site, including the delivery of the Civic Link within the precinct.
	The delivery of any built form at the site must be consistent with the above requirements, and any alternative design that does not respond to all the above would be unsuitable for the site and contrary to planning work undertaken at the site to date.
	Extensive master planning for the site has been undertaken by Sydney Metro throughout the ongoing design evolution of the Parramatta integrated station and precinct development. Six potential site layout alternatives have been considered and are analysed in detail the Built Form and Urban Design Report at Appendix E. The alternatives seek to accommodate a maximum 190,000m ² GFA, however they propose different site layouts, buildings footprints, envelopes, and open space arrangements. The residential building is consistently located adjacent to Church Street within the PLEP 2011 B4 Mixed Use zone.
Proposed Design	Upon consideration of the alternatives, the proposed design was determined to be the most successful in facilitating a high quality built form at the Parramatta metro station site capable of delivering high level amenity to the public domain and future occupants.
	The proposed design was selected as the masterplan best placed to deliver optimal outcomes at the site, as further discussed in the Urban Design Report. The proposed design would deliver an enhanced and expanded public domain offering when compared to the other options, with greater opportunities for public benefit and public domain activation at the site.
	Therefore, the proposed design represents the optimal outcome for built form at the Parramatta metro station site. As has been discussed, the proposed building envelopes have been informed by a substantial precinct master planning process, including detailed analysis of the site's surrounding context/built form and amenity concerns and considerations (refer to Bult Form and Urban Design Report at Appendix E and Section 6 below).
	The proposed land uses, including the provision of commercial office in Buildings A, C and D and apartments in Building B, is considered to strike the optimal balance between employment-generating and residential uses, facilitating a true mixed-use precinct allowing workers to live where they work in line with the objectives of the '30-minute city'.
	The proposed development will enable Parramatta metro station to become more than somewhere to catch the train, but also a thriving, welcoming hub that is a focal point for the Parramatta community. It holistically integrates with the design of the station as well as the existing and future character of Parramatta as the urban heart of Western Sydney.
	The proposal will provide new places for people to work, live, shop and play. This approach will support the NSW Government's planning strategies and objectives to grow high-value jobs, provide workers with better access to employment, and create liveable and sustainable centres.

3 The proposal

This chapter provides a detailed description of the proposed development and sets out the planning and development framework for future Detailed SSDA(s).

This chapter is informed by the Building Envelope Drawings and Indicative Reference Scheme Drawings at Appendix F and Appendix H and the Built Form and Urban Design Report at Appendix E, as well as other supporting information appended to this EIS.

3.1 Overview of the proposal

This Concept SSDA seeks consent for building envelopes above and adjacent to the Parramatta metro station. The Concept SSDA specifically seeks consent, pursuant to section 4.22 of the EP&A Act, for the following:

- Maximum building envelopes, including maximum building heights, podium height and ground and upper-level setbacks
- Maximum building heights (comprising both podium and tower) of:
 - Building A: Approximately 38 storeys (RL 172.7m) inclusive of plant
 - Building B: Approximately 33 storeys (RL 130.0m) inclusive of plant
 - Building C: Approximately 26 storeys (RL 135.5m) inclusive of plant
 - Building D: Approximately 24 storeys (RL 127.4m) inclusive of plant
- Land uses within the building envelopes, including within the Building B, C and D podiums, comprising:
 - Building A: Commercial and retail
 - Building B: Residential and retail
 - Building C: Commercial and retail
 - Building D: Commercial and retail.
- Maximum gross floor area of 190,000m² comprising:
 - 78,700m² in Building A, including 75,200m² for commercial use and 3,500m² for retail use
 - 20,000m² in Building B, including 18,900m² for residential accommodation use and 1,100m² for retail use
 - 35,950m² in Building C, including 35,700m² for commercial use, and 250m² for retail use
 - 55,350m² in Building D, including 52,350m² for commercial land use and 3,000m² for retail use
- Maximum of 455 car parking spaces across 3 basement levels
- Loading, vehicular, and pedestrian access arrangements.

In addition, this Concept SSDA seeks to confirm the following strategies and guidelines for consideration in subsequent Detailed SSDA(s):

- Site Specific Design Guidelines
- Concept strategies including the following:
 - Utilities and services strategies
 - Stormwater, flooding, and drainage strategy
 - Ecologically Sustainable Development strategy.

It is noted that subdivision will likely occur in two stages. The first stage being a subdivision to create separate lots for station and the proposed development uses within the station box. This will occur under CSSI approval. The second stage would be strata subdivision of the proposed development by the future developer (i.e., under future Detailed SSDA approval).

The indicative building massing and form for the Concept SSDA are shown in Figure 3-1 and Figure 3-3.



Figure 3-1 Proposed indicative building envelopes - isometric view (looking northeast)



Figure 3-2 Proposed indicative building envelopes-isometric view (looking southwest)

The key numeric details of the proposal are summarised in Table 5. Note that GFA associated with Parramatta metro station under the Stage 3 CSSI Application has not been included.

Table 5 – Numerical Overview

Concept Plan	Approximate Numerical Overview
Building A	
Commercial GFA	75,200m ²
Retail GFA	3,500m ²
Height	38 storeys (RL 172.7m)
Building B	
Residential GFA	18,900m ²
Retail GFA	1,100m ²
Height	33 storeys (RL 130.0m)
Building C	
Commercial GFA	35,700m ²
Retail GFA	250m ²
Height	26 storeys (RL 135.5m)
Building D	
Commercial GFA	52,350m ²
Retail GFA	3,000m ²
Height	24 storeys (RL 127.4m)
Combined	
Site Area	25,498m ²
Residential GFA	18,900m ²
Retail GFA	7,850m ²
Commercial GFA	163,250m ²
Total GFA	190,000m ²
Parking	455 car parking spaces across 3 basement levels
FSR*	7.45:1

*GFA and FSR calculations exclude floor space attributed to the station which will be subject to a separate planning approval process.

3.2 Building envelopes

The proposed building envelopes generally define the three-dimensional volumes within which future development would likely occur. Consent is sought for the following building envelopes:

- Podium and tower of Building A
- Towers (but not podium) of Buildings B, C and D.

The building envelopes reflect a sound and considered urban design and environmental outcome for the precinct considering the ADG building separation requirements, the surrounding context, solar access, and the principles PLEP2011.

The proposed development comprises of four buildings, being:

- Building A is a 38 storey (RL 172.7m) mixed use building with retail and commercial uses within the three storey podium and commercial office above.
- Building B is a 33 storey (RL 130.0m) mixed use building with retail uses within the two storey podium and residential accommodation above.

- Building C is a 26 storey (RL 135.5m) commercial building, with a three storey podium and tower above.
- Building D is a 24 storey (RL 127.4m) mixed use building with retail and commercial uses within the three storey podium and residential accommodation above.

The podiums of Buildings B, C and D form part of the Stage 3 CSSI Application. This ensures integration with the Parramatta metro station can be achieved as these podiums comprise station infrastructure and facilities.

3.3 Gross floor area

The proposed development provides a maximum GFA of 190,000m². This does not include Parramatta metro station GFA proposed under the Stage 3 CSSI Application.

A breakdown of the different land use elements which contribute to the GFA proposed has been provided at Table 6, while a detailed schedule of the GFA based on the indicative design has been provided in Appendix E. The CSSI floor space is not final and is provided for assessment purposes only.

Table 6 – Indicative Gross Floor Area summary

Land Use	Gross Floor Area
Site Area	25,498m ²
Residential GFA	18,900m ²
Retail GFA	7,850m ²
Commercial GFA	163,250m ²
Concept SSDA Total GFA (excluding CSSI)	190,000m ²

3.4 Indicative reference scheme

To assist in understanding the possible final built form of the proposed development and its integration with the station, an indicative building design scheme has been prepared and is provided within the Built Form and Urban Design Report at Appendix E. Preliminary architectural documentation of the indicative building design is provided at Appendix H.

The intent of the indicative building design is to demonstrate how the site may be developed under the proposed planning parameters and provide assurance to the consent authority that the concept design provides a feasible framework for the site's redevelopment. Additionally, the indicative building design was used to estimate the maximum GFA for which consent is sought under this concept proposal, with a degree of flexibility provided for future detailed design.

Importantly, the indicative building design is conceptual and intended for the purposes of information only. It provides one potential development scenario, and to demonstrate that future development at the site can comply with the planning controls.

Consent for the indicative building design *is not sought* by this concept proposal. This EIS has assessed the impacts associated with the building envelopes detailed in Section 3.2.

Key features of the indicative reference scheme include:

- Provision of 7,343m² of retail floorspace in the podium of Buildings A, B and D adjacent to the surrounding public domain
- Provision of 161,236m² of commercial office floorspace in the podium and tower of Buildings A, C and D.
- Provision of 18,250m² of residential floorspace in the tower of Building B, comprising 145 apartments including:
 - 40 one-bedroom apartments (27%)
 - 75 two-bedroom apartments (52%)
 - 30 three-bedroom apartments (21%)

A photomontage of the indicative reference scheme is provided in Figure 3-3.



Figure 3-3 Photomontage of potential indicative reference scheme design

3.5 Pedestrian access and connectivity

The indicative building design shows the conceptual pedestrian access arrangements for the proposed buildings, demonstrating how pedestrian access and connectivity to the buildings could be achieved. The conceptual access arrangements integrate with the public domain elements within the site, including the Civic Link between George and Macquarie Street, being proposed under the Stage 3 CSSI Application.

Under the indicative building design, pedestrian access to each of the buildings are as follows (Figure 3-4):

- Building A from George Street to the north, from Horwood Place to the east and a new east-west link to the south.
- Building B from Church Street.
- Building C from Macquarie Street and the Civic Link.
- Building D from a new east-west link to the north, from Horwood Place to the east and Macquarie Street to the south.

Pedestrian access and connectivity to the buildings will be further refined and confirmed as part of future Detailed SSDA(s).



Figure 3-4 Indicative ground floor plan illustrating pedestrian access points

3.6 Vehicular access and parking

Vehicular access

Vehicular access arrangements and basement layout have been designed to respond to the spatial requirements of the Parramatta metro station, within the context of the CSSI Applications.

Buildings A and B share the northern basement (accessed from George Street), and Buildings C and D share the southern basement (accessed from Macquarie Lane / Smith Street). The two basements are functionally separate and bisected by the Parramatta metro station box. The vehicular access arrangements for the basement are shown in Figure 3-5.



Figure 3-5 Vehicular access to and from the site

The George Street access to the northern basement is proposed to operate as left-in, left-out, and the access to the southern basement is proposed via Macquarie Lane which is accessed via left-in, left-out only from Smith Street. Vehicular access is further described in the Transport and Access Report at Appendix EE.

Vehicular access to and from the rear of existing properties at the corner of Church Street and Macquarie Street

is maintained under the proposal, with access continuing to be provided via United Lane. Vehicle access to the properties on the north-west corner at the intersection of George Street and Church Street would be retained, the format and nature of which would be subject to further investigation.

Car parking provision

This Concept SSDA seeks approval for a maximum of 455 car parking spaces for the proposed development, within the basement proposed to be excavated under the Stage 3 CSSI Application. An example floor plate of basement level parking is illustrated below in Figure 3-6.



Figure 3-6 Indicative basement car parking layout (level B2)

Further breakdown of these spaces by building and land use will occur as part of future Detailed SSDA(s). The indicative building design illustrates one possible parking and circulation layout (Appendix H).

The allocation and location of motorcycle parking and car share spaces will be confirmed under future Detailed SSDA(s).

Bicycle parking and end of trip facilities

Future Detailed SSDA(s) will be required to provide adequate bicycle parking and end-of-trip (EOT) facilities at the site. The indicative building design identifies possible bicycle storage and EOT facility locations for each building within the basement envelope. The proposed bicycle parking and EOT facilities are additional to the bicycle parking facilities being delivered under the Stage 3 CSSI Application.

Loading and servicing

Future Detailed SSDA(s) will be required to provide adequate loading and servicing facilities to meet the requirements for the proposed buildings (Table 7). This SSDA provisions for conceptual loading and servicing arrangements at the site.

Table 7 – Proposed conceptual loading and servicing	arrangements
-----------------------------------------------------	--------------

Northern basement		Sou	thern basement
Access from George Street basement entrance.		Acc	ess from Macquarie Lane basement entrance.
• 2	4x medium rigid vehicle (MRV) bays	• 3	Bx MRV bays
• (9x B99 vehicle bays	• Ç	9x B99 vehicle bays

The indicative building design provides an example on how these arrangements may potentially be facilitated at the site (as shown in Appendix H). The indicative design provides all loading and servicing facilities within basement level B1.

3.7 Infrastructure and services

Services upgrades to the site will be undertaken under the CSSI Approval. This will include independent connections with additional capacity to service the proposed development based on the maximum expected services demand, as determined by the land uses, building envelopes and maximum GFA proposed under this Concept SSDA.

The service reticulation throughout the proposed development will be the responsibility of the developer and use of this additional service capacity will form part of the future Detailed SSD application(s). This further discussed in Section 6.19 of this EIS and the Utilities & Infrastructure Servicing Assessment at Appendix FF.

3.8 Design quality guidelines and design excellence strategy

Sydney Metro has prepared Design Quality Guidelines (Appendix Q) and a Design Excellence Strategy (Appendix P) to guide the design of the proposed development. These documents provide a consistent framework for design across the metro station network and proposed development.

The Design Quality Guidelines have been prepared to address the relevant SEARs. Details of the design guidelines and design excellence strategy are discussed separately below.

3.8.1 Design guidelines

Design guidelines have been included for built form, heritage, integration with the public domain and Parramatta metro station, movement and connectivity and legacy outcomes of the development.

The core precinct design objectives for the proposed development are:

- Land use and function: to identify uses that support and contribute to the delivery of unique, attractive and vibrant urban centres that provide a sense of connection and identity for local communities and visitors.
- Places and spaces: to ensure the scale of development reflects existing and desired future character of Parramatta.
- Access and connectivity: to prioritise walking and other modes of active transport in the design of stations, interchanges and associated developments.
- Environment and sustainability: to deliver a sustainable development demonstrating excellence against national and international benchmarks and certification systems.

The Design Guidelines identify benchmark projects that demonstrate the design quality aspirations for the proposed development site. These benchmarks have been selected to showcase the minimum quality expected in relation to:

- integrated design outcomes
- showcasing high quality design and contribute positively to the Parramatta skyline
- architecture that responds to adjoining buildings and streetscape character and scale
- design that provides a high-quality public space that is integrated, connected, active, safe and comfortable for customers and pedestrians
- high quality entry needs of a civic station and commercial building above, with associated servicing
- materials and finishes that are high quality and appropriate to the context
- integration of public art and public domain elements that contribute to experience place
- façade and services integration that contribute towards best practice sustainability outcomes.

Future Detailed SSDA(s) must consider these design guidelines to ensure they achieve the vision for the site as established in this Concept SSDA.

3.8.2 Design excellence strategy

A Design Excellence Strategy (Appendix P) has been prepared for all station sites along Sydney Metro West including the Parramatta metro station. This Design Excellence Strategy establishes a consistent framework for how Sydney Metro would deliver design excellence across the whole project. The strategy builds on Sydney Metro's existing design development and review processes and has been developed in consultation with the NSW Government Architect.

The Strategy draws from the NSW Government Architect's Better Placed and is consistent with the underlying principles of the NSW Government Architect's Design Excellence Competition Guidelines.

Sydney Metro proposes to use the Sydney Metro West Design Excellence Strategy. The Design Excellence Strategy is structured around the operation of independent design review panels that support the design development process for the architectural, urban design and infrastructure elements of each precinct throughout three phases of the project:

- Phase 1: Defining expectations
- Phase 2: Reference design and competitive selection
- Phase 3: Design integrity.

The Design Excellence Strategy includes the establishment of two independent design review panels chaired by the NSW Government Architect:

- Design Advisory Panel (DAP) covers Phase 1 and applies to all station precincts. The DAP guide concept design of stations, precincts, and development. It is during Phase 1 that CSSI applications and Concept SSD applications are developed, and approvals sought.
- Design Review Panel (DRP) covers Phases 2 and 3 and applies as follows.

Phase 2 guides reference designs for stations, precincts and development; facilitates a competitive process for Sydney Metro's procurement strategies for detailed design of stations, precincts and development; responds to statutory requirements for design excellence in environmental planning instruments and implements a rigorous design evaluation process.

During this phase, designs for the proposed development will progress to Detailed SSDA(s).

Phase 2 also includes the establishment of separate Sydney Metro managed panels that may comprise select DRP members to review and provide advice on the design evaluation of tender submissions. The Design Excellence Evaluation Panel (DEEP) will facilitate the achievement of design excellence as part of the competitive selection process for Detailed SSDAs while the Tender Design Review Panel (TDRP) will provide guidance on aspects of the CSSI and contract packages.

Phase 3 ensures design integrity is achieved and demonstrated in the design and delivery of stations and development following contract award.



Figure 3-7 Design excellence overview

Sydney Metro is seeking endorsement from the Secretary for the DEEP process to be utilised in lieu of design competition procedures under clause 6.12 of the PLEP 2011 for the detailed design of Buildings B, C and D (as these buildings are integrated with the design and delivery of the station).

Building A would continue to be subject to a competitive design process in accordance with the PLEP 2011 (as it is adjacent to the station and does not have the same interdependency).

The alternative design competition process is discussed in detail in Section 6.1 of this EIS.

3.9 Interface levels

The proposed development has been designed to integrate with the Parramatta metro station to ensure a cohesive station and precinct development.

To allow for this integration, the podium of Buildings B, C and D would be delivered under the Stage 3 CSSI Application. However, while the physical podium would be delivered under the Stage 3 CSSI Application, non-station spaces within the podium which are related to the proposed development are sought under this Concept SSDA.

