

Planning Report

S75W Application

330 Church Street, Parramatta

Amend Condition F9

18 January 2018

PREPARED BY

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1 Introduction

This Planning Report relates to a Section 75W Application seeking consent from Department of Planning and Infrastructure to amend Major Project Application MP 10_0171.

The subject Section 75W Application seeks to amend condition F9.

This Report:

- describes the site and its surrounding area,
- details the nature of the proposed development, and
- undertakes an assessment of any likely impacts arising from the proposal.

The conclusion is reached that the proposal is acceptable with regard to all relevant planning issues.

2 Site and Surroundings

2.1 Site Description

The site is located at 330 Church Street, Parramatta. The land area of the subject site has been increased since MP10_0171 was originally approved. The original site was 6,759 sqm in area and comprised Lot 2 & 3 in DP 788637 and Lot 101 in DP 1031459. The new site area is 7,483 sqm, which incorporates an additional 720 sqm parcel of land.

Figure 1 shows the general location of the subject site and **Figure 2** shows the approximate extent of the amended subject site area described above.

The site is currently under construction in accordance with MP10_0171 – see Section 3.1 below.

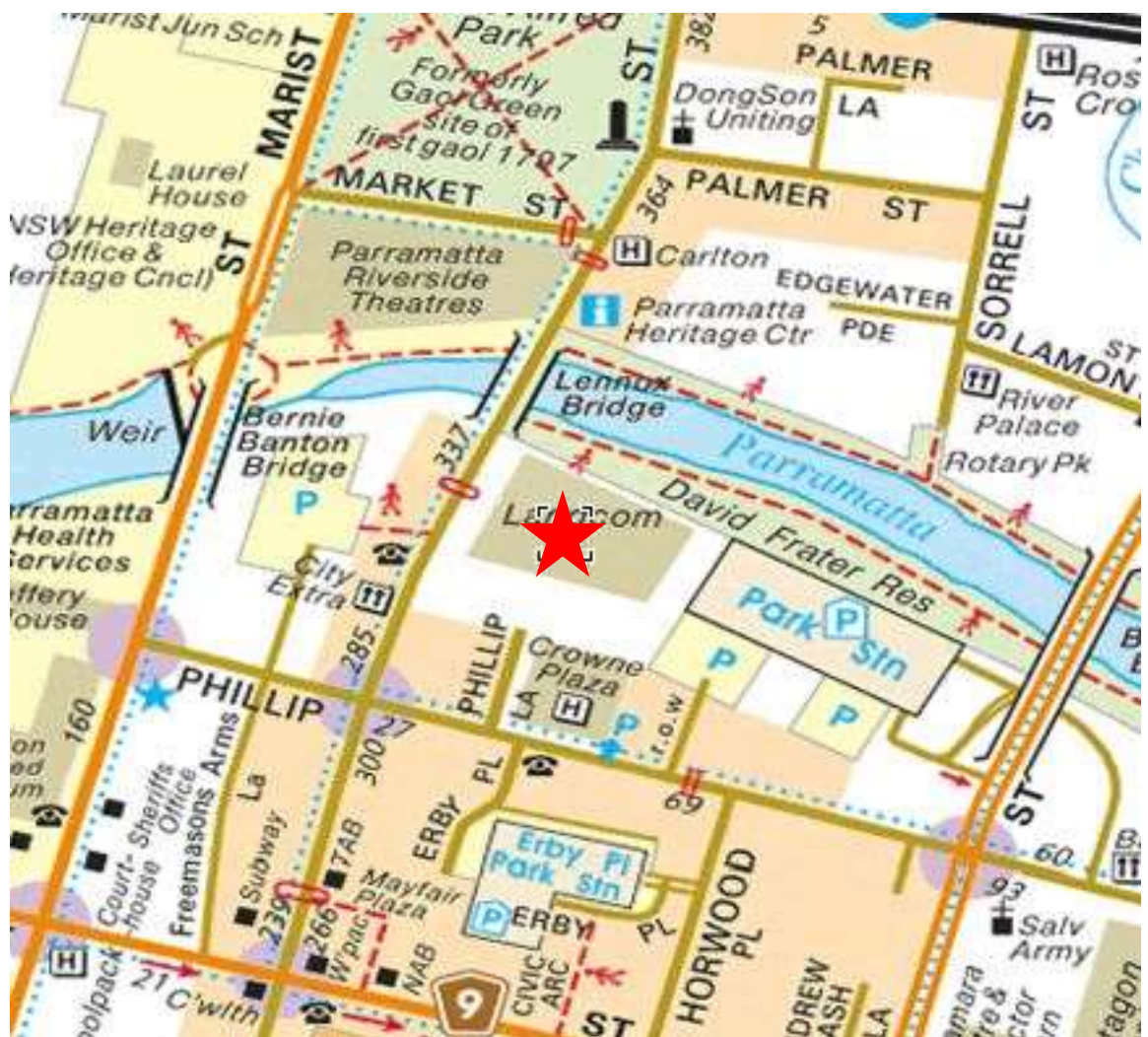


Figure 1: Location of subject site (marked with star)



Figure 2: Aerial views of site showing approximate boundary location (as at 5 May 2016)

2.2 Surrounding Development

The site is located within the Parramatta Central Business District. It is within close proximity to the Riverside Theatre and within a reasonable walking distance to the Ferry Wharf and Parramatta Transport Interchange.

To the north of the site are the Parramatta River and the historic Lennox Bridge. Across the river are predominantly residential apartments set back from the water's edge. While there are grassed banks on both sides of the river, street furniture and public domain works are at a minimum.

To the immediate south of the site is the Crown Plaza Hotel which takes access off Philip Street. To the immediate east of the site is the Council owned car park, referred to as the David Fraser car park.