The Stage 3 CSSI Application includes the structural elements, utilities and services for non-station uses (e.g. commercial and/or retail) within the metro station. The fit-out and use of these spaces is subject to approval under the future Detailed SSDA(s).

The Stage 3 CSSI Application for over station and adjacent station development including structural elements up to the podium level to enable the construction of future over station development and space for future lobbies, lift cores, access, parking, loading docks and building services. The interface between the station and the proposed development is conceptual in nature and would be resolved through further design refinement. Demarcation plans have been provided at Appendix G.

3.10 Ecologically sustainable development strategy

The Ecologically Sustainable Development (ESD) Report at Appendix S sets out the ESD framework for the proposed development. It identifies minimum ESD requirements, as well as world best practice sustainability opportunities, for which future detailed application(s) would be required to meet.

The framework is correlated across a range of current and emerging regulatory, policy, statutory planning and Sydney Metro requirements, and market recognised standards, drivers, and trends.

The adopted sustainability requirements for Buildings A, C and D (commercial and retail), and Building B (residential and retail) are summarised in Table 8.

Building	Target rating
	Target a 6 star Green Star Buildings rating
Building A, C, D –	5.5 Star NABERs Energy for Offices
Commercial	4.5 Star NABERs Energy for Water
	Deliver a 40% reduction in annual water consumption compared to a reference building
	Target a 5 star Green Star Buildings rating
	4.5 Star NABERs Energy for Apartment Buildings
	3.5 Star NABERs Water for Apartment Buildings
Building B – Mixed use residential tower	BASIX Energy 30 (stretch target BASIX Energy 35)
and retail podium	BASIX Water 55
	Average of 7 Star NatHERS rating for all dwellings, and not less than 6 Star NatHERS for any individual dwelling
	Deliver a 30% reduction in annual water consumption compared to a reference building

Table 8 – Outline of sustainability targets

3.11 Timing, stages and sequencing

The proposed development incorporates four development buildings and a mix of land uses, therefore the construction program for each building may vary relative to the market demand for floor space.

Sydney Metro is seeking to retain flexibility in the timing, staging and sequency of the proposed over station and adjacent station development so that its delivery by future developer(s) can appropriately respond to property market conditions. Three possible staging scenarios have been identified for delivery of the project:

- Scenario 1 (unlikely) The station and proposed development are constructed concurrently. Both the station and the proposed development would be completed by the date for station opening (expected to be 2030).
- Scenario 2 (possible) The station is constructed first and ready for operation in 2030. The proposed development may still be incomplete or ready to commence construction after the station becomes operational.
- Scenario 3 (most likely) The proposed development is built at a later stage, after the station becomes operational with timing and construction program yet to be determined. This option would allow for one or more of the proposed buildings to be built at a later stage following commencement of station operations.

It is expected that staging will be resolved during subsequent Detailed SSDA(s) process. In this regard, the developer(s) awarded the development rights will determine the timeframe for construction of the proposed development. It is envisaged that the proposed development is likely to be staged with separate applications being lodged for the construction of each building.

The planning process and indicative timing for the various streams under the preferred staging scenario are outlined in Table 9 below.

Table 9 – Preferred staging and indicative timing

Works stream	Indicative timing
Parramatta metro station excavation and tunnelling works	2023-2025
Parramatta metro station and fit out works (below and above ground, including building grids, column loading, building infrastructure and services to enable the construction of the proposed development)	2025-2028
Proposed development works (above station)	To be determined by a future developer(s)
Proposed development fit out works	To be determined by a future developer(s)
Public domain works	Prior to 2030
Sydney Metro West operations commence	2030

3.12 Subdivision

The Stage 3 CSSI application includes subdivision of the relevant sites, including the station precincts and ancillary facilities as required to allow for separate occupation or development of parts of the land within the station precincts. Subdivision in the Stage 3 CSSI application may be carried out to divide land for the purposes of (but not necessarily limited to):

- the station
- the spaces to be used for non-station uses
- over station development (including within and between the over station development(s) and elements at and below ground level)
- adjacent station development
- public roads and public open space
- the management of residual land.

The CSSI application will allow subdivision to create the individual lots for the station, the development sites, the public domain and the public roads. The CSSI application does not allow strata or stratum subdivision within the proposed development buildings, and this requires separate approval in the detailed SSDA.

Subdivision may be further considered in the Detailed SSDA(s) (but not necessarily limited to):

- Strata subdivision of any basement levels located beneath public roads or public open space which is to be dedicated.
- Strata subdivision of Building B including the subdivision within Building B
- Stratum subdivision of Buildings A, C and D (including within the buildings).
- Subdivision is not sought under this Concept SSDA.

4 Statutory context

4.1 Key statutory requirements

This chapter describes the statutory planning process for the proposed development and identifies relevant State and local legislation and planning instruments which may apply to the Concept SSDA.

The relevant legislation, planning instruments and policies relating to the site are as follows:

- Environmental Planning and Assessment Act 1979 (EP&A Act)
- Environmental Planning and Assessment Regulation 2021 (EP&A Regulation)
- Biodiversity Conservation Act 2016
- State Environmental Planning Policy (Resilience and Hazards) 2021
- State Environmental Planning Policy (Biodiversity and Conservation) 2021
- State Environmental Planning Policy (Planning Systems) 2021
- Parramatta Local Environmental Plan 2011
- State Environmental Planning Policy (Transport and Infrastructure) 2021
- State Environmental Planning Policy No. 65 Design Quality of Residential Apartment Development (SEPP 65) and accompanying Apartment Design Guide.

Statutory requirements are further discussed at Table 10.

Table 10 – Key statutory requirements

Matter	Guidance
Power to grant consent	The EP&A Act establishes the framework for the assessment and approval of development and activities in NSW. The EP&A Act also facilities the making of environmental planning instruments which guide the way in which development should occur across the State, including State environmental planning policies (SEPPs) and local environmental plans (LEPs).
	Pursuant to section 4.22 of the EP&A Act, a Concept DA may be made setting out concept proposals for the development of a site, and for which detailed proposals for the site or for separate parts of the site are to be subject of a subsequent development application(s). The proposal is a Concept SSDA. The Minister for Planning and Homes is the consent authority for this Concept SSDA as the applicant is a public authority. The Minister may delegate this function to staff within the DPE.
Permissibility	The proposal is located on land which is subject to the <i>Parramatta Local Environmental Plan 2011</i> (PLEP 2011). Under the PLEP 2011, the land is zoned part B3 Commercial Core and part B4 Mixed Use (proposed to become E2 Commercial Centre and MU1 Mixed Use under the NSW Government's employment zones reform).
	The proposed land uses (Section 3.3) are defined as commercial premises, retail premises and residential accommodation under the Standard Instrument land use definitions.
	The proposed commercial and retail development on the land zoned B3 Commercial Core is permissible with consent and the proposed residential and retail development on the land zoned B4 Mixed Use is permissible with consent.

Matter	Guidance
Pre- conditions to exercising the power to grant approval	State Environmental Planning Policy (Resilience and Hazards) 2021 The Resilience and Hazards SEPP requires the consent authority to consider whether the subject land of any rezoning or DA is contaminated. If the land requires remediation to ensure that it is made suitable for a proposed use or zoning, the consent authority must be satisfied that the land can be suitably remediated for that purpose. The Contamination Report (Appendix N) provides a summary of knowledge of contamination within and surrounding the Concept SSDA site, as well as an assessment of the risk of encountering contamination during the construction and operation of the proposed development. The Contamination Report confirms that, based upon the available information, there is moderate risk of groundwater contamination and low risk of soil contamination within the Concept SSDA site. In accordance with the SEPP, it is likely that the Concept SSDA site can be made suitable for its proposed use, following the completion of any remediation works required.
Mandatory matters for consideration	 Biodiversity Conservation Act 2016 Section 7.9 of the BC Act 2016 requires preparation of a biodiversity development assessment for SSD that is assessed under Part 4 of the EP&A Act. This Concept SSDA will be assessed under Part 4 of the EP&A Act, and, therefore, would normally be required to include a biodiversity development assessment report. However, section 7.9(2) of the BC Act 2016 allows for exemption from the requirement where the development is not likely to have any significant impact on biodiversity values. A request for a waiver for submission of a Biodiversity Development Assessment Report (BDAR) was submitted to the DPE and the Office of Environment and Heritage. Subsequently, a waiver under section 7.9(2) of the BC Act 2016 was issued on 4 May 2022 and is available at Appendix L. Accordingly, a BDAR is not required to be submitted with this EIS. State Environmental Planning Policy (Planning Systems) 2021 Clause 19(2)(a) of Schedule 1 of the Planning Systems SEPP identifies Development within a rail corridor or associated with railway infrastructure that has a capital investment value of more than \$30 million for any of the following of commercial premises or residential accommodation as being State Significant Development. As the development is not permissible without consent under Part 5 of the EP&A Act by the operation of an environmental planning instrument, it is declared to be SSD. State Environmental Planning Policy (Transport and Infrastructure) 2021 Schedule 3 of the Transport and Infrastructure SEPP requires certain traffic generating development. The Concept SSDA may also be referred to ThNSW, which may include the proposed development. The Concept SSDA may also be referred to the relevant utility service providers to confirm that the siting and layout of the proposed development with for SMM as occurred on numerous occasions through various working groups. F

Matter	Guidance
Mandatory	Parramatta Local Environmental Plan 2011
matters for consideration cont.	The PLEP 2011 is the site's principal environmental planning instrument. An assessment against the relevant clauses of the PLEP 2011 is provided below.
	It is noted that the LEP planning controls were recently amended in May 2022 when DPE finalised the Parramatta CBD Planning Proposal which introduced new and updated clauses regarding the strategic uplift associated with the arrival of a metro station within the precinct and the further advancements to the Parramatta CBD.
	Overall, it is considered that the Concept SSDA is generally consistent with the aims and objectives of the B3 Commercial Core and B4 Mixed Used Zone of the PLEP 2011 having regard to the site's strategic location within the Parramatta CBD.
	 bit the SC continue that out of a Wixed Used Zone of the PLEP Zon having regard to the site's strategic location within the Parramatta CBD. Clause 21-Land Use Zones The site is part zoned B3 Commercial Core (future E2 Commercial Centre) and part zoned B4 Mixed Use (future MU1 Mixed Use). The following lots are zoned B3 Commercial Core: 41-59 George Street (Lot 1 in DP858392) 45A George Street (Lot 1 in DP60718) 71 George Street (Lot 10 in DP607789) 58-60 Macquarie Street (Lot 1 in DP399104) 62-64 Macquarie Street (Lot 1 in DP711982) 70 Macquarie Street (Lot 1 in DP711982) 71 Macquarie Street (Lot 1 in DP11982) 70 Macquarie Street (Lot 1 in DP119846). The commercial and retail uses proposed on the land zoned B3 Commercial Core are permissible with consent. The Concept SSDA is consistent with the objectives of the B3 Commercial Core zone as it: Facilitates a range of retail, business and office, land uses that serve the needs of the local and wider community Increases and encourages employment opportunities in a highly accessible location Facilitates development that will maximise public transport patronage and encourage walking and cycling Facilitates about 171,100m² of employment generating floor space which will reinforce the role of the Parramatta City Centre, as a regional business, retail, and cultural centre Protects the unique qualities and character of special areas and heritage values within the Parramatta City Centre, including the Roxy Cinema, a state significant heritage item Facilitates active street frontages along George Street and Macquarie Street and the future Civic Link The following lots are zoned B4 Mixed Use: 220 Church Street (Lot 1 in DP65192) 232 Church Street (Lot 1 in DP394050). The other Street (Lot 2 in DP591454) 48 Macquarie Street (Lot 2 in DP591450).
	 retail and residential uses proposed on the land in the B4 Mixed Use zone are permissible with consent. The Concept SSDA is consistent with the objectives of the B4 Mixed Use zone as it: Facilitates the future development of residential apartments above retail uses which represents a mixed second s
	 a mix of compatible land uses Locates residential and retail uses adjacent to a metro station in the Parramatta CBD which will maximise public transport patronage and encourage walking and cycling
	 Provides access to the pedestrian network including the Civic Link Supports the higher order B3 Commercial Core by providing residential and retail land uses in provinity.
	Supports the higher order bo commercial core by providing residential and retail tand uses in proximity

Matter	Guidance
Mandatory	Clause 4.3 – Height of Building
consideration	Clause 4.3 of the PLEP 2011 outlines the maximum permissible height of buildings within the site
cont.	A small portion of the site along Church Street is subject to a maximum permissible height of 12m. The rest of the site does not have a numerical height limit under clause 4.3, but is instead subject to the Parramatta Square and Lancer Barracks sun access planes under clause 7.5 of the LEP.
	The proposed building envelopes are subject to the following height of building controls:
	• Building A: Parramatta Square and Lancer Barracks sun access plane
	• Building B : Parramatta Square sun access plane; 12m height limit applicable to a 3m setback from the Church Street frontage
	Building C: Lancer Barracks sun access plane
	• Building D: Parramatta Square sun access plane.
	It is noted that Clause 7.5(6) permits minor additional overshadowing of Parramatta Square caused by decorative or architectural elements of buildings.
	The maximum permissible height proposed for each building envelope is as follows:
	• Building A: RL 172.7m, or approximately 38 storeys
	Building B: RL 130.0m, or approximately 33 storeys
	• Building C: RL 135.5m, or approximately 26 storeys
	• Building D: RL 127.4m, or approximately 24 storeys
	The maximum height of each building envelope complies with the building height limits under clauses 4.3 and 7.5 of the PLEP 2011 delineated above.
	Clause 4.4 – Floor Space Ratio
	The PLEP 2011 applies a 10:1 floor space ratio control (FSR) across the entire site, which equates to a maximum permissible gross floor area of 254,980m ² .
	The total GFA proposed under the proposed development for over station and adjacent station development above Parramatta metro station is 190,000m ² , which equates to an FSR of 7.45:1.
	This does not include Parramatta metro station GFA sought under the Stage 3 CSSI Application.
	For completeness, it is noted that:
	• Clause 7.13 permits development that is the winner of a competitive design process to exceed the maximum permissible FSR by 15%.
	• Clause 7.23 permits residential development to exceed the maximum permissible FSR by 0.5% if the consent authority is satisfied that the development is capable of exceeding the applicable BASIX targets for water and energy consumption.
	• Clause 7.25A exempts commercial office premises floorspace on land zoned B3 Commercial Core in the Parramatta CBD from the calculation of FSR subject to the site area exceeding 1,800m ² and the preparation of a DCP.
	As the Concept SSDA seeks a maximum GFA (see Section 3.3) that complies with the 'base' mapped FSR limit of 10:1, the Concept SSDA does not utilise the bonus FSR permitted under clauses 7.13, 7.23, or 7.25A.
	Clause 5.10 – Heritage Conservation
	The site is within the historic town centre of Parramatta and is close to State and local heritage items as outlined at Section 6.16. A Historical Heritage Impact Assessment (Appendix V) and a Aboriginal Cultural Heritage Assessment (Appendix K) have been prepared. Heritage impacts are discussed at Section 6.16 of this EIS.
	Clause 5.21 – Flood Planning
	The site is mapped under the Floodplain Risk Management Map. Therefore, clause 5.21 and clause 7.9 applies to the Concept SSDA.
	A Flooding Assessment has been provided at Appendix T. The Report notes that the site is not affected by overland or riverine flooding up to the 1-in-100 year (1% AEP) flood event. However, the site is affected by the 1% AEP and above, including Probable Maximum Flood (PMF), flood events.
	In accordance with clause 7.9, the proposed building envelopes are capable of enabling occupants of the buildings to shelter in place and evacuate in a PMF event, with further consideration to occur under

future Detailed SSDA(s). Flooding impacts and mitigation are discussed at Section 6.11 of this EIS.

Matter	Guidance
Mandatory matters for consideration cont.	<u>Clause 6.1 – Acid Sulfate Soils</u> The Concept SSDA does not involve excavation. Demolition and excavation works (including acid sulfate soil management) at the site are approved under the CSSI approvals issued for the site. Ground conditions are discussed at Section 6.20.
	Clause 7.7 – Airspace Operations The proposed envelopes will intrude the Westmead Hospital Helipad and Bankstown Airport Obstacle Limitation Surface (OLS). Accordingly, for future Detailed SSDA(s), the consent authority must consult with Civil Aviation Safety Authority (CASA) and the Strategic Helicopter Landing Site (SHLS) asset owner during the assessment of this application. An exemption approval must be provided by CASA and the SHLS asset owner prior to development consent.
	Clause 7.8 - Active Frontages This proposal is required to provide active frontages along certain ground floor street, public space, and river foreshore frontages. At the site, the following frontages require to be active: • Church Street Frontage • Macquarie Street Frontage • George Street Frontage • Smith Street Frontage • Civic Link
	The Concept SSDA seeks approval for active retail and lobby uses in podiums of all buildings. <u>Clauses 7.11 and 7.12 – Design Excellence and Competitive Design Process</u> A design excellence process is required to be undertaken for the proposed development. A Design Excellence Strategy has been prepared for the Sydney Metro West project and it has been approved by the NSW Government Architect (Appendix P). The Strategy incorporates all four buildings and meets the definition of a 'competitive design process' as defined at Clause 7.2 of the PLEP 2011, and therefore the provisions of Clause 7.12. This issue is further discussed in Section 6.1 below.
	Clause 7.15 - Car parkingThis clause identifies the maximum number of car parking spaces per development.The Concept SSDA proposes a maximum of 455 car parking spaces in the basement for futureallocation under the detailed design applications. The proposed parking is well below the maximumnumber of car parking spaces permissible.Clause 7.24 - Commercial premises in Zone B4 Mixed UseThis clause requires a minimum gross floor area for commercial premises in the B4 Mixed Use zone.Building B is proposed in land zoned B4 and is subject to this clause. The total site area is 25,498m². Itis outlined above that subdivision is not proposed as part of the Concept SSD Application. The nominalsite area for Building B is 2,470m² which results in minimum commercial GEA requirement of 2,470m²
	The Concept SSD Application seeks approval for 1,100m ² of commercial GFA requirement of 2,470m ² . The Concept SSD Application seeks approval for 1,100m ² of commercial (retail) GFA within Building B which is less than the minimum 1:1 FSR required. A Clause 4.6 Variation Request to support the provision of 1,100m ² of commercial floorspace is provided at Appendix II. <u>Clause 7.25 - Concurrence of Planning Secretary</u> This clause requires the consent authority to obtain the concurrence of the Planning Secretary for development within a Zone B3 Commercial Core zone. Therefore, concurrence from the Planning Secretary will be required. The proposed concept development will have a positive impact on designated State public infrastructure as it is integrated with the Sydney Metro West infrastructure.
4.2 Othe	er relevant legislation and policies

Section 2.10 of the Planning Systems SEPP states as follows:

"Development control plans (whether made before or after the commencement of this Policy) do not apply to... State significant development"

The SEARs do not list the Parramatta Development Control Plan 2011 (PDCP 2011) as a relevant document. Therefore, the PDCP 2011 does not apply to the proposal.

5 Engagement

This chapter provides an outline of the consultation and engagement activities carried out and how this engagement has influenced this proposal. It identifies who has been consulted, how the consultation was carried out, the issues raised and the project response.

5.1 Overview of engagement

Sydney Metro has been engaging with the community, stakeholders and industry on Sydney Metro West since 2017. Feedback gathered has helped shape the project, including station locations. Early engagement with the community and stakeholders began in June 2017 and continued into 2018. Further engagement for the project followed the announcement of confirmed station locations between Westmead and The Bays in October 2019.

Specifically, community consultation has occurred at the following stages:

- Stage 1 CSSI approval and Stage 3 CSSI application: Community consultation prior to lodgement of Stage 1 CSSI approval and Stage 3 CSSI application and the public exhibition of the applications by DPE.
- Parramatta CBD Planning Proposal (*Parramatta Local Environmental Plan Amendment No. 56*): Community consultation that was undertaken by the City of Parramatta as part of changes to the PLEP2011 specifically in regards to the Parramatta CBD.
- Community and customer insights received during the development of this EIS.

Consultation has proactively sought feedback and comments on Sydney Metro West through different forums and channels to inform the development phase and the scope of issues to be assessed as part of the environmental assessment process. Key stakeholders for Sydney Metro West include (but are not necessarily limited to):

- State government agencies (including but not limited to Department of Planning and Environment, Greater Sydney Commission, other sections of Transport for NSW, NSW Environment Protection Authority, Heritage NSW, Port Authority of NSW and Schools Infrastructure NSW).
- Local government (Cumberland City Council, City of Parramatta, Burwood Council, Strathfield Council, City of Canada Bay, Inner West Council and the City of Sydney).
- Public utilities and business and industry groups near the project.
- Special interest groups including Local Aboriginal Land Councils, Aboriginal stakeholders, and sporting associations and groups.
- The broader community.

5.2 Consultation during preparation of this Environmental Impact Statement

5.2.1 Scoping Report

In February 2022, the Scoping Report for this proposal was made available to the public on the NSW Department of Planning and Environment's Major Projects website.

Sydney Metro sent an email to registered stakeholders, and distributed flyers to properties within 500m of the site, informing them of the release of the Scoping Report. Details were also published on the Sydney Metro website and the project's interactive portal.

5.2.2 Key stakeholder engagement

Engagement with public authorities and key stakeholders was undertaken to inform this EIS and is summarised in the table below. A stakeholder engagement table is provided as Appendix C which details the how these issues are addressed in the EIS.

Table 11 – Engagement carried out

Stakeholder and engagement method	Issues discussed / raised	Project response
City of Parramatta Engagement with the City of Parramatta Council has been ongoing since 2017. Sydney Metro has briefed Council about this proposal, the planning pathway and timeframes. The City of Parramatta Council provided feedback about the proposal Scoping Report.	 Civic Link is a council priority, particularly the interface between the public domain and the building envelopes View and visual impact assessment along Civic Link Carpark and service access strategy for the existing properties The height of the development is governed by solar access controls Impacts to the State listed heritage item, the Roxy cinema 	 The integration of the station and the Civic Link is being delivered under the Stage 3 CSSI Application The Built Form and Urban Design Report (Appendix E) provides detailed analysis and discussion around justification of the Concept SSDA from an urban design perspective, including for the public domain and Civic Link, site constraints, and ongoing design evolution A Visual Impact Assessment has been provided (Appendix GG) to assess the visual impacts along Civic Link Traffic Management including service access and carparking will continue to be resolved in consultation with City of Parramatta Council and Transport for NSW A Shadow Impact Analysis has been provided (Appendix J). The document analyses the expected overshadowing impacts of the proposed building envelopes A Historical Heritage Impact Assessment has been provided (Appendix V). There is little to no expected impact on the Roxy cinema.
Department of Planning and Environment (DPE) Monthly coordination meetings to discuss design and promote collaborative working relationships.	 DPE had no matters for consideration at this stage. 	No response is required.
Sydney Metro Design Advisory Panel (DAP) Four presentations to the Sydney Metro (DAP) have taken place relating to the metro station and Concept SSDA. The DAP process further demonstrates engagement with The NSW Government Architect. DAP advice is recorded.	• Tower setback of Buildings A and D. The DAP's preference was for a 6m setback on the eastern façade, while the PDCP 2011 recommends a 3m setback.	 A 3m 'podium articulation zone' has been introduced for the Buildings A and D podium envelopes (noting that the Building D envelope forms part of the Stage 3 CSSI Application). Providing an articulation zone instead of a prescriptive physical interface allows flexibility as to character and architectural language to ensure an integrated and cohesive result can be achieved. Examples of built form which can be delivered within the podium articulation zone include colonnades, or a lower level setback on ground floor.

Stakeholder and engagement method	Issues discussed / raised	Project response
Transport for NSW (TfNSW) Ongoing consultation with TfNSW has informed the Concept SSDA, specifically the transport assessment requirements. The coordination meetings provide ongoing opportunity for inter-agency communication. TfNSW also provided feedback about the proposal Scoping Report on 29 February 2022.	 The methodology for required traffic studies. Proposed parking and access to the site. Requirements for a Construction Traffic Management Plan and Green Travel Plan. 	A Transport and Access Report has been prepared at Appendix EE to analyse the expected operation and construction impacts of the proposed over station and adjacent station development design on traffic and parking.
Utilities Sydney Metro has engaged with utility providers Jemena, NBN Co, Sydney Water and Ausgrid at the CSSI and Concept SSDA stages.	 Capacity of existing utilities and services within the vicinity New utility and service connection requirements. 	A Utilities Servicing Assessment Report has been prepared at Appendix FF. Where utilities and services are not provided under the CSSI approval, the provision of services for proposed development would be the responsibility of the future developer. Further consultation to the specific design responses with utility authorities will take place and will be required as part of future applications.

5.3 Community views

The key issues raised by the community and key stakeholders are summarised in Table 12 below. A detailed community engagement table is provided as Appendix C which details the way in which these issues have been addressed in the EIS.

Table 12 – Community views

Stakeholder and consultation method	Issues discussed / raised	Project response
Concept and Stage 1 CSSI Approval Environmental Impact Statement was placed on public exhibition by the Department of Planning, Industry and Environment (now DPE) for an extended period from 30 April 2020 to 26 June 2020. During the exhibition period submissions were invited from the community.	 Key issues raised by the community included: development and alternatives need for ongoing community and stakeholder engagement placemaking strategies and principles transport and traffic, noise and vibration, Aboriginal heritage, non-Aboriginal heritage, visual, surface water, groundwater, contamination, flooding, air quality and biodiversity impacts sustainability cumulative impacts. 	The EIS and all specialist reports adequately addressed the key concerns raised by the community during the Concept and Stage 1 CSSI Approval stage.
Stage 3 CSSI Application Environmental Impact Statement was placed on public exhibition by DPE. During the exhibition period submissions were invited from the community.	 Key issues raised by the community included: development and alternatives need for ongoing community and stakeholder engagement placemaking strategies and principles transport and traffic, noise and vibration, Aboriginal heritage, non-Aboriginal heritage, visual, surface water, groundwater, contamination, flooding, air quality and biodiversity impacts sustainability cumulative impacts. 	The key concerns raised by the community during the exhibition were addressed in Stage 3 CSSI Submissions Report.

Stakeholder and consultation method	Issues discussed / raised	Project response
Connecting with Country and ACHAR Consultation with Registered Aboriginal Parties (RAPs) was undertaken, as part of the prepared Aboriginal Cultural Heritage Assessment Report.	 Four RAPs provided comment on the ACHAR methodology and were supportive of the methodology. One RAP provided comment on the draft ACHAR and was supportive of the report's recommendations. 	An ACHAR has been prepared at Appendix K.
Community and customer insights	A summary of the feedback received during preparation of the Concept SSDA is provided below:	This feedback along with future engagement
 As part of its on-going engagement, Sydney Metro sought community and customer feedback on the following key areas: overall sentiment about the community's local area and current developments types of pedestrian amenities and their importance 	 general view that the opportunity for revitalisation and development of station precincts and transport oriented development is a positive benefit support for improved connections through the precinct to attract more people to Parramatta River support for more cafes, restaurants, convenience stores and hospitality offerings for visitors and locals general view that there would be increased activity around the precinct and greater support for small businesses. 	opportunities will continue to inform the project and be considered during the Detailed SSDA process.
 the importance of maintaining and respecting local heritage 	In addition, the following topics were raised, which primarily relate to the broader master planning approach: • Ensure thoughtful, engaging wayfinding which	
views on public transport integration	integrates with spaces, features and attractions beyond the precinct	
 sentiments about proposed Sydney Metro developments in the community's local area how people want to be engaged post-COVID-19 lockdowns. 	• Support and encourage active modes throughout the precinct including clear pathways for bikes and people walking, from the station, through the precinct and to various locations or attractions.	

5.4 Public exhibition of this Environmental Impact Statement

The NSW Department of Planning and Environment has placed this Environmental Impact Statement on public exhibition for a minimum of 28 days (as per Schedule 1 of the *Environmental Planning and Assessment Act 1979*). During the exhibition period, government agencies, stakeholders and the community can review this Environmental Impact Statement and make a written submission to the NSW Department of Planning and Environment for consideration in its assessment of this proposal.

Sydney Metro has advised stakeholders and the community of public exhibition of this Environmental Impact Statement through a range of print and digital communication channels including a newsletter delivered to properties, emails to registered parties and information provided on the Sydney Metro website and interactive portal. Consultation activities have met the relevant statutory requirements.

5.4.1 Response to Submissions Report

Sydney Metro will prepare a Response to Submissions Report that responds to the relevant issues raised in submissions to this EIS. The Response to Submissions Report will be made publicly available on the DPE website. Anyone making a public submission will receive a letter notifying them of the publication of the Response to Submissions Report on the DPE website.

If changes are required as a result of the issues raised in submissions or to minimise environmental impact, these will be set out in the Response to Submissions Report. If this is required, Sydney Metro would prepare the report to address the changes to the design and submit this for review to DPE. This report may be made available for public review.

5.5 Ongoing engagement

Sydney Metro will continue to work with key stakeholders and the local community regarding this proposal, to ensure ongoing opportunities to provide feedback.

During the planning and development phase of the project, Sydney Metro would continue to engage the local community and stakeholders via dedicated place managers. Place managers play a vital role in building and maintaining strong relationships with local communities and businesses during the planning and delivery of the project. Their key role is to engage with the community, address concerns and provide accurate and transparent information to ensure the community's understanding of Sydney Metro West and any potential impacts.

Future engagement and consultation around the planning associated with this proposal would be guided by Sydney Metro's Overarching Community Communications Strategy (OCCS) and any statutory requirements of the SSD. The OCCS includes details on the approach to:

- ongoing consultation with key stakeholders, local councils and other government agencies
- approaches and communication tools to support consultation with diverse communities; people who come from culturally and linguistically diverse backgrounds; speak languages other than English; vulnerable communities; and Aboriginal and Torres Strait Islander communities
- provision of regular updates to the nearby community and development and implementation of a community complaints and response management system.

6 Assessment of impacts

In accordance with clause 276 of the EP&A Regulation, the Planning Secretary of the DPE issued the SEARs for the preparation of this EIS on 18 February 2022. A detailed summary of the individual matters listed in the SEARs and the location of where each requirement is addressed is provided at Appendix A.

6.1 Design quality and design excellence

Sydney Metro has prepared a Design Excellence Strategy (Appendix P) and Design Guidelines (Appendix Q) to guide the future detailed design across the site. These documents provide a consistent framework for design quality and excellence across the Sydney Metro West stations and are applicable to the proposed development.

The Design Guidelines have been prepared considering the relevant Government guidelines, including:

- GANSW Better Placed
- GANSW Implementing Good Design
- GANSW Evaluating Good Design
- GANSW Greener Places
- GANSW Greener Places Design Guide
- GANSW Draft Guide for Heritage
- NSW Local Character and Place Guideline
- PLEP2011

Details on how design quality would be achieved, and the established design excellence framework are discussed separately below.

6.1.1 Design quality

The design outcome for the proposed development is underpinned by the following design objectives:

- ensuring an easy customer experience
- being part of a fully integrated transport system
- being a catalyst for positive change
- being responsive to distinct context and communities
- delivering an enduring and sustainable legacy for Sydney.

Design quality is also supported by the GANSW's Better Placed framework which aims to deliver good design outcomes through desired architecture, public places and environments across NSW. The framework provides best practice design processes which align with a clear set of established objectives to achieve the best possible outcomes. The key design guidelines for the proposed development contained in the guidelines are to:

- strengthen the connectivity of the city centre between Parramatta Square and the Parramatta River by supporting the realisation of the Civic Link
- facilitate activation of the ground plane at the station and the surrounds, encouraging pedestrian movement in the area
- enhance permeability by introducing fine-grain pedestrian links between the station and surrounding streets, breaking down the large city block.

In summary, the Design Guidelines and the GANSW's frameworks provide robust guidance to achieving high quality design responses. Sydney Metro's Design Excellence Strategy and Design Guidelines have been prepared in accordance with the PLEP 2011 design excellence provisions and Better Placed.

6.1.2 Design Excellence Strategy

As noted above in Section 3.9, the detailed design of Building A would be subject to a competitive design process in accordance with the PLEP 2011, while the detailed design of Buildings B, C and D would instead be subject to the provisions of the Sydney Metro West Design Excellence Strategy (Appendix P). The Strategy builds on Sydney Metro's existing design development and review processes and has been developed in consultation with the GANSW.

The Strategy draws from the GANSW's Better Placed framework and is consistent with the underlying principles of the GANSW's Design Excellence Competition Guidelines and broader policy endorsed by Parramatta City Council.

As outlined in Section 6 of the Design Excellence Strategy (Appendix P), the full integration of stations and development leads to challenges from a design perspective. In particular:

- Station elements extend into aboveground podiums which form an integral component of the tower over and need careful attention to ensure the building 'reads as a whole' from early design stages through to resolution of reference and final designs.
- The location and integration of station elements with core structural requirements for the development above constrains design freedom and requires design teams for stations and development to work closely to ensure metro operations are not compromised.
- Designs for the station and development need to take into consideration and make provision for delivery strategies where stations and development are built separately.

This approach allows for the evolution of designs through a process that requires station and development teams to work closely for years from early concepts to reference designs through the tender phase.

The iterative design evaluation process through the Design Excellence Evaluation Panel (DEEP) embeds competitive tension and introduces an approach whereby designs for development can benefit from guidance provided by the independent expert panel to ensure that excellence can be achieved.

The Design Excellence Strategy was submitted to GANSW and endorsed on 19 August 2022.

The Design Excellence Strategy is structured around the operation of independent design review panels that support the design development process for the architectural, urban design and infrastructure elements of each precinct throughout three phases of the project.

- Phase 1: Defining expectations
- Phase 2: Reference design and competitive selection
- Phase 3: Design integrity.

The Design Excellence Strategy includes the establishment of two independent design review panels chaired by the NSW Government Architect:

- Design Advisory Panel (DAP) covers Phase 1 and applies to all station precincts to guide concept design of stations, precincts and development. It is during Phase 1 that SSI applications and Concept SSD applications are developed, and approvals sought.
- Design Review Panel (DRP) covers Phases 2 and 3 and applies as follows.

Phase 2 guides reference designs for stations, precincts and development; facilitates a competitive process for Sydney Metro's procurement strategies for detailed design of stations, precincts and development; responds to statutory requirements for design excellence in environmental planning instruments and implements a rigorous design evaluation process.

Phase 2 also includes the establishment of separate Sydney Metro managed panels that may comprise select DRP members to review and provide advice on the design evaluation of tender submissions. The DEEP will facilitate the achievement of design excellence as part of the competitive selection process for Detailed SSDA(s) while the Tender Design Review Panel (TDRP) will provide guidance on aspects of the CSSI and contract packages.

Phase 3 ensures design integrity is achieved and demonstrated in the design and delivery of stations and development following contract award.

The proposal is capable of achieving design excellence, subject to the submitted Design Guidelines and Design Excellence Strategy. Sydney Metro has endorsement from the Secretary for the DEEP process to be utilised in lieu of the Parramatta Council design competition procedures for Building B, C and D while Building A would proceed under the traditional Parramatta Council design competition procedures.