To the west of the site is Church Street which has a number of shop fronts and outdoor dining areas, providing a unique strip of active frontages. Uses typically include restaurants, cafes, repair shops and professional service providers.

Pedestrian access to the site is via public stairs from Church Street/Lennox Bridge or via Philip Street between the Parkroyal Hotel and the AGC House. Vehicular access to the site is from Philip Street via the laneway. Refer to images overleaf for details of the surrounding land uses.

3 Proposed Modifications

3.1 Existing Consent

On 19 October 2012, the Department of Planning issued its consent (MP10_0171) for “*demolition of existing structures on site and construction of a mixed use building (residential/retail/serviced apartments), basement with 597 car parking spaces, public domain works and installation of utility services.*”

3.2 Proposed Amendments

It is proposed to amend condition F9.

The existing condition requires that the gates to the residential parking are to be operated by remote control roller shutter only. However, this does not work, as it does not allow access for visitors and guests of the residents.

An alternative solution is proposed whereby an intercom / card reader is installed that provides access for residents and visitors alike.

Traffic advice has been prepared by TTPA that demonstrates that this proposed alternative solution is acceptable in this instance. A copy of the report is included at **Annexure 1**.

3.3 Proposed Amended Conditions

3.3.1 Condition F9

F9 ENTRY AND EXIT TO PODIUM AND BASEMENT LEVELS

Entry and exit access driveway to the podium levels (residential parking only) ~~—a roller shutter door is to be provided via remote control only. No is to be via security card reader or intercom is to be~~ installed on this access point.

Entry and exit access driveway to the basement:

- (a) The proposed entry and exit access point should be open 24 hours per day for visitors, service trucks and deliveries;*
- (b) There is no information submitted about how visitor parking is to be managed. If boom gates and control are provided then these facilities are to be installed in accordance with AS 2890.1-2004. Also, card reader and ticket machines are to be provided on the median (not attached on the wall) and should be in accordance with Clause 3.3 (b) of AS 2890.1-2004.*

4 Planning Assessment

This section undertakes an assessment of the proposal under relevant issues of consideration.

4.1 Environmental Planning Instruments

4.1.1 Parramatta Local Environmental Plan 2011

Part 2 of the Parramatta Local Environmental Plan 2011 (LEP) identifies that the subject site is zoned B4 Mixed Use. The proposal is permitted in the zone subject to consent from the Council.

4.2 Draft / Proposed Planning Controls

There are no draft controls that are particularly relevant in the assessment of the proposed amendments.

4.3 Development Control Plans

4.3.1 Parramatta Development Control Plan 2011

The Parramatta Development Control Plan 2011 applies to the subject site and the proposed development. However, none of its provisions are relevant in the assessment of the proposal.

4.4 Likely Impacts

The proposed amendment will not result in any adverse impacts. The traffic advice states that no problems will arise from the proposed intercom / card reader solution.

5 Conclusion

The subject Section 75W Application seeks to amend condition F9.

It is considered that the proposal provides an appropriate response to the planned development of the site and will assist in the orderly and economic development of the land.

The proposal satisfies assessment of all relevant issues and all relevant provisions of the applicable planning controls.

It is therefore submitted that the Minister grant approval to the Section 75W Application and amend the Major Project approval in the manner requested.

Annexure 1: Traffic Advice



TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

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17 December 2017

Ref: 28/2016

Anthony Vardas
Project Manager
Meriton

E: anthonyv@meriton.com.au

Dear Anthony,

Re: 330 Church Street Parramatta

I refer to your request to inspect the above subject site in relation to consent condition F9 of DA 10_0171.

I have assessed the residential access arrangement located at Parking Level 1.

A swipe key pad has been installed on the opposite side of traffic lane. This keypad is located with appropriate sight distances and it is assessed that the temporary occupation of this lane will be acceptable on the basis that peak residential traffic is typically uni-directional and as such there will be very limited conflict.

A second swipe key is located centrally on the connecting ramp to Parking Level B1. I note that the completed driveway width is 5840mm and the swipe key post which is protected by 2 bollards installed in front of and behind the swipe key post (Appendix A) results in net traffic lane widths of 2820mm in each direction.

The resultant driveway width falls short of the AS2890.1 requirement of 3m however noting that this requirement takes into consideration all nature of vehicle movements in the carpark particularly in relation to circulation speeds. At the time of inspection, it was observed that vehicles when passing the control point did so at a much lower speed (as is normal in the vicinity of control points) than normal carpark circulation speeds. It is understood the largest vehicle requiring access via this ramp is a B99 and such a vehicle has a physical width of 1940mm while majority of the vehicles will be a B85 or smaller and has a physical width of 1870mm.

In the context of a less frequently seen B99, the remaining traffic lane width of 2820mm is equivalent to the availability of minimum vehicle clearances of 880mm or 440mm on each side, exceeding the AS2890.1 minimum clearance requirements of 300mm on either side of the vehicle.

Whilst this is not a compliant arrangement I understand the existing setup has been in place for some 10 months since occupation and there has been no apparent issue with this arrangement. I would recommend that the bollard and post are further protected with concrete kerb while retaining the available driveway widths.

On this basis, it is my assessment that the currently operational setup using swipe keys is quite satisfactory and the need for remote control is not viewed as an absolute necessity under this circumstance.

I trust this is sufficient for your requirements.

Yours faithfully,

A handwritten signature in black ink, reading "Bernard Lo". The script is cursive and fluid.

Bernard Lo *BE(Civil), MTrans, MIEAust*
Director
Transport and Traffic Planning Associates
Encl.

APPENDIX A

Site Photos