6.2 Built form and urban design

The concept design establishes maximum permissible building envelopes only, with the detailed design of the buildings to occur as part of future application(s).

Within this EIS, the proposed building envelopes have been comprehensively assessed from an urban design perspective including with regards to various potential impacts which may arise from a built form within it, as further discussed below.

A detailed Built Form and Urban Design Report has been prepared and is attached at Appendix E. The report provides detailed analysis and discussion around justification of the proposal from an urban design perspective, including integration of the proposed development with the surrounding public domain and Civic Link being delivered under the Stage 3 CSSI Application, as well as analysis of site opportunities and constraints, and ongoing design evolution.

6.2.1 Envelope, density, bulk and scale

Due to opportunities presented by the new Parramatta metro station, the site represents an excellent opportunity to deliver over and adjacent station development capitalising on the station's transit-oriented development potential.

The Parramatta CBD is one of Sydney's most connected precincts, with fast and frequent services to be offered by the new metro infrastructure, as well as the existing Parramatta Station (a key hub on the Sydney Trains and NSW TrainLink network), Parramatta Light Rail currently under construction to Westmead and Carlingford, as well as being a major bus network terminus and interchange, including for the Liverpool-Parramatta T-Way and North West T-Way Bus Rapid Transit corridors.

Locating density above a metro corridor benefits the community through encouraging use of public transport (hence, reducing car usage) and improving the vibrancy and activation of the local area. The combination of proximity to both a metro station, existing heavy rail station and future light rail stop makes the site highly strategic. Easy access to centres including the Sydney CBD, Sydney Olympic Park, and Blacktown will result in strong demand for both residential and commercial floorspace in the area, contributing to Parramatta's changing built form and urban density.

The concept design envelopes will facilitate a built form that responds to the following:

- The scale of the proposal will strengthen the streetscape and is in line with the principles of transit-oriented development to situate prominent buildings at major entrances or above train stations. Sydney Metro is a city-shaping project with Parramatta being a key station on the new line. It is highly appropriate to facilitate a high density built form at this important strategic site that anchors the precinct and provides an important locational marker for the future Parramatta metro station.
- The scale of the envelopes is consistent with that of the recently constructed Parramatta Square development directly to the south of the proposal. The proposed envelopes provision for a landmark development that represents the ongoing revitalisation and reimagining of Parramatta into Western Sydney's pre-eminent district for work and play, being delivered in tandem with transformational railway infrastructure.
- The proposed envelopes provide a diversity of building heights, and differing bulk and scales across the four buildings, while presenting as one diverse mixed-use precinct centred around the new Civic Link. By differing the heights of the buildings, as well as ensuring sufficient spatial separation between the buildings, visual interest and a sense of openness is created at the site.
- The articulation of the proposed envelopes provisions for building setbacks at upper levels through that of a podium-and-tower style built form for all four buildings. This has the dual effect of:
 - creating a human scale at the street level and reducing perceived bulk and scale by pedestrians, by demarcating the lower levels of the built form from the towers above
 - creating the impression of a prominent visual marker through views to the tall towers when viewed from a distance, befitting of the project's strategic importance marking the new Parramatta metro station at the heart of the CBD.

The building envelopes have been configured so that the built form is feasibly maximised, without adverse amenity impacts and preserving solar access to the Lancer Barracks and Parramatta Square through compliance with the solar access planes of the PLEP 2011. In this regard, the density of the proposal provides an appropriate balance between the strong demand for floorspace and growth in Parramatta and the need to maintain environmental amenity to these important locations.

As noted above at Section 4.1, the PLEP 2011 has recently been amended to deliver substantive uplift and urban growth opportunities within the CBD. The proposed envelopes respond to this desired future built form. As further discussed in the Built Forma and Urban Design Report at Appendix E, the envelopes have been modelled against the desired future character of the Parramatta CBD, when surrounding sites and the broader precinct has been redeveloped in accordance with the recently amended planning controls.

As demonstrated in Figure 6-1, while the proposed envelopes are one of significant density in their current context (which, as discussed, is the intended outcome), the built form density surrounding the site is also expected to steadily increase over time, as Parramatta's strategic potential continues to be realised.



Figure 6-1 The envelopes (purple) in Parramatta's future built form context

6.2.2 Building envelope land use

The Concept SSDA is directly consistent with the findings of multiple strategic planning documents in that it supports the provision of a mixed-use development above the metro corridor as a way of increasing use of existing public transport, reducing car usage and encouraging connectivity within the local area.

Meeting commercial and employment targets

The Central City District Plan identifies ambitious commercial and employment targets for the Parramatta CBD. The document identifies that growth in the CBD "will be supported by major transport infrastructure projects such as Parramatta Light Rail and Sydney Metro West [...] Planning for these transport connections will seek to expand the commercial floor space footprint of Parramatta and unlock capacity within a 10-minute walking distance of transit and light rail stops."

The document notes that Parramatta is to be transformed 'into one of Australia's most important business hubs', with a target of 55,000 new jobs in Greater Parramatta (incorporating Parramatta, Parramatta North and Westmead) by 2036. The Parramatta Local Strategic Planning Statement expects employment in the Parramatta CBD alone to increase from 51,100 in 2016 to 85,000 in 2036 – an increase of 33,900 jobs over 20 years.

The proposed development is one of the most significant opportunities to deliver on these outcomes. The proposed development provisions for a maximum of 171,100m² of employment-generating commercial and retail floorspace. This floorspace anticipated to accommodate, 750 direct full-time equivalent (FTE) ongoing jobs and 7,190 indirect ongoing FTE jobs.

Meeting housing targets

The Central City District Plan also notes that the area will accommodate significant housing growth. The Central City District is Sydney's fastest-growing district and will accommodate 207,500 new dwellings by 2036. The Parramatta LSPS notes that:

"As the Parramatta CBD continues to grow as the Central City, this growth will continue to attract strong interest in new residential communities who want to be close to the diverse range of services, jobs, businesses, entertainment and recreational opportunities the CBD will offer."

The City of Parramatta LGA is to deliver 87,900 new dwellings in the 20-year period between 2016 and 2036. Of this, the Parramatta LSPS identifies that 7,200 new dwellings are to be delivered within the Parramatta CBD, with the 5,400 dwellings in the CBD in 2016 expected to increase to 12,600 by 2036. This represents a more than twofold increase.

In this regard, the residential floorspace in Building B will make a key contribution to this target. The site is optimally located directly above a Metro station, and in the immediate proximity of commercial, retail and entertainment facilities within the CBD, in line with the objectives of the '30-minute city'.

The maximum of 18,900m² of residential floorspace provisioned for under the concept design is expected to be equivalent to approximately 145 residential apartments.

Mitigation measures

The podium and tower envelope elements set appropriate setback controls for the site to be followed under future applications. Future Detailed SSDA(s) following the Concept SSDA are to propose buildings consistent with the maximum building envelopes and GFA limits under this Concept SSDA.

Therefore, no further mitigation measures are required.

6.3 Environmental amenity

6.3.1 Residential amenity

A SEPP 65 Compliance Report has been prepared at Appendix AA. The purpose of the report is to demonstrate that future residential floorspace in Building B is capable of facilitating a high level of residential amenity, through being capable of compliance with the Design Quality Principles of SEPP 65 and its accompanying ADG.

In doing so, the report provides an assessment of the indicative building design (see Section 3.4). With the indicative building design being preliminary in nature, as commensurate with the level of detail expected for a Concept SSDA, a complete assessment against the provisions of the ADG would be provided as part of the relevant future detailed design application for Building B.

Detailed justification of the proposed development against each SEPP 65 Design Quality Principle is provided in the SEPP 65 Compliance Report. The report also provides analysis against each relevant ADG objective and design criteria, with key aspects outlined below:

- Deep soil cannot be feasibly accommodated at the site, which is located within the urban core of the Parramatta CBD, above a metro station. The ADG acknowledges that deep soil provision may not be possible at certain sites.
- The envelope can comply with visual separation and visual privacy requirements. A minimum 12m setback is provided to the east, north and west frontages, these being the directions in which all habitable and non-habitable rooms are oriented. An appropriate 4.5m setback is still provided to the southern frontage.
- The envelope can comply with solar access requirements. Under the indicative building design, 76% of all apartments receive two hours of direct sunlight between 9am and 3pm on 21 June, which exceeds the minimum 70% requirement. Additionally, all apartments receive sunlight, which is significantly better than the requirement of no more than 15% of apartments receiving no sunlight.
- The envelope can comply with cross-ventilation requirements. Under the indicative building design, 86% of all apartments in the first nine storeys are naturally cross-ventilated, which significantly exceeds the requirement for at least 60% of all apartments in the first nine storeys to be cross-ventilated.
- The indicative building design demonstrates that the proposed envelope can comply with minimum floor-toceiling heights, minimum internal areas, and minimum private open space and balcony requirements.
- The envelope can comply with vertical circulation requirements. The indicative building design provisions for no more than seven apartments on a single floor, less than the required maximum of eight.

In conclusion, the Concept SSDA has demonstrated that it would comply with the relevant provisions of the ADG.

It should also be noted that, being for the purposes of housing, the consent authority is required to allow for flexibility in applying the provisions of the ADG, under clause 75(2) of Part 4 of the Housing SEPP.

Mitigation measures

Further detailed assessment against the ADG should occur as part of the relevant future detailed design application for Building B. It is reiterated that being for the purposes of housing, the consent authority is required to be flexible in applying the provisions of the ADG.

6.3.2 Overshadowing

A Shadow Impact Analysis has been prepared at Appendix J. The document analyses the expected overshadowing impacts of the proposed building envelopes.

No existing or approved surrounding residential properties have been identified as being impacted by overshadowing in the Shadow Impact Analysis.

The building envelopes have been informed by the solar access planes to the Lancer Barracks and Parramatta Square, as required under clause 7.4 of the PLEP 2011. Under subclause (3), this clause requires:

- No additional overshadowing to the relevant land at Parramatta Square between 12:00 and 14:00 at midwinter, and
- No additional overshadowing to the Lancer Barracks between 12:00 and 14:00 midwinter.

The Shadow Impact Analysis confirms that the proposed building envelopes would not result in overshadowing impacts onto either key site, with the tops of the envelopes having been designed to be slanted (being highest in the north and lowest in the south) to maintain this solar amenity. The report confirms that (see Figure 6-2):

- The proposal will not result in additional overshadowing to Parramatta Square between 12:00 and 14:00 midwinter.
- The proposal will not result in additional overshadowing onto the Lancer Barracks. No additional overshadowing occurs between 12:00 and 14:00 midwinter.

Therefore, the proposed building envelopes are compliant with the relevant solar access and overshadowing requirements.



Figure 6-2 Overshadowing to Parramatta Square (blue) and Lancer Barracks (purple) at 12:00 (top) and 13:00 (bottom) on 21 June

Mitigation measures

The Solar Access and Overshadowing Report confirms the proposal would not generate adverse overshadowing impacts and therefore no further mitigation measures are considered to be necessary.

6.3.4 Reflectivity

A Reflectivity Impact Assessment has been prepared at Appendix Z. The report analyses the potential for future over station and adjacent station development at the site to generate glare impacts that may affect the environmental amenity of the area. A number of distinct pedestrian locations and vehicular routes at and around the site were assessed for their susceptibility to disability glare.

A glare level of 500cd/m² was adopted as the maximum amount of glare to which a driver can be exposed without safety implications.

As the project is currently still in its conceptual stage, it was assumed that each of the buildings would use standard glazing for the purposes of reflectivity assessment.

Impact on vehicular routes

Seven vehicular routes around the site were assessed for their potential to be impacted by glare, as follows (Figure 6-3):

- 1. Northwest along Macquarie Street assessing the impacts on the light rail
- 2. Southeast along Macquarie Street assessing the impact on the light rail
- 3. South along Church Street assessing the impacts on the light rail
- 4. Southeast along Macquarie Street assessing the impact on private vehicles
- 5. Northwest along George Street assessing the impact on private vehicles
- 6. Southeast along George Street assessing the impact on private vehicles
- 7. South along Wild Avenue/Smith Street assessing the impact and private vehicles

For each route, 11 locations along the route were assessed.



Figure 6-3 Vehicular reflectivity assessment routes

In summary, it was found that routes 1, 2, 4, 5 and 6 had potential for some risk of disability glare in the early morning and late afternoon. Routes 3 and 7 were found to have no disability glare risks as summarised in Table 13.
Table 13 – Summary of reflectivity timing – vehicular routes

Route	Maximum veiling luminance [cd/m²]	Maximum no. of hours LV is at risk of exceeding 500 cd/m² in a day	Comment
Route 1	12,640	2	Some risk of disability glare in the early morning and late afternoon
Route 2	2,150	1	Some risk of disability glare in the early morning and late afternoon
Route 3	0	0	No disability glare risks found
Route 4	5,480	2	Some risk of disability glare in the early morning, mid-afternoon and late afternoon
Route 5	5,700	1	Some risk of disability glare in the early morning and late afternoon
Route 6	5,710	3	Some risk of disability glare in the early morning and late afternoon
Route 7	0	0	No disability glare risks found

Impact on pedestrian locations

Six locations in the Civic Link were selected for assessment of impacts on pedestrian glare (refer to Figure 6-4). The impact of disability glare (i.e., glare which impairs vision) onto pedestrians is expected to be low given their ability to look away from problematic glare.



Figure 6-4 Assessed pedestrian locations

Table 14 – Summary of reflectivity impacts – pedestrian locations

Location	Maximum veiling luminance [cd/m²]	Maximum no. of hours LV is at risk of exceeding 500 cd/m² in a day	Comment
1	25,420	1	Some risk of disability glare in the late afternoon
2	430	0	No disability glare risks found
3	370	0	No disability glare risks found
4	320	0	No disability glare risks found
5	570	1	Some risk of disability glare in the late afternoon
6	870	1	Some risk of disability glare in the mid-morning

Mitigation measures

The Reflectivity Impact Assessment confirms that mitigation measures will need to be considered for the five vehicular routes and three pedestrian locations modelled were found to exceed the adopted disability glare threshold at certain times of day, generally either in the morning or late afternoon.

Therefore, mitigation measures will need to be considered to reduce glare as part of future Detailed SSDA(s). The following mitigative strategies would be further explored during preparation of subsequent Detailed SSDA(s):

- Using a less reflective glazing reduces the amount of light that is reflected from the façade
- **Different material** using a non-reflective material or materials with increased roughness, will help to control the impact of reflections
- Shielding the façade introducing a non-reflective structure, design, or landscaping that shields the glazed façade will help to control the impact of reflections
- Built form incorporating different built forms can help disperse light reflections. Note that concave built forms should be avoided as these will instead concentrate sunlight, exacerbating the glare risk.

6.3.5 Wind impacts

A Pedestrian Wind Assessment has been prepared at Appendix Y. The report details expected wind impacts of the proposed development on pedestrian comfort and safety through wind tunnel and computational testing of the indicative building design. Locations in the surrounding public domain were assessed for compliance with the industry-standard Lawson comfort criteria and the PDCP 2011.

Baseline data at 20 locations within the site shows that compliance with the Lawson comfort criteria is maintained for existing site conditions. For the proposed development, 40 locations at and around the site were assessed through wind model testing (refer to Figure 6-5). Each location was assessed against the most relevant Lawson criterion (sitting, standing, or strolling) depending on its intended use.



Figure 6-5 Wind testing results

In summary, it was found that the proposed building envelopes would result in wind impacts that are generally compliant with the Lawson comfort criteria. Compliance was achieved for 30 of the 40 locations assessed.

For 10 locations (locations 4, 8, 9, 12–16, 19, and 34 as shown in Figure 6-5), wind conditions may potentially exceed the relevant criteria. These locations are all located either within the east-west through site link or at the retail tenancies facing east from Buildings A and D.

Expected wind conditions at different areas of the proposed development are summarised below:

- Open area between Buildings A, D and C: Wind conditions are suitable for comfortably sitting or standing for short periods, which corresponds with reasonable conditions for major pedestrian streets, parks, and public places. Conditions can therefore be considered to satisfy the PDCP 2011 criteria.
- East-west pedestrian link: Wind conditions are higher than those recommended for outdoor dining, which corresponds to the PDCP 2011 criteria for retail streets and is understood to match the intended use for this area. Design refinements under future Detailed SSDA(s) will be required to provide mitigation.
- North-south pedestrian link: Wind conditions are considered appropriate for short periods of sitting or standing, i.e., suitable for 'major pedestrian streets'.
- Retail frontages (facing East from Buildings A and D): Wind conditions are higher than the those required for retail streets or frontages and will require some mitigation measures under future Detailed SSDA(s).
- Other non-retail frontages: Wind conditions along the George Street and Macquarie Street pedestrian footpaths are comfortable for short periods of sitting or standing, and suitable for 'major pedestrian streets'.
- Macquarie Lane: Conditions are acceptable and can be considered comfortable for walking.

Mitigation measures

As shown in Figure 6-5, the Pedestrian Wind Assessment has identified 10 locations where the relevant Lawson comfort criteria may be exceeded under the indicative building design. The report recommends that refinements and mitigation measures be explored as part of Detailed SSDA(s) for these locations.

No exceedances are identified at or near Building C. However, future Detailed SSDA(s) for Buildings A, B or D should consider the following potential mitigation strategies for the east-west through site link or the retail tenancies facing east from Buildings A and D:

- Fixed or retractable canopies or awnings to protect patrons
- Architectural screening in critical positions, such as podium balustrading or landscape screening
- Roughing elements (e.g., banners, etc.) as a means of diffusing the energy contained in the wind

Additionally, each future detailed design application should provide updated wind modelling and wind impacts analysis when the final built form and design of each building is known.

6.4 Visual impact

A Visual Impact Assessment (Appendix GG) has been prepared to assess the building envelope's visual effect on views from key vantage points and streetscape locations and the impacts on neighbouring residential premises. The VIA assesses the visual impact of the proposal from eight viewpoints:

- Viewpoint 01: Southwest corner of Macquarie Street and Church Street. Looking south-east
- Viewpoint 02: South side of Macquarie Street. Looking north
- Viewpoint 03: Southeast corner of Macquarie Street and Smith Street. Looking north-west
- Viewpoint 04: Eastern side of Smith Street and Macquarie Lane. Looking west
- Viewpoint 05: Northern side of George Street. Looking west
- Viewpoint 06: Harwood Place. Looking south
- Viewpoint 07: North-west corner of Church Street and George Street. Looking south-east
- Viewpoint 08: West side of O'Connell Street and George Street. Looking east

Methodology

The methodology used by the VIA is derived from the international standard 'Guidelines for Landscape and Visual Impact Assessment' version 3 (GLVIA3) and the Land and Environment Court (LEC) planning principle for 'impact on public domain views' established in Rose Bay Marina Pty Limited v Woollahra Municipal Council & Anr [2013] NSWLEC 1046 (Rose Bay).

Consideration has also been given where relevant to other VIA documents, including the Guideline for Landscape Character and Visual Impact Assessment (TFNSW, 2020) and Guidance Note for Landscape and Visual Assessment (Australian Institute of Landscape Architects, 2018).

Assessment

The findings of this VIA are summarised as follows:

- The proposed development represents a major urban intervention on a large, strategically located Parramatta CBD site with extensive road frontages
- As such, it inherently has a considerable magnitude of change. However, it does not impact on highly sensitive locations
- On this basis the proposed development will have the following impact:
 - Moderate visual impact on 4 viewpoints
 - Low visual impact on 4 viewpoints
- Critically, the proposed development is consistent with the intent of State and local planning policy to the grow Parramatta CBD as the key centre for the Western Parkland City
- In doing so, it also incorporates measures to ensure positive visual impact. These include:
 - Not blocking key view corridors
 - Retaining the existing Church Street and George Street view corridors
 - Creating the southern end of Horwood Place, as envisaged by the Civic Link, which also creates a wide view corridor from Parramatta Square to the Parramatta River
 - Achieving generous setbacks to existing heritage items.
 - A built form outcome that presents four towers and podium forms that are visually distinguished, yet compatible entities.

Mitigation measures

The VIA recommends that primary and secondary measures be considered as part of future Detailed SSDA(s). These include:

- Undertaking of a design excellence process, which should:
 - Require Detailed SSDA(s) to address the relevant zone objectives and additional local provisions of the PLEP 2011 that relate to view corridors and visual impacts

- Encourage Detailed SSDA(s) to demonstrate consistency with the intended effect of view impact and view corridor provisions provided by the Parramatta City Centre Development Control Plan
- Careful attention to form, line, materiality and colour as part of any subsequent approval process for proposal, including as part of design development or as a condition of development consent.

6.5 Public space

Delivery of public spaces

As noted above in Section 3.9, the proposed development has been designed to integrate with the Parramatta metro station being delivered under the relevant CSSI Applications, as part of an integrated station and precinct development. The indicative building design provides an example of how over station and adjacent station development floorspace can potentially be delivered above the CSSI station box.

The delivery of public domain landscaping and outdoor spaces surrounding the proposed buildings, including the delivery of the Civic Link between George and Macquarie Streets, also forms part of the Stage 3 CSSI Application. The proposed building envelopes have been designed to facilitate activated frontages to the Civic Link and other pedestrian connections.

Opportunities for landscaping and outdoor spaces within the proposed development would be considered under future Detailed SSDA(s).

Crime Prevention Through Environmental Design

A Crime Prevention Through Environmental Design (CPTED) report has been prepared at Appendix O. The report assesses the proposal against the six key principles of CPTED, which are natural surveillance; natural access control; territorial reinforcement; image and management/maintenance; activity support; and site/target hardening, to minimise risk of crime at or around the proposed development.

In summary, the report finds the proposal to provide good outcomes with regards to the key CPTED principles, including as follows:

- The proposed building envelope locations do not contain blind spots and offer opportunities for clear site lines and passive surveillance, with active frontages to the public domain.
- The concept would facilitate distinct and easily identifiable access points for individual uses, serving to direct people into their intended locations.
- The delineation between the public realm, semi-public, semi-private and private spaces within the proposed buildings, along with the defined purposes of the buildings (i.e. commercial, residential and retail), is conducive of territorial reinforcement.
- The Concept SSDA involves no identified impediments to proper environmental maintenance.
- The proposed active street frontages, including the station entries, retail opportunities and commercial uses will attract users and extend activity in the area beyond core business hours, improving surveillance and decreasing crime risk.

Therefore, the proposal is supported from a CPTED perspective with further design development to occur as part of future application(s).

Mitigation measures

The CPTED report has not identified any adverse CPTED outcomes or risks for crime as a result of the proposed development. Nevertheless, the report provides at Section 5 a number of general recommendations for future Detailed SSDA(s) to consider that will further decrease the risk of crime:

- The design of ground floor areas, and immediate floors above, should maximise surveillance opportunities.
- An effective lighting strategy will contribute to public perception by reducing fear, increasing community activity and increasing the chance that offenders will be detected and apprehended.
- Signage and wayfinding should be developed through the proposed development and broader precinct design process, as effective wayfinding systems contribute to a sense of well-being, safety, and security.
- Considerations for ongoing site maintenance, including:
 - landscape and lighting maintenance
 - maintaining cleanliness of the site
 - removing and repairing vandalism or graffiti
 - promptly repairing / replacing any destruction to property and incorporating this into the contractual service level agreement.
- Ensure the proposed building design limits spaces or dark areas where loitering and vagrancy can take place.
- Considerations for the CPTED functions for designation, definition and design, including the following:
 - a space should 'belong' or be designated to a person or group
 - the intended use of a space should be clearly defined
 - the physical design of a space should match its intended use
 - the design of a space should provide means for normal users to naturally control the activities, to control access and to provide surveillance.

The assessment has found that the concept design proposed has incorporated a number of CPTED principles and provides adequate opportunity for the implementation of further CPTED principles in the future design.

6.6 Ecologically sustainable development (ESD)

The Ecologically Sustainable Development (ESD) Report (Appendix S) contains an ESD framework for the site. It identifies minimum ESD requirements, as well as world best practice sustainability opportunities for the proposed development, which future Detailed SSDA(s) will be required to meet. Further discussion of these targets is provided in Section 3.10, and the ESD Report.

The ESD Report also assesses the proposed development against the four ESD principles defined under clause 194, Division 5 of the EP&A Regulation, being that of:

- a. the precautionary principle
- b. inter-generational equity
- c. conservation of biological diversity and ecological integrity
- d. improved valuation, pricing and incentive mechanisms

The ESD report confirms that the delivery of over station and adjacent station development at the site is compliant with these principles. A summary assessment of the proposal against these principles is provided in Table 15 below.

Table 15 - Consistency with EP&A Regulation ESD principles

inciple is utilised when uncertainty l environmental impacts. It provides its of serious or irreversible ge, lack of full scientific certainty s a reason for postponing measures ntal degradation. tified any serious threat of o the environment as a result of the on and adjacent station development etro station. utionary principle is not relevant to
oment will maintain the health, ivity of the environment for future ising the consumption of energy and eration. stablishes a ESD strategy for future described in Section 3.10, ensuring aterials efficiency.
oment is highly unlikely to have y impacts as the proposed ed in an extremely urbanised area, ative and exotic vegetation only. potential and marginal foraging ad habitat ranges of highly mobile r, no suitable roosting or breeding dings to be demolished was identified. ween provided for the project and is x L.
oved valuation and pricing of ces requires consideration of all ces which may be affected by a r, water, land and living things. These en addressed within this EIS in ssued SEARs. d anticipated environmental impacts opment, and where required, suitable have been implemented to ensure the sources, and that no environmental ely affected by the proposal. ertificate stage, an Environmental (EMS) and Environmental MP) will be implemented. The EMS trate a formalised systematic and to planning, implementing, and

Mitigation measures

The ESD Report has demonstrated that the delivery of the proposed development above Parramatta metro station is capable of facilitating a high level of ecological sustainability.

Future Detailed SSDA(s) should be consistent with the outcomes of the ESD Report, including implementing the targets identified in Section 3.10, reproduced in Table 16.

Table 16 – Outline of sustainability targets

Building	Sustainability target
Building A, C, D –	Target a 6 star Green Star Buildings rating
Commercial	5.5 Star NABERs Energy for Offices
	4.5 Star NABERs Energy for Water
	Deliver a 40% reduction in annual water consumption compared to a reference building
Building B – Mixed use	Target a 5 star Green Star Buildings rating
residential tower and retail podium	4.5 Star NABERs Energy for Apartment Buildings
	3.5 Star NABERs Water for Apartment Buildings
	BASIX Energy 30 (stretch target BASIX Energy 35)
	BASIX Water 55
	Average of 7 Star NatHERS rating for all dwellings, and not less than 6 Star NatHERS for any individual dwelling
	Deliver a 30% reduction in annual water consumption compared to a reference building

Future detailed design applications(s) should also consider and implement (where practicable) world best practice/ innovation strategies.

6.7 Transport, traffic, parking and access

A Traffic and Access Report has been prepared at Appendix EE. This section analyses the expected operational impacts of the proposed development concept design on traffic and parking.

Methodology

The Traffic and Access Report provides an analysis of the potential traffic impacts of the proposed development, during both construction and operation. It addresses the following matters:

- · identification of the existing transport conditions in the study area
- · assessment of potential transport impacts during construction of the proposed development
- assessment of the potential transport impacts resulting from the operation of the proposed development
- identification of recommendations and potential mitigation measures to avoid, minimise and manage impacts associated with the proposed development.

Construction traffic assessment

Chapter 6 of the Traffic and Access Report analyses the expected construction traffic impacts of the proposed development.

As staging of the proposed development is still uncertain, and subject to future Detailed SSDA(s) and market trends (Section 3.11), detailed modelling of construction vehicle impacts would be undertaken as part of these future applications to ensure that service levels of the surrounding road network are maintained during construction of the proposal. Access to the properties on the northwest corner near the intersection of George Street and Church Street would be maintained, the format and nature of which would be subject to further investigation.

Under a construction scenario where Buildings B and C are built concurrently with the station (as the podiums of these buildings contain the Metro station entrances), the Traffic and Access Report anticipates that a maximum of 12 light vehicle and 12 heavy vehicle movements would be generated per hour, for a total of 24 movements that would only result in minor impacts on the adjacent road network. Depending on the final adopted project sequencing (refer to Section 3.11), generated traffic movements may be less than this, to be confirmed under future Detailed SSDA(s).

The report also anticipates expected impacts of construction on public transport and active transportation networks. No impacts are anticipated on the operation of bus stops. Impacts to the Parramatta Light Rail would be minor and limited to a potential increase in travel time due to additional construction vehicles on the road network.

Parking impacts assessment

As noted in this EIS, this Concept SSDA seeks consent for the provision of maximum parking rates (a total of 455 spaces) and conceptual vehicular access and loading and servicing arrangements within the shared basement. The fit-out of the basement and allocation of parking spaces to specific buildings and land uses will occur under future Detailed SSDA(s).

The Traffic and Access Report analyses the adequacy of the proposed parking arrangements. The PLEP 2011 nominates maximum car parking rates within the Parramatta City Centre. There is no required minimum provision of car parking. The following rates are stipulated under the PLEP2011:

- a maximum of 1 parking space for every 100m² of commercial premises
- a maximum of 1 parking space for every 30m² of shops
- a maximum of 1 parking space for every residential dwelling, plus 1 parking space for every 5 dwellings for visitors

When these rates are applied to the maximum GFA limits for the proposed development as sought under this Concept SSDA (Section 3.3), a maximum of 595 car parking spaces would be permissible for the site under the PLEP 2011. The proposed provision of no more than 455 car parking spaces is substantially less than this maximum LEP rate and therefore complies with the maximum rates of the LEP, including its underlying intention to reduce car dependency within the Parramatta City Centre.

As discussed in Section 3.5, vehicular access to and from existing properties at the corner of Church Street and Macquarie Street, and the corner of Church Street and George Street, would be maintained under the proposal.

The report confirms that the conceptual loading and servicing arrangements, and bicycle parking/end of trip (EOT) facilities under the indicative building design, are adequate to service the proposed development at the site, and are capable of compliance with PDCP 2011 requirements, with detailed design of these facilities to occur under future application(s).

Traffic generation

The Traffic and Access Report confirms the expected future traffic generation rates of the proposed development, calculated on the basis of the proposed maximum parking rates. As future Detailed SSDA(s) are to be subject to this maximum rate, the modelling undertaken represents the greatest possible traffic impact expected for the delivery of development at the Parramatta metro station site.

In summary, the expected traffic generation quantities of the development are summarised in Table 17 below.

Expected trips	AM peak		PM peak	
	Inbound	Outbound	Inbound	Outbound
Breakdown	247	83	78	246
Total	330		324	

Table 17 - Expected vehicular generation of the proposed development

Traffic modelling assessment

The Traffic and Access Report models the impact of the expected traffic generation rates above on intersection and road network performance, to 2036. In summary, the proposed development is not anticipated to have a significant adverse effect on the surrounding road network operation.

Table 18 summarises the expected impacts of the proposed development by 2036 on the road network, through comparison between the proposal and a baseline scenario where the proposed development does not proceed.

Table 18 - Impact of the proposed development on intersection performance

	AM Peak				PM Peak			
Intersection	Baseline		With Proposal		Basement		With Proposal	
	Average delay(s)	LOS	Average delay(s)	LOS	Average delay(s)	LOS	Average delay(s)	LOS
George St/Marsden St	20.3	С	20.5	С	22.2	С	28.1	С
George St/Church St	10.2	В	10.2	В	9.7	А	12.9	В
George St/North Access	NA	NA	3.9	А	NA	NA	3.9	А
George St/Horwood Place (S)	4.9	А	5.0	А	4.9	А	4.9	А
George St/Horwood Place (N)	5.0	А	5.0	А	4.9	А	4.9	А
George St/Smith St	38.3	D	38.6	D	37.0	D	37.1	D
Smith St/Macquarie Lane1	3.5	А	3.5	А	3.6	А	3.6	А
Macquarie St/Marsden St	17.3	В	17.5	В	15.2	В	16.2	В
Macquarie St/Church St	21.4	С	21.4	С	22.8	С	22.8	С
Macquarie St/Horwood Place	5.8	А	5.8	А	4.6	А	4.6	А
Macquarie St/Smith St	30.8	С	45.0	D	26.2	С	28.8	С

Table 18 demonstrates that the impacts of the proposed development on intersection performance are not substantive:

- At the Macquarie Street/Smith Street intersection during the AM peak period, with the proposed development, the intersection is likely to operate at LOS D. This category is considered acceptable but nearing capacity. In the baseline scenario, the intersection is likely to operate at LOS C.
- At the George Street/Smith Street intersection, intersection performance is likely to operate at LOS D, with or without the proposed development.
- All other intersections will operate at good levels of service (LOS A C), with or without the proposed development.

The Traffic and Access Report confirms that above analysis is informed by Transport for NSW's Public Transport Project Model (PTPM) 2036 model. Other known developments or proposals which may have a cumulative impact on the transport network in the vicinity of the proposed development are assumed to have been factored into the PTPM growth rates.

Pedestrian network performance

The Traffic and Access Report finds the proposed development to have minimal to no impact on the performance of existing footpaths surrounding the site. Pedestrian movements would primarily be between public transport and the proposed buildings, particularly from Parramatta metro station and the existing Parramatta station. Residents and users of the proposed buildings accessing the metro station will not need to cross any roads. People accessing the suburban rail station will be able to do so through the future Civic Link.

Mitigation measures

Future Detailed SSDA(s) for over station and adjacent station development at Parramatta metro station are to comply with the maximum parking rates and required number of loading and servicing bays provisioned for under the proposed concept design. The Traffic and Access Report has confirmed that through compliance with these parameters, there would be no adverse impacts on the surrounding road and pedestrian networks.

The Traffic and Access Report identifies mitigation measures which would be further explored as part of future Detailed SSDA(s) at Section 7 of the document. These include:

- A Travel Plan, as part of future Detailed SSDA(s), to reduce car trips and encourage the use of sustainable transport.
- At least 1-2% parking spaces would be accessible and located to minimise walking distances, such as near lifts
- Provision of loading docks adequately sized for the proposed development.
- Provision of motorcycle parking, and provision of car share spaces, which are to be determined as part of future Detailed SSDA(s), and should comply with the requirements of the PDCP 2011.
- A quantity of bicycle parking which conforms to the Green Star or PDCP 2011 recommendations (whichever is higher; to be confirmed as part of future Detailed SSDA(s)) should be provided. Bicycle parking in the form of Class 2 compounds (bicycle cages) or better and shower and lockers should be provided.

Further analysis of traffic and parking, including detailed compliance assessment with the relevant Australian Standards, should occur as part of future Detailed SSDA(s). Future Detailed SSD applications would implement the management and mitigation measures provided within the Traffic and Access Report.

As staging for the delivery of the proposed development is subject to future Detailed SSDA(s) and market trends, each future detailed design application should provide a detailed Construction Traffic and Pedestrian Management Plan (CTPMP) to ensure that traffic impacts are appropriately managed during construction, so that service levels of the surrounding road network are maintained during construction of the proposal. The CTPMP will build on the managements plan established under existing approvals on the site.

6.8 Biodiversity

Section 7.9 of the BC Act 2016 requires preparation of a BDAR for SSD that are assessed under Part 4 of the EP&A Act. This Concept SSDA will be assessed under Part 4 of the EP&A Act, and, therefore, would normally be required to include a BDAR.

However, section 7.9(2) of the BC Act 2016 allows for exemption from the requirement where the development is not likely to have any significant impact on biodiversity values.

A request for a waiver for submission of a BDAR was submitted to the DPE and the Office of Environment and Heritage.

Subsequently, a waiver under section 7.9(2) of the BC Act 2016 was issued on 28 February 2022 and is provided at Appendix L. Accordingly, a BDAR is not required to be submitted with this EIS.

6.9 Noise and vibration

A Noise and Vibration Impact Report (Appendix X) has been prepared to assess the potential noise and vibration impacts associated with the proposed development during construction and operation, and also to consider the amenity of future occupants of the buildings.

The assessment is based on the indicative building design and is preliminary in nature, with further assessment to occur under future Detailed SSDA(s) when greater project detail and specifics are known.

Methodology

In order to assess the baseline noise levels at the site, baseline noise monitoring was undertaken as part of the Concept and Stage 1 CSSI. The monitoring included ambient and background noise logging and was completed between March and July 2019. Attended noise monitoring has not been undertaken as part of this assessment.

The Noise and Vibration Impact Assessment utilises the NSW EPA's Interim Construction Noise Guideline to assess construction noise and provide mitigation measures. For operational noise and vibration, the NSW EPA's Noise Policy for Industry and the DPE's NSW Road Noise Policy are used.

Construction noise and vibration

The Noise and Vibration Impact Report provides a preliminary assessment of expected noise and vibration impacts during the construction of the proposed development, with regards to the following:

- noise impacts due to construction works
- noise impacts due to construction traffic generation
- construction vibration impacts.

In summary, the Noise and Vibration Impact Report notes the construction of the proposed development would not result in any adverse noise and vibration impacts to residential receivers.

However, a number of surrounding non-residential receivers may exceed the adopted Noise Management Levels (NMLs). In summary:

- Podium construction: No residential sensitive receivers and 12 non-residential sensitive receivers exceed the NMLs. The worst-affected sensitive receiver was 119 Macquarie St, Parramatta (place of worship) with an exceedance 20 dB over the NML.
- Tower construction: 15 non-residential sensitive receivers exceed the NMLs. The worst-affected sensitive receiver was 119 Macquarie St, Parramatta with an exceedance 15 dB over the NML.
- Podium and tower concurrent construction: 15 non-residential sensitive receivers exceed the NMLs. The worstaffected sensitive receiver was 119 Macquarie St, Parramatta with an exceedance 20 dB over the NML.



These are summarised in Figure 6-6 below.



In a scenario where the over station and adjacent station development is constructed concurrently with the Parramatta metro station (refer to staging discussion at Section 3.11 above), cumulative construction noise impacts may increase noise levels at nearby sensitive receivers by as much as 3 dB(A) higher than the maximum noise level of the Parramatta metro station and proposed development individually.

Although 3 dB(A) is generally considered just discernible, the cumulative impact of noise shall be managed as far as possible by the contractor to ensure that the potential for adverse impacts at sensitive receivers is minimised. Further assessment will be provided under future Detailed SSDA(s) when staging of construction is known.

The construction of the proposed development is not anticipated to result in adverse noise impacts from construction traffic noise. Based on preliminary assessment of construction vehicle traffic associated with proposed development, noise impacts at properties immediately adjacent the transport route are predicted to increase by a negligible amount of <1dB.

Vibration impacts are not anticipated for the proposed development due to the lack of below-ground or ground disturbance construction works, with no high vibration producing equipment anticipated to be used.

Operational noise and vibration

The Noise and Vibration Impact Report also provides preliminary analysis of anticipated noise and vibration impacts during the operational phase of the proposed development. This includes with regards to:

- Building plant noise emissions
- Road traffic generation noise
- Carpark noise emissions
- Loading dock noise emissions
- Operational vibration impacts.

In summary, it was found that:

- Further assessment of building services and plant noise will need to occur under future Detailed SSDA(s) as specifics around plant design are not yet known. However, the report confirms that the proposal would comply with the NSW EPA's *Noise Policy for Industry* with regards to plant noise following implementation of mitigation measures provided within the report.
- Proposed residential uses in Building B are expected to comply with the relevant ambient noise and sleep disturbance criteria as established under the *Noise Policy for Industry*, with further assessment to occur under the relevant future detailed design application.
- The new Parramatta metro station will result in a significant reduction in road traffic movements compared to previous site uses, including a multi-storey carpark. Therefore, no specific additional mitigation measures for road traffic noise are necessary.
- As a net decrease in car parking spaces is expected for the proposed development site, an increase in car parking noise impacts is not anticipated.
- The concept loading dock is not located in proximity to any residential receivers so no acoustic impacts on sensitive uses are anticipated. Opportunities to minimise impacts will be further considered under future Detailed SSDA(s).
- No adverse operational vibration impacts are anticipated.

Mitigation measures

The Noise and Vibration Impact Assessment identifies management and mitigation measures which should be implemented under future Detailed SSDA(s). These are summarised below.

As noted above, exceedances to the relevant Noise Management Levels (NMLs) are anticipated for surrounding non-residential receivers during construction. Therefore, further investigation will be undertaken as part of future Detailed SSDA(s) to manage these exceedances. The following should be noted:

- The criteria for non-residential sensitive receivers are only applicable when the receiver is in use. Therefore, further investigation into the operation of these nearby sensitive uses should be undertaken to manage these impacts.
- The criteria for non-residential sensitive receivers are internal criteria (i.e., assessed from within the building). While assumptions have been made for this assessment for typical external to internal noise attenuations, a detailed investigation including an assessment of the façade construction would ensure that these assumptions are reasonable.
- The noise levels for these scenarios represent a typical worst-case with all equipment operating concurrently. These levels are considered conservative and as more detail about the construction methods and equipment is developed this can be refined further.

For all proposed buildings, prior to the commencement of major construction works the contractor should develop a detailed construction noise and vibration management plan or sub-plan.

Based on the above, noise and vibration impacts during the operational phase of future buildings at the site can be suitably managed using standard mitigation measures. These are provided at Section 1.17 of the Noise and Vibration Impact Assessment. More detailed assessments (such as plant noise) will be undertaken within future Detailed SSDA(s) as is industry standard practice.

6.10 Stormwater and wastewater

An Integrated Water Management and Water Quality Plan (Appendix W) has been provided to summarise existing stormwater and water quality conditions and outline required upgrades, infrastructure and protection measures required under future Detailed SSDA(s) to satisfy the relevant stormwater and water quality standards.

Methodology

The preparation of the Integrated Water Management and Water Quality Plan involved the following:

- undertaking a desktop review of publicly available data to characterise existing surface water (baseline) conditions at the proposed development site including climate, catchment history, topography, hydrology, the soil landscape and environmental values
- reviewing relevant legislation, plans, policies and guidelines for water management within NSW and the City of Parramatta Council
- identifying the types of surface water impacts which may occur due to the proposed development
- identifying mitigation measures to address potential surface water impacts.

Existing site conditions

The existing drainage network is owned by the City of Parramatta Council includes kerb channels, pits and pipes. The existing catchments site is almost 100% impervious with the majority of runoff originating from building roofs and surrounding paved areas. The existing drainage network has been split into the catchment areas of Macquarie Lane – Smith Street, Macquarie Street, Church Street, and George Street. Location of the existing stormwater network is provided at Figure 6-7.



Figure 6-7 Existing stormwater conditions at the site

On-site stormwater detention

Rainwater tanks will be incorporated into each over station and adjacent station development site and will be collected and conveyed via the downpipe system to rainwater harvesting tanks, with further design work to occur under future application(s). The downpipe systems are to be provided with a first flush device prior to the rainwater entering the tank. Excess water from the rainwater harvesting tank will be transferred to the on-site detention tank system.

The harvested rainwater will supply the buildings and stations non-portable water system including for toilet flushing, landscape irrigation and wash down areas. The anticipated roof catchments to be delivered under future Detailed SSDA(s) are provided in Table 19.

Table 19 – Proposed roof catchments and points of discharge

Building	Roof catchment area (m²)	Proposed discharge point
Building A	3810	Existing inlet pit on George Street, invert level 7.86 m AHD. Extension to the existing pipes in the council drainage network will be required
Building B	2005	Existing pit on Church Street, invert level unknown
Building C	2740	Existing inlet pit on Smith Street, invert level 7.55 m AHD
Building D	4455	Existing inlet pit on Macquarie Street, invert level unknown

MUSIC modelling

The proposed stormwater harvesting, and management has been modelled to ensure that stormwater quality objectives are met. MUSIC modelling results in Table 20 demonstrate that water quality will meet and exceed Council targets.

Water Quality Parameter	Sources	Residual Load	Reduction (%)	Reduction Target (%)
Total Suspended Solids (TSS)	2340	267	88.6	85
Total Phosphorous (TP)	5.84	1.87	67.9	60
Total Nitrogen	53.2	25.6	51.9	45
Gross Pollutants	558	0.2	100	90

Table 20 – MUSIC modelling results

Mitigation measures

No adverse stormwater impacts are anticipated. The report identifies that further work is to be undertaken under future Detailed SSDA(s) once further details are known, including that of the following:

- Finalise onsite detention requirements based on the finalised architectural scheme
- Consultation with Council regarding the extension of pipes in the Council drainage network on George Street to facilitate drainage of Building A
- Co-ordination with hydraulic engineers for design of integrated on-site detention and rainwater tanks
- Further utilities and feature survey to identify invert levels and location of the existing drainage network.

6.11 Flooding

Overview

A Flooding Assessment (Appendix T) has been prepared to consider existing flooding conditions at the site and provide assessment of flooding impacts on the proposed development.

The Flood Assessment summarises existing flood conditions and details protection measures required to satisfy the relevant flooding standards. Assessment is provided for flood events up to and including a Probable Maximum Flood (PMF) event. The Flood Assessment considers the following:

- Potential increases in flood risk and flood affectation on adjacent properties and assets as well as potential impacts to any emergency management arrangements
- · Land use compatibility in relation to flood hazard
- Compatibility with Council floodplain risk management in terms of safe velocities and depths for pedestrians and vehicles
- Mitigation and management, where required.

Flood mitigation measures for Parramatta metro station, including with regards to station entrances, to ensure that it is not affected by a PMF event form part of the Stage 3 CSSI Application, and are addressed under the EIS for that project.

Methodology

Hydraulic modelling has been undertaken for the 5% and 1% AEP flood events with an appropriate increase in rainfall adopted to reflect climate change projections to the year 2100, based on Australian Rainfall and Runoff 2019 (ARR2019), and incorporating allowances for climate change impacts.

The Flooding Assessment follows the below methodology:

- Summarise the baseline flooding conditions, and detail required upgrades.
- Identify infrastructure and protection measures required to satisfy the relevant flooding standards.
- An assessment against the NSW Floodplain Development Manual.
- Assessment of the potential impacts of the development on flooding that consider flood events up to the PMF, which focuses on:
 - potential increases in flood risk and flood affectation on adjacent properties and assets as well as potential impacts to any emergency management arrangements
 - land use compatibility in relation to flood hazard
 - where required, outline the mitigation and management measures.

Assessment

The flooding assessment identifies that the proposed development site is only affected by flooding during extreme flood events, such as a Probable Maximum Flood (PMF) event. Flood events up to a 1-in-100 year flood event (1% AEP) results only in localised ponding in the streets adjacent to the site. The Probable Maximum Flood level in the vicinity of the site is highlighted in Figure 6-8.



Figure 6-8 PMF levels at the site

The entrance to the northern basement in the Building A podium will be required to protect against flooding events up to the PMF event. Flood barriers should be considered under future Detailed SSDA(s) for basement and building entries to prevent ingress of floodwater into the basement areas up to the PMF flood level, as consistent with the PDCP 2011.

Commercial spaces within the proposed over station and adjacent station development will not require additional flood protection and are not required to be protected from a PMF event. The PDCP 2011 notes commercial premises are required to have a floor level set to be above the 1% AEP flood with the inclusion of 0.5 metres freeboard. The 1% AEP flood level in the Parramatta River upstream Church Street, to the north of the site, is approximately 7.1 metres AHD, which is significantly below the lowest elevation of the site, which is approximately 8.9 metres AHD.

Mitigation measures

The Flooding Assessment confirms that flood barriers should be considered under future Detailed SSDA(s) to prevent floodwaters from entering the basement. Where flood barriers are proposed, they should ensure:

- Flood waters would be prevented from entering the basement.
- Flooding risk associated with lifts, loading dock entry and other service access arrangements are appropriately managed.
- That these measures continue to be in full working order for the life of the proposed development.

The proposed development would otherwise not require additional flood mitigation measures, noting that flooding to Parramatta metro station is considered under the CSSI Application.

6.12 Hazards and risks

The proposal is not adjacent to or on land in a pipeline corridor. Therefore, a hazard analysis is not required. The SEARs relating to hazards and risks does not apply.

6.13 Contamination and remediation

A Contamination Report (Appendix N) and Geotechnical Report (Appendix U) have been prepared to assess the existing subsurface ground condition and geotechnical risk associated with the Concept SSDA. The reports demonstrate the site to be suitable for the proposed over station and adjacent station development.

Assessment

It is noted within the reports that the site area underlain by medium dense alluvial sands (clayey sands and sandy clay) and firm to very stiff alluvial clay, then underlying bedrock (specifically, Ashfield shale underlain by Mittagong formation, underlain in turn by Hawksbury sandstone). Bedrock was also recorded within the study area ranging from -3.3m to -4.2m AHD.

Notwithstanding this, the proposed development will be constructed above the Parramatta metro station and excavated basement carpark, which forms part of the Stage 3 CSSI Application. Therefore, no direct interaction with the existing ground is anticipated during construction of over station and adjacent station development. Furthermore, the proposal does not involve any physical works, with construction to occur under future Detailed SSDA(s).

As a result of this, ground movement and impact on existing structures is expected to be minimal due to the construction of over station and adjacent station development, as this will have already occurred during construction of the Parramatta metro station.

Mitigation measures

As no direct interaction with the existing ground is anticipated during construction or operation of the proposed over station and adjacent station development, the contamination risk is considered to be very low. The detailed design of the proposed design should consider the existing foundation support system of the station podium box, so as to minimise further ground movement or impact on adjacent structures during construction and operation of the buildings.

6.14 Waste management

A Waste Management Plan has been prepared at Appendix HH. The Waste Management Plan sets out expected waste generation quantities and waste management measures to be employed for the proposed buildings during both the construction and operational stages of the project.

Construction phase

The proposed development aims to achieve 90% diversion of construction waste from landfill. The anticipated waste streams generated during the construction phase of the proposal are identified in Table 21 below.

Table 21 – Construction waste streams

Waste stream and volume	Recovery potential	Reuse/recycling onsite	Reuse/recycling offsite	Disposal/ treatment
Excavation material – Very low	High	Topsoil has excellent potential for reuse opportunities in landscaping around the development.	Reuse where possible within the project or send off site for recycling.	All soil extracted would be stockpiled and subject to laboratory analysis prior to reuse or removal.
Timber – Low	High	Any timber taken down at the site shall in the first instance be re-used on site, e.g., for formwork, bridging, blocking and propping. Timber off-cuts to be used in landscaping.	Small timber offcuts and untreated timber should be placed in skips and sent to local recycling facilities, where it can be mulched.	Disposal of treated timber however minimal disposal requirements expected.
Concrete – Low	High	Small quantities may arise, components will be pre-casted prior to arrival. Crushed concrete can be used as clean fill or aggregate in pavements.	Concrete waste should be placed in skips and sent to a local recycling facility for crushing and subsequent reuse on other developments.	No disposal required.
Bricks – Low	High	Waste /surplus bricks can used as clean fill or aggregate in pavements and/or landscaping around the development.	Brick waste should be placed in skips and sent to a local recycling facility for crushing and subsequent reuse on other developments.	No disposal required.
Tiles – Low	High	Waste /surplus tiles can used as clean fill or aggregate in pavements and/or landscaping around the development.	Tile waste should be placed in skips and sent to a local recycling facility for crushing and subsequent reuse on other developments.	No disposal required.
Metal – Low	High	Limited opportunities for onsite reuse of offcuts or excess metal strips.	Metal waste should be placed in skips and sent to a specialty metal recycler for processing. Opportunities should be explored for supplier buy back schemes.	No disposal required.
Glass – Low	High	Limited opportunities for onsite reuse	Glass waste should be placed in skips and sent to a specialty glass recycler and subsequent reuse.	No disposal required.
Plasterboard – Low	High	Limited opportunities for onsite reuse	Plasterboard waste should be placed in skips and sent to a specialty recycler.	No disposal required.
Fixtures and fittings – Low	High	Limited opportunities for onsite reuse	Opportunities should be explored for supplier buy back schemes.	No disposal required.
Floor coverings – Low	High	Limited opportunities for onsite reuse	Opportunities should be explored for supplier buy back schemes.	Minimal disposal required.
Packaging – High	High	This waste will predominantly consist of plastic sheeting, shrink-wrap, wooden pallets, metal strips. Opportunities should be explored for each material reuse potential.	Segregate each waste stream into skips and remove offsite to an appropriate local facility for recycling.	Minimal disposal required.

Waste stream and volume	Recovery potential	Reuse/recycling onsite	Reuse/recycling offsite	Disposal/ treatment
Containers – Low	High	Opportunities should be explored for reuse on site, e.g., temporary storage	Opportunities should be explored for supplier take back schemes.	No disposal required.
Paper/ cardboard – Low	High	Limited opportunities for onsite reuse.	Maintain clean waste stream by segregating each waste stream into skips and remove offsite to an appropriate local facility for recycling.	No disposal required.
General waste (residual waste) – Medium	Medium	Likely to comprise food waste and non-recyclable materials. Consideration should be given for providing separate bins for the collection of food waste, newspapers and non- recyclable materials.	Segregate each waste stream into skips and remove offsite to an appropriate local facility for disposal.	Disposal required for general waste.
Hazardous/ special waste – Low	Low	N/A	Removal for treatment off-site at a hazardous waste facility.	Removal for treatment off-site at a hazardous waste facility.
Other – N/A	N/A	Reuse opportunities to be explored for other material streams as appropriate	Segregate each waste stream into skips and remove offsite to an appropriate local facility for recycling where feasible.	Drop-off non- recyclables items at local transfer or disposal facilities

The report identifies a number of objectives for the management of waste during construction works, in accordance with the Sydney Metro Construction Environmental Management Framework, which includes:

- minimising waste throughout the project life cycle
- reducing the demand for waste disposal to landfill during construction
- maximising avoidance and resource recovery of construction waste through minimisation, reuse, and recycling
- achieving resource recovery targets in line with the NSW WAAR Strategy
- maximising the recycling and reuse of waste generated during the construction phase.

As the project is still in the conceptual stage, detailed waste generation rates and management measures will be confirmed as part of future Detailed SSDA(s).

Operational phase

Although still at the conceptual stage, and subject to change as part of future Detailed SSDA(s), operational waste volumes for the proposal have been approximated in the Waste Management Plan. Anticipated operational waste generation rates for each building are as follows – (Table 22):

Table 22 – Operational waste rate estimations

Ruilding		GEA	Residual was	te (litres)	Recycling (litres)	
Buitting		GIA	Day	Week	Day	Week
Building A	Commercial	77,000	6,160	30,800	4,620	23,100
	Retail	3,000	2,400	16,800	2,100	14,700
	Total	80,000	8,560	47,600	6,720	37,800
Building B	Residential	17,000	1,657	11,600	829	5,800
	Retail	1,000	800	5,600	700	4,900
	Total	18,000	2,457	17,200	1,529	10,700
Building C	Commercial	40,000	3,200	16,000	2,400	12,000
	Total	40,000	3,200	16,000	2,400	12,000
Building D	Commercial	60,000	4,800	24,000	3,600	18,000
	Retail*	2,000	1,600	11,200	1,400	9,800
	Total	62,000	6,400	35,200	5,000	27,800

Note: 5-day per week operation for commercial uses, and 7-day per week operation for retail and residential uses

The indicative building design provisions for central waste rooms located within the shared basement for each building. The Waste Management Report confirms that the indicative area allocated for waste storage and handling for each of the buildings is appropriate and meets the requirements based on the expected waste generation from the indicative building design.

Residential premises will be allocated bins for temporary holding of residual waste and recycling. Owners / occupiers would transfer/dispose of these directly into the nearest chute (dual chute system) available on each residential level of the building. The chute will terminate at the central waste room located in the basement, where it will be deposited in 660L bins. Bulky household waste storage would need to be transferred directly by the owners/occupiers to storage areas provided within the central waste room located in the basement, accessed via service lifts.

Commercial and retail premises will be allocated with bins for temporary holding of residual waste and recycling. Commercial and retail tenants/building management would transfer/dispose of these directly into the appropriate 660L bins provided within the central waste room located in the basement, accessed via service lifts.

Mitigation measures

Further assessment of waste management during both construction and operation should occur as part of future Detailed SSDA(s), when exact quantities of waste are known.

The Waste Management Plan provides for a number of potential management measures to be considered under future application(s). This includes the following measures during the construction stage:

- specifications relating to incorporation of used materials or materials with recycled content which contribute to landfill diversion targets set by the City of Paramatta
- enabling the purchase of materials in shape / dimension and form that minimises the creation of off- cuts / waste
- consideration of what will happen to the materials specified when they reach end-of-life. Where possible, elements should be designed for repair, modular repair, recycling at the end of life or safe disposal. The use of hazardous materials should be minimised.
- use of prefabricated elements where possible
- material reuse (such as concrete, tarmac, timber and landscaping features)
- any excavated materials will be carefully stored in segregated piles for subsequent reuse on the site wherever possible. These excavated materials should be reused as deposition material for infilling or landscaping
- avoiding over-purchasing and accurate delivery times, ensuring materials are ordered for delivery shortly before they are used on the proposed development would also avoid possible damage and therefore wastage
- use of take back schemes, some suppliers offer a take back scheme, which should be utilised where practicable, particularly for packaging and pallets.

Additionally, the following strategies are recommended for waste reduction during the operational phase:

- exploring segregation of organic waste from the residual stream within commercial premises
- exploring the viability of small-scale organic waste treatment. Treatment via composting has the potential to recycle the organic waste into a product which may be used within the development green areas, offset the use of imported materials and reduce emissions due to transport and disposal
- introduction of paper and cardboard balers in buildings with high paper and cardboard usage
- facilities management may engage with the City of Parramatta or private contractors in delivery of waste handling training to increase awareness of waste avoidance activities for both staff, residents and visitors.

6.15 Aboriginal cultural heritage

An Aboriginal Cultural Heritage Assessment Report (ACHAR) has been prepared at Appendix K. The report assesses the potential Aboriginal cultural heritage impacts relating to the delivery of the proposed development.

Assessment

In summary, the proposal cannot impact Aboriginal archaeology by virtue of the project scope not incorporating any below ground works, which are instead delivered under the Stage 3 CSSI Application. Although consent is sought for maximum parking rates and servicing/loading arrangements in the basement, excavation and construction of the basement is within the CSSI Application scope.

Ground disturbance works associated with the construction of the station box and integrated station development are instead assessed under separate reports prepared under the CSSI process. Conditions of approval D19 and D20 of the Stage 1 CSSI Application regulate the assessment and management of any Aboriginal objects that are discovered as part of CSSI works. Requirements include consultation with Registered Aboriginal Parties (RAPs) with work to be completed by a qualified archaeologist.

With regards to Aboriginal social and cultural impacts of the proposed development, the ACHAR confirms that no previously unrecorded Aboriginal sites or objects have been identified within the study area. The ACHAR confirms there is to be no impact on any Aboriginal archaeological values in the study area because the proposed works will not impact the ground surface.

Mitigation measures

The ACHAR assesses the proposed development as having no impact on any Aboriginal archaeological values in the study area because the proposed works will not impact the ground surface. It makes the following recommendations:

- further assessment of Aboriginal archaeological heritage values is not required.
- following the results of the consultation process, the Connecting with Country framework should be adopted for the future design process
- if changes are made to the proposal that may result in impacts to areas not assessed by this ACHAR further assessment would be required.
- if Aboriginal objects, or potential objects, are uncovered during the proposed development, all work in the vicinity must cease immediately and The Sydney Metro Unexpected Heritage Finds Procedure followed.
- if human remains, or suspected human remains, are found during the proposed development, all work in the vicinity should cease, the site should be secured, and the NSW Police and Heritage NSW should be notified, and The Sydney Metro Unexpected Heritage Finds Procedure and Exhumation Management Procedure should be followed.

6.16 Environmental heritage

A Historic Heritage Impact Statement (HHIS) has been prepared (Appendix V) to address the extent of impact on heritage items in the vicinity of the site including built and landscape items, conservation areas, views and settings.

Surrounding heritage context

The HHIS addresses the impacts of the development on State and locally listed heritage items in proximity to the site. The HHIS identifies the following State and local heritage items located in the vicinity of the site:

The above heritage items are summarised in Table 23. It lists out the item's number as shown in Figure 69, its name and identifier under the PLEP2011, as well as its significance and a brief description.



Figure 6-9 Surrounding heritage context

Table 23 – Heritage items within and surrounding the site

ltem	LEP ref.	Name	Sig.	Location
Withi	n the site			
1	1716	Kia Ora	Local	62-64 Macquarie Street
	A Colonia slate roof	al Georgian two storey townhouse col	nstructe	ed of rendered brick, sandstone foundation and gabled
3	1703	Shops	Local	41-59 George Street
	Two store	ey sandstone shopfronts; an early cor ial building in Parramatta and Sydne	nmercia y.	al/residential building and is possibly the oldest
5	1647	Convict drain	Local	Various; passes through site at 72-74 Macquarie Street
	This brick an examp	barrel drain is significant for the loc ble of early colonial engineering and t	al area town pla	and is the oldest known example of its type in NSW. It is anning in Parramatta.
Direc	tly adjace	nt to the site		
2	100711	Roxy Cinema	State	69 George Street
	The distir as a "Pict	nctive local landmark of the Roxy Cin ure Palaces" film theatre in the "Inter	ema is S rwar Sp	State listed and considered highly culturally significant anish Mission" style.
4	1656	Horse parapet façade	Local	198–216 Church Street; 38–46 Macquarie Street
	The "Hors two store	se parapeted shops" are situated ove by shops and offices are notably deco	rlooking rated b	g Centenary Square immediately west of the site. The y two prancing plaster horses on the parapet.
Surro	unding th	e site		
6	1657	Telstra House (former post office)	Local	211 Church Street
	The build has sever	ing is a representative example of a h bays and is arcaded on both storeys	Victoria 3.	n mannerist building. The two-storey sandstone building
7	1658	HMV (former Commonwealth Bank)	Local	215 Church Street
	The build reasons.	ing is an example of inter-war strippe The two storey building is clad with s	ed class andstor	ical style and is significant for historical and aesthetic ne on grey granite foundations
8	1665	Westpac Bank	Local	264 Church Street
	The build street co	ing is an inter-war classical bank and rner and marked by two sandstone co	l is cons olumns.	tructed of sandstone. The entry is chamfered on the
9	1704	Civic Arcade (former theatre)	Local	48 George Street
	The Civic (1910) loc modernis	Arcade is the site of the first cinema ated on this site was replaced with th ed with a grander art deco facade ar	in Parra ne Ciner nd reope	amatta. The first cinema Parramatta Picture Palace na No. 1 in 1924 which had a plain brick exterior. It was ened in 1938.
10	1705	Dr Pringle's Cottage	Local	52 George Street
	Dr Pringle Georgian	e's Cottage is a two storey building in house, built about 1832 and incorpor	cluding rated in	three shops facing George Street. A two storey colonial to shops built about 1911.
11	100218	Redcoat's Mess House	State	2 Horwood Place
	The Redc painted F	oats Mess House is a two storey gable lemish bond brickwork with iron roof. T	d buildii The sout	ng with a rectangular plan running north–south. It has hern portion is slightly higher than the rest of the building.
12	1719	Leigh Memorial Uniting Church	Local	119 Macquarie Street
	The churd speckled	ch had the tallest spire in Parramatta tuck pointed brick walls and a parap	at the t eted sla	ime at 43m. The building has a sandstone base with ate gable roof.

ltem	LEP ref.	Name	Sig.	Location	
13	1651	Bicentennial Square	Local	188, 188R, 195A Church Street; 38 Hunter Street; 83 Macquarie Street	
	Bicenten individua	Bicentennial Square is a locally unique set of examples of various types of buildings that collectively and individually form local landmarks. The Square provides local and regional amenities and services in Parram			
14	1655	Shop	Local	197 Church Street	
	The two storey shop building was developed from 1925 in the inter-war stripped classical style. Constructed using stuccoed brickwork, the outer walls have a distinctive decorative stringline and parapet above the entablature and splayed entrance.				

Assessment

The Historic Heritage Impact Statement finds that the proposed building envelopes and accompanying design guidelines respond to the broad heritage context through podium alignment and tower setbacks which allow open views along streets, and truncation of tower envelopes to respond to solar access planes. The Concept SSDA provides the opportunity for future Detailed SSDA(s) to respond to the heritage context and heritage buildings on, or adjacent to, the development sites through a design excellence process.

Building A is located within the curtilage of heritage item Shops (I703) in George Street. The Design Guidelines provide for a heritage interface zone to the east and south of the retained Shops which, along with specific guidelines, adequately mitigates direct impacts and provides guidance for future development to sensitively respond to its heritage context. A Conservation Management Plan for the retained heritage building is being developed to guide future development of the retained building and further inform development of within the heritage interface zone.

The building envelopes allow for future development which will have the potential to cause additional overshadowing of heritage items located from the southwest to the southeast of the site and within the site. In most cases the overshadowing is minimal and will have minor or little to no impact. The development height proposed is within the sun access plane provided by the PLEP 2011 protecting overshadowing onto the Lancer Barracks.

Future development within the building envelopes is likely to be visible from heritage items within the CBD including being located within significant views from Old Government House and Domain. Whilst the building envelopes do not cause a significant impact on the relevant values of those views, future development within the envelopes will be required to respond to significant views.

The proposal does not have archaeological impacts by virtue of not containing any below ground works, which are instead delivered under the relevant CSSI Applications. The Convict Drain (I647) which intersects the southeast corner of the site will be managed in accordance with an Archaeological Research Design for the site under the relevant CSSI Applications.

Mitigation measures

The Historical Heritage Impact Assessment provides the following mitigation measures to guide future Detailed SSDA(s):

- Engage a suitably qualified heritage architect in the development of future building design of new buildings and the adaptive reuse of the heritage structures
- The Conservation Management Plans being prepared for Shops (1703) and Kia Ora (1716) are to be implemented in planning and development of future Detailed SSDA(s) on the subject sites.

6.17 Social impact

A Social Impact Assessment (SIA) has been prepared at Appendix CC. The SIA analyses the expected social impacts of the delivery of the proposed development during construction and operation.

In summary, the SIA finds the proposal to have largely have positive impacts on the surrounding community. The operation of the proposed buildings will support improved way of life for residents, workers and visitors interacting with the site and increase the accessibility and amenity associated with the Parramatta metro station and the Civic Link.

Construction of the proposed buildings is expected to result in potential impacts such as noise, dust, and site accessibility. These will be addressed in detail under future Detailed SSDA(s). The SIA expects these impacts to be most pronounced for those within 400m of the project site.

The employment generated by the proposed development during the construction and operational phases (described in further detail below) has further social benefits associated with the ability for workers to provide for their families and spend money in the local community.

Mitigation measures

The SIA concludes that the overall long-term benefit of the proposed development is positive, and potential negative impacts during construction can generally be avoided or mitigated, through the implementation of a robust Construction Management Plan to be implemented as part of future Detailed SSDA(s) and ensuring good communication channels with the community and stakeholders during the construction process in line with the procedures and initiatives outlined in the SIA.

6.18 Economic impact

An Economic Impact Assessment (EIA) has been prepared at Appendix R. The EIA analyses the expected economic impacts of the proposed development, during both the construction and operational phases of the project in both the short and long term.

The EIA finds that, overall, the project will result in economic benefits including investment of an estimated \$900 million directly into the local economy during the construction phase of the project, supporting some 5,510 full-time equivalent (FTE) (direct and indirect) construction jobs. Once complete and fully operational, the proposed development will support about 9,750 FTE direct ongoing jobs, contributing an estimated \$1.1 billion in value added to the local and regional economy annually. When considering the multiplier effect, the project has the potential to support total operational employment of 16,940 FTE jobs, generating \$2 billion in value added annually.

The provision of residential uses at Building B is estimated to support 365 residents (as a rough approximation based on the residential floorspace provisioned for; to be confirmed under the future relevant detailed design application). These additional residents will support local businesses through additional activity and visitation. The additional approximately 365 residents have the potential to generate around \$4.8 million per year in retail expenditure, a significant proportion of which will be directed to local businesses and operators.

During the construction phase of the Parramatta over station and adjacent station development, there is expected to be temporary disruption to local businesses, including existing retail and accommodation operators. Local businesses are likely to be impacted during the construction stage as a result of negative impacts associated with noise, access, and overall amenity. However, despite the temporary impacts during the construction stage, these businesses stand to benefit over the medium to longer term once the project is complete and the Metro operational, as visitation, activation and expenditure will all increase as a result of the proposed development.

Mitigation measures

The Economic Impact Assessment confirms that mitigation measures are likely to be required in the short term only, during construction of the proposed over station and adjacent station development. The EIA recommends that impacts on that of surrounding businesses be minimised during the construction stage of the proposed development, including by limiting access and noise impacts. This will be further considered under future Detailed SSD application(s).

6.19 Infrastructure requirements and utilities

A Utilities & Infrastructure Servicing Assessment has been prepared at Appendix FF. The report summarises existing utility infrastructure, calculates indicative demands for each utility service type and considers required relocations and/or upgrade works to service future over station and adjacent station development at the site.

Existing conditions

The Utilities & Infrastructure Servicing Assessment confirms that the site is currently serviced through the following arrangements:

- Stormwater runoff from the local catchment area is collected by City of Parramatta stormwater assets
- Wastewater facilities servicing is provided by Sydney Water through the North Head Sewage Treatment Plant
 network
- Potable drinking water is provided by Sydney Water (SWC) from the Prospect East Water Delivery System which is supplied by gravity from the Prospect Water Filtration Plant
- Different telecommunications providers currently service the site, including AARNet, NBN, Nextgen, Optus, Telstra, TPG, Verizon and Vocus
- Electricity to the site is provided by Endeavour Energy. Transport for NSW also own electrical infrastructure within the vicinity of the works
- Jemena currently supplies gas to the area through existing gas mains

Indicative demand and upgrade works

Services upgrades to the site will be undertaken under the CSSI Approval. This will include independent connections with additional capacity to service the over station and adjacent station development based on the maximum expected services demand, as determined by the land uses, building envelopes and maximum GFA proposed under this Concept SSDA.

The service reticulation throughout the proposed development will be the responsibility of the over station and adjacent station development developer and use of this additional service capacity will form part of future detailed design SSD application(s). In summary, the Utilities & Infrastructure Servicing Assessment confirms that services are available to service the proposed over station and adjacent station development.

Mitigation measures

As noted above, detailed design and use of additional service capacity provisioned for under the CSSI Applications process will form part of future Detailed SSDA(s). Future applications are to ensure that adequate utilities and servicing arrangements are provided to all land uses.

6.20 Contributions and public benefit

Detailed SSDAs would be subject to the Parramatta CBD Development Contributions Plan 2007 (Amendment 5).

A determination of this Concept SSDA will not trigger a contribution as the determination does not authorise the carrying out of development without further consent. The value of the contribution would be determined as part of the future Detailed SSDA(s), when the precise floor space and specific details would be known.

7 Justification of the project

This section provides a comprehensive evaluation of and justification for the project having regard to its economic, environmental, and social impacts, including the principles of ecologically sustainable development.

It assesses the potential benefits and impacts of the proposed development, considering the interaction between the findings in the detailed assessments and the compliance of the proposal within the relevant controls and policies.

In summary, this Concept SSDA seeks consent at a conceptual level for the proposed land uses, maximum building envelopes, maximum building heights, maximum gross floor area, pedestrian and vehicle access, vertical circulation arrangements and associated car parking. Future Detailed SSDA(s) would be sought for the detailed design and construction. The proposed development has been carefully considered to minimise its potential impacts, as explored below.

7.1 Minimise impacts of the project

Section 6 of this EIS has comprehensively analysed the environmental impacts of the proposal. Specialist consultant inputs appended to this EIS have informed this analysis. The EIS confirms that the proposed development will not give rise to unacceptable environmental impacts and is supportable from a planning perspective.

Recommended requirements have been provided to ensure that all future Detailed SSDA(s) will have acceptable environmental impacts following implementation of appropriate mitigation measures, with all impacts to have generally already been anticipated under the concept design. The proposal has also considered Ecological Sustainable Development principles as outlined within clause 193 of the EP&A Regulation.

Mitigation measures have been provided at Appendix D to ensure that anticipated environmental impacts can be appropriately managed and minimised. A summary is provided below.

Design

• Future Detailed SSDA(s) to consider and implement the Design Guidelines and Design Excellence Strategy.

Reflectivity

The following mitigative strategies would be further explored during preparation of subsequent Detailed SSDA(s):

- Using a less reflective glazing reduces the amount of light that is reflected from the façade
- **Different material** using a non-reflective material or materials with increased roughness, will help to control the impact of reflections
- Shielding the façade introducing a non-reflective structure, design, or landscaping that shields the glazed façade will help to control the impact of reflections
- Built form incorporating different built forms can help disperse light reflections. Note that concave built forms should be avoided as these will instead concentrate sunlight, exacerbating the glare risk.

Wind

Future Detailed SSDA(s) for Buildings A, B or D should consider the following potential mitigation strategies for the east-west through site link or the retail tenancies facing east from Buildings A and D:

- Fixed or retractable canopies or awnings to protect patrons
- Architectural screening in critical positions, such as podium balustrading or landscape screening
- Roughing elements (e.g., banners, etc.) as a means of diffusing the energy contained in the wind.

Visual impact

Future Detailed SSDA(s) should consider the following number of primary and secondary measures:

- Undertaking of a design excellence process, which should:
 - Require Detailed SSDA(s) to address the relevant zone objectives and additional local provisions of the PLEP 2011 that relate to view corridors and visual impacts
 - Encourage Detailed SSDA(s) to demonstrate consistency with the intended effect of view impact and view corridor provisions provided by the Parramatta City Centre Development Control Plan
- Careful attention to form, line, materiality and colour as part of any subsequent approval process for proposal, including as part of design development or as a condition of development consent.

Public space

General recommendations for future Detailed SSDA(s) to consider that will further decrease the risk of crime:

- The design of ground floor areas, and immediate floors above, should maximise surveillance opportunities
- An effective lighting strategy will contribute to public perception by reducing fear, increasing community activity and increasing the chance that offenders will be detected and apprehended
- Signage and wayfinding should be developed through the proposed development and broader precinct design process, as effective wayfinding systems contribute to a sense of well-being, safety, and security.
- Considerations for ongoing site maintenance
- Ensure the proposed building design limits spaces or dark areas where loitering and vagrancy can take place
- Considerations for the CPTED functions for designation, definition and design.

Ecologically sustainable development

• Future Detailed SSDA(s) should be consistent with the outcomes of the ESD Report, including implementing the targets identified in Section 3.10

Traffic and parking

- Future Detailed SSDA(s) are to comply with the maximum parking rates and required number of loading and servicing bays provisioned for under the proposed concept design:
 - A Travel Plan, as part of future Detailed SSDA(s), to reduce car trips and encourage the use of sustainable transport
 - At least 1-2% parking spaces would be accessible and located to minimise walking distances, such as near lift
 - Provision of loading docks adequately sized for the proposed development
 - Provision of motorcycle parking, and provision of car share spaces, which are to be determined as part of future Detailed SSDA(s), and should comply with the requirements of the PDCP 2011
 - A quantity of bicycle parking which conforms to the Green Star or PDCP 2011 recommendations (whichever is higher; to be confirmed as part of future Detailed SSDA(s)) should be provided. Bicycle parking in the form of Class 2 compounds (bicycle cages) or better and shower and lockers should be provided
- As staging for the delivery of the proposed development is subject to future Detailed SSDA(s) and market trends, each future application should provide a detailed Construction Traffic and Pedestrian Management Plan (CTPMP) to ensure that traffic impacts are appropriately managed during construction.
- Access to the properties on the north-west corner near the intersection of George Street and Church Street would be retained, the format and nature of which would be subject to further investigation.

Stormwater and wastewater

Further work is to be undertaken under future Detailed SSDA(s) once further details are known, including that of the following:

- Finalise onsite detention requirements based on the finalised architectural scheme
- Consultation with Council regarding the extension of pipes in the Council drainage network on George Street to facilitate drainage of Building A
- Co-ordination with hydraulic engineers for design of integrated on-site detention and rainwater tanks
- Further utilities and feature survey to identify invert levels and location of the existing drainage network.

Flooding

Flood barriers should be considered under future Detailed SSDA(s) to prevent floodwaters from entering the basement. Where flood barriers are proposed, they should ensure:

- Flood waters would be prevented from entering the basement.
- Flooding risk associated with lifts, loading dock entry and other service access arrangements are appropriately managed.
- That these measures continue to be in full working order for the life of the proposed development.

Waste management

For future Detailed SSDA(s), the following measures during the construction stage:

- specifications relating to incorporation of used materials or materials with recycled content which contribute to landfill diversion targets set by the City of Paramatta
- enabling the purchase of materials in shape / dimension and form that minimises the creation of off- cuts / waste
- consideration of what will happen to the materials specified when they reach end-of-life. Where possible, elements should be designed for repair, modular repair, recycling at the end of life or safe disposal. The use of hazardous materials should be minimised.
- use of prefabricated elements where possible
- material reuse (such as concrete, tarmac, timber and landscaping features)
- any excavated materials will be carefully stored in segregated piles for subsequent reuse on the site wherever possible. These excavated materials should be reused as deposition material for infilling or landscaping
- avoiding over-purchasing and accurate delivery times, ensuring materials are ordered for delivery shortly before they are used on the proposed development would also avoid possible damage and therefore wastage
- use of take back schemes, some suppliers offer a take back scheme, which should be utilised where practicable, particularly for packaging and pallets.

Additionally, the following strategies are recommended for waste reduction during the operational phase:

- exploring segregation of organic waste from the residual stream within commercial premises
- exploring the viability of small-scale organic waste treatment. Treatment via composting has the potential to recycle the organic waste into a product which may be used within the development green areas, offset the use of imported materials and reduce emissions due to transport and disposal
- introduction of paper and cardboard balers in buildings with high paper and cardboard usage
- facilities management may engage with the City of Parramatta or private contractors in delivery of waste handling training to increase awareness of waste avoidance activities for both staff, residents and visitors.

Aboriginal cultural heritage

The submitted ACHAR makes the following recommendations:

- further assessment of Aboriginal archaeological heritage values is not required.
- following the results of the consultation process, the Connecting with Country framework should be adopted for the future design process
- if changes are made to the proposal that may result in impacts to areas not assessed by this ACHAR further assessment would be required.
- if Aboriginal objects, or potential objects, are uncovered during the proposed development, all work in the vicinity must cease immediately and The Sydney Metro Unexpected Heritage Finds Procedure followed.
- if human remains, or suspected human remains, are found during the proposed development, all work in the vicinity should cease, the site should be secured, and the NSW Police and Heritage NSW should be notified, and The Sydney Metro Unexpected Heritage Finds Procedure and Exhumation Management Procedure should be followed.

Environmental heritage

The Historical Heritage Impact Assessment provides the following mitigation measures to guide future Detailed SSDA(s):

- Engage a suitably qualified heritage architect in the development of future building design of new buildings and the adaptive reuse of the heritage structures
- The Conservation Management Plans being prepared for Shops (1703) and Kia Ora (1716) are to be implemented in planning and development of future Detailed SSDA(s) on the subject sites.

Social and economic impacts

• A robust Construction Management Plan is to be implemented as part of future Detailed SSDA(s), including ensuring good communication channels with the community and stakeholders during the construction process.

7.2 Consistency with strategic context

Section 2.2 of this EIS demonstrated that the proposal is consistent with the relevant strategic planning framework and guidelines at the metropolitan, regional, and local level. The proposed development ensures the delivery of integrated land uses, transport planning and the 30 minute city as the proposal provides mixed land uses including commercial, retail, and residential above Parramatta metro station, facilitating an exceptional transit-oriented development opportunity.

The Concept SSDA is consistent with the following key strategic plans:

- **NSW Premier's Priorities**: The proposed development would deliver a true mixed-use precinct that will create significant employment opportunities and residential floorspace above Parramatta metro station.
- Greater Sydney Region Plan: The proposed development will help support the realisation of Objective 19 – Greater Parramatta is stronger and better connected. It will strengthen Greater Parramatta through new employment-generating floorspace and residential accommodation and encourage the use of new transportation infrastructure investment through integration with Parramatta metro station. Consistency has also been demonstrated with Objectives 1, 4, 7, 10, 11, 12 13, 14, 15 22 and 24 of the Region Plan.
- Central City District Plan: Parramatta is identified as a strategic centre under the District Plan. The proposed development will provide significant areas of commercial and retail land uses, supporting job growth. It will also provide additional dwellings (subject to a separate detailed SSDA) with high levels of walkability and good transport connections, close to employment opportunities. Consistency has been demonstrated with Planning Priorities C1, C4, C5, C6, C9, C10 and C19 of the District Plan.
- Parramatta Local Strategic Planning Statement 2036: The LSPS identifies the need to build the capacity of the Parramatta CBD to be strong, competitive, and productive. The proposal supports the economic growth and social cohesiveness of the precinct by providing new employment and housing opportunities and high-quality public spaces where people can meet and gather.

The EIS has demonstrated that the proposed development is also consistent with other key strategic documents, including Future Transport Strategy 2056, Building Momentum, Better Placed, and the Connecting with Country Draft Framework.

7.3 Compliance with statutory requirements

Section 4 of the EIS has demonstrated that the proposal is commensurate with the relevant statutory planning framework for the site. These includes the aims and objectives of the *Environment Planning and Assessment Act* 1979 and Environmental Planning and Assessment Regulation 2021. Furthermore, this SSD Application has addressed and is consistent with the relevant environmental planning instruments including:

- State Environmental Planning Policy (Planning Systems) 2021
- State Environmental Planning Policy (Transport and Infrastructure) 2021
- State Environmental Planning Policy (Housing) 2021
- State Environmental Planning Policy (Biodiversity and Conservation) 2021
- State Environmental Planning Policy (Precincts Central River City) 2021
- State Environmental Planning Policy (Resilience and Hazards) 2021
- State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development
- State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004

The Concept SSDA has also been assessed against the PLEP 2011, which facilitates the growth of the Parramatta CBD and the strategic uplift associated with the arrival of a metro station within the precinct. The proposed GFA limits and maximum building envelopes are generally compliant with the objectives and planning controls as stipulated within the LEP. A minor variation is proposed to the minimum commercial floorspace requirement within Building B. The variation is justified and supported by a clause 4.6 request to vary the relevant PLEP 2011 development standard.

The proposed development is considered compliant with the statutory requirements which apply to the site for the following reasons:

- The proposal development is consistent with the objectives of the EP&A Act including facilitating ESD and the achievement of strategic aims of Regional and State Planning Policies.
- The site is zoned B3 Commercial Core and B4 Mixed Use under the PLEP2011, where residential, commercial, and retail uses are permitted with consent.
- The proposed Concept SSDA is consistent with the zone objectives and would assist the further evolution of the Parramatta CBD in being the second CBD of Greater Sydney.
- The proposed development is consistent with the maximum building height control and FSR control.
- The proposal is capable of achieving design excellence, subject to the submitted Design Guidelines and Design Excellence Strategy. Sydney Metro has endorsement from the Secretary for the DEEP process to be utilised in lieu of the Parramatta Council design competition procedures for Building B, C and D while Building A would proceed under the traditional Parramatta Council design competition procedures.
- The EIS and supporting documents have adequately addressed the requirements of the SEARs to enable assessment and determination of the application.
- The DPE have determined that the proposed development would not be likely to have any significant impacts on biodiversity and therefore a BDAR is not required.
- The indicative reference scheme demonstrates that the building envelopes can comply with the relevant planning controls including the ADG where relevant.

7.4 Economic, social, and environmental outcomes

The EIS has demonstrated that the delivery of the proposed development is expected to result in generally positive social and economic impacts and provide a high standard of environmentally sustainable design.

Economic outcomes

As discussed in Section 6.18, the proposal will result in economic benefits for the local economy during the construction phase of the project, supporting approximately 5,510 full-time equivalent (FTE) (direct and indirect) construction jobs. Once in operation, the proposed development will support approximately 9,750 FTE direct ongoing jobs, contributing an estimated \$1.1 billion in value (with the potential to support 16,940 FTE jobs generating \$2 billion in value when considering the multiplier effect).

Social outcomes

As discussed at Section 6.17, the proposal will have largely positive social impacts on the surrounding community. The operation of the proposed buildings will support an improved way of life for residents, workers and visitors interacting with the site by increasing accessibility via the Parramatta metro station and access to the public amenity associated with the Civic Link.

The employment generated by the proposed development during the construction and operational phases has further social benefits associated with the ability for workers to provide for their families and spend money in the local community.

Environmental outcomes

As discussed in Section 6.6, the project will incorporate industry best standard in Ecologically Sustainable Development (ESD) and is consistent with the ESD principles of the EP&A Regulation:

- This EIS has not identified any serious threat of irreversible damage to the environment as a result of the delivery of over station and adjacent station development above Parramatta metro station.
- The proposed development will maintain the health, diversity and productivity of the environment for future generations by minimising the consumption of energy and water, and waste generation.
- The proposed development is highly unlikely to have significant biodiversity impacts as the proposed development is located in an extremely urbanised area, containing planted native and exotic vegetation only. A BDAR Waiver has been prepared.
- This EIS has identified anticipated environmental impacts of the proposed development, and where required, suitable mitigation measures have been implemented to ensure the responsible use of resources, and to ensure that no environmental resources are adversely affected by the proposal.

7.5 Conclusion

This EIS provides a comprehensive assessment of the environmental, social and economic impacts of the proposed development. This EIS has addressed the requirements of the SEARs (Appendix A), having regard to the conceptual nature of the proposed development. The EIS has also addressed the relevant requirements contained in section 192 and 193 the EP&A Regulation.

The proposal provides development in a location that will have one of the highest levels of direct public transport access anywhere in Australia - the new Parramatta metro station, existing heavy rail station, Parramatta Light Rail, and an extensive bus interchange. The proposed development has been designed to align closely with the work undertaken for the station design as part of the CSSI Application, delivering an integrated station development that delivers housing, and employment uses that contribute to an active and vibrant strategic precinct.

It is concluded that the proposed development can be supported and approved for the following reasons:

- the proposal is consistent with the established statutory and strategic planning context, with the proposed building envelopes being consistent with the site's planning controls, and the existing and anticipated future built context of the Parramatta CBD.
- the four proposed building envelopes have been developed to enable a degree of flexibility in the future detailed building design to allow a range of potential design outcomes that will facilitate a high quality development.
- the proposal directly responds to the demand for provision of additional housing in locations close to jobs, consistent with the '30-minute city' concept, which will provide greater residential amenity and contribute to reduced congestion associated with longer commutes.
- the proposal reflects outcomes of community and stakeholder engagement undertaken for Sydney Metro West and in preparation of this application
- it would provide additional employment and residential capacity in the context of the Parramatta CBD as targeted in the Central City District Plan, ensuring that jobs and dwellings are co-located in a manner which reduces commute times and improves the level of access to facilities, services, transport options and public open space.
- the building envelopes allow for a density appropriate for a transit orientated development and consistent with Future Transport 2056 and other Government policies to place density above major transport infrastructure.
- the proposal includes a robust framework for the attainment of design excellence and ecologically sustainable development.
- future Detailed SSDA(s) will generate substantial employment generation by providing floorspace for approximately 9,750 direct full-time equivalent (FTE) ongoing jobs and 7,190 indirect ongoing FTE jobs.
- the proposal would not result in any adverse social or economic impacts, is suitable for the site, and is in the public interest.

Overall, there are substantial benefits from the proposed development for the surrounding area, which will help to contribute to the strong legacy of Sydney Metro. Where potential impacts have been identified appropriate mitigation measures are proposed. On this basis, it is recommended that the proposed development is approved.