

Director-General's Requirements

Section 75F of the *Environmental Planning and Assessment Act 1979*

Application number	MP10_0068
Project	<p>Concept Plan Application for a mixed use development (retail and commercial) incorporating an additional level of retail uses over the existing shopping centre, a 20 storey commercial tower above a retail podium, an additional 1,100 car parking spaces and public domain and street activation works.</p> <p>Project Application for Stage 1 works involving construction an additional retail level of 36,000m², 1,100 above ground car parking spaces and public domain improvements.</p>
Location	Westfield Shopping Centre, Church Street and Argyle Street, Parramatta
Proponent	Westfield
Date issued	25/10/10
Expiry date	If the Environmental Assessment (EA) is not exhibited within 2 years after this date, the applicant must consult further with the Director-General in relation to the preparation of the environmental assessment.
Key issues	<p>The Environmental Assessment (EA) must address the following key issues:</p> <ol style="list-style-type: none"> 1. Relevant EPIs and Guidelines to be Addressed Planning provisions applying to the site, including permissibility and the provisions of all plans and policies are contained in Appendix A. 2. Built Form / Urban Design <ul style="list-style-type: none"> The EA shall address the height, bulk and scale of the development within context, with specific regard to the proposed commercial tower and shall provide detailed building envelope / height and contextual studies. The EA shall address the design quality with specific consideration of the façade, massing, setbacks, building articulation, landscaping, safety by design (CPTED) and public domain. The EA shall also provide the following: <ul style="list-style-type: none"> Activated street frontages along Church Street and Argyle Street; View analysis to and from the site from key vantage points; Options for the siting and layout of the building envelope, and Address the design excellence provisions in the PCC LEP 2007. 3. Environmental and Amenity Impacts The EA must address acoustic and visual privacy, view loss and overshadowing and achieve a high level of environmental amenity with particular regard to residential properties to the south. 4. Traffic and Transport Impacts (Construction and Operational) <ul style="list-style-type: none"> Prepare a traffic impact study in accordance with the RTA's Guide to Traffic Generating Developments considering traffic generation any required road / intersection upgrades, access, loading dock(s) and car parking arrangements. Prepare a Traffic Management and Accessibility Plan to assess the implications of the development for non-car travel modes which addresses the following: <ul style="list-style-type: none"> Measures to promote public transport usage and pedestrian and bicycle

linkages;

- An assessment of the impact of increase patronage demand on the existing public transport system;
- Pedestrian safety and accessibility; and
- Identification of traffic and transport infrastructure measures required to support the development.

5. Parking

The EA must demonstrate the adequate provision of on site car parking for the proposal having regard to local EPI controls and RTA guidelines. (**Note:** the Department supports reduced car parking rates in areas well-served by public transport).

6. Heritage

A Heritage Impact Statement should be prepared in accordance with the NSW Heritage Office publication "Statements of Heritage Impact".

7. Public Domain

The EA is to outline the scope of the public domain improvements, street activation and pedestrian linkages to the nearby Parramatta Rail Station and Parramatta Transport Interchange.

8. Economic Impact Assessment

- The EA shall address the economic impact of the proposal (including the additional retail gross floor areas sought by the proposal in the context of the Parramatta City Centre LEP 2007) and include an investigation into the proposal's impact upon the existing retail function of the Parramatta City Centre.
- The EA shall address how the proposal would support the objectives / aims of relevant State and regional strategies for the locality.

9. Ecologically Sustainable Development (ESD)

The EA shall detail how the development will incorporate ESD principles in the design, construction and ongoing operation phases of the development and demonstrate the development has been assessed against a suitably accredited rating scheme to meet industry best practice.

10. Drainage

The EA is to address drainage issues associated with the development/site, including: stormwater, drainage infrastructure and incorporation of Water Sensitive Urban Design measures.

11. Contributions

The EA shall address provision of public benefit, services and infrastructure having regard to the Council's Section 94 Contribution Plan and/or details of any Voluntary Planning Agreement.

12. Utilities

In consultation with relevant agencies, address the existing capacity and requirements of the development for the provision of utilities including staging of infrastructure works.

13. Staging

The EA must include details regarding the staging details for the proposal

	including the provision and timing of all public domain works.
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	14. Statement of Commitments
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	The EA must include a draft Statement of Commitments detailing measures for environmental management, impact mitigation and ongoing monitoring.
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APPENDIX A

Relevant EPI's policies and Guidelines to be Addressed

- Objects of the EP&A Act 1979
- NSW State Plan
- Draft West Central Subregional Strategy
- Draft SEPP (Competition)
- SEPP 55 - Remediation of Land
- SEPP (Infrastructure) 2007
- Parramatta City Centre LEP 2007
- Planning Guidelines for Walking and Cycling
- The NSW Bike Plan
- Metropolitan Transport Plan 2010 (available at <http://www.nsw.gov.au/shapeyourstate>)
- Development Near Rail Corridors and Busy Roads – Interim Guideline
- Nature and extent of any non-compliance with relevant environmental planning instruments, plans and guidelines and justification for any non-compliance.

Plans and Documents to accompany the Application

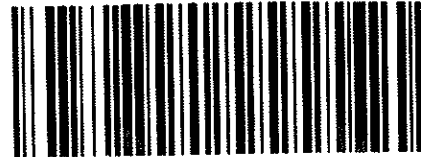
<u>General</u>	<p>The Environmental Assessment (EA) must include:</p> <ol style="list-style-type: none"> 1. An executive summary; 2. A thorough site analysis including site plans, areal photographs and a description of the existing and surrounding environment; 3. A thorough description of the proposed development; 4. An assessment of the key issues specified above and a table outlining how these key issues have been addressed; 5. An assessment of the potential impacts of the project and a draft Statement of Commitments, outlining environmental management, mitigation and monitoring measures to be implemented to minimise any potential impacts of the project; 6. The plans and documents outlined below; 7. A signed statement from the author of the Environmental Assessment certifying that the information contained in the report is complete and neither false nor misleading; 8. A Quantity Surveyor's Certificate of Cost to verify the capital investment value of the project (in accordance with the definition contained in the Major Development SEPP); and 9. A conclusion justifying the project, taking into consideration the environmental impacts of the proposal, the suitability of the site, and whether or not the project is in the public interest.
<u>Plans and Documents</u>	<p>The following plans, architectural drawings, diagrams and relevant documentation shall be submitted;</p> <ol style="list-style-type: none"> 1. An existing site survey plan drawn at an appropriate scale illustrating; <ul style="list-style-type: none"> • the location of the land, boundary measurements, area (sq.m) and north point; • the existing levels of the land in relation to buildings and roads; • location and height of existing structures on the site; and • location and height of adjacent buildings and private open space. • all levels to be to Australian Height Datum. 2. A Site Analysis Plan must be provided which identifies existing natural elements of the site (including all hazards and constraints), existing vegetation, footpath crossing levels and alignments, existing pedestrian and vehicular access points and other facilities, slope and topography, utility services, boundaries, orientation, view corridors and all structures on neighbouring properties where relevant to the application (including windows, driveways, private open space etc). 3. A locality/context plan drawn at an appropriate scale should be submitted indicating: <ul style="list-style-type: none"> • significant local features such as parks, community facilities and open space and heritage items; • the location and uses of existing buildings, shopping and employment areas; • traffic and road patterns, pedestrian routes and public transport nodes. 4. Architectural drawings at an appropriate scale illustrating: <ul style="list-style-type: none"> • the location of any existing building envelopes or structures on the land in relation to the boundaries of the land and any development on

	<p>adjoining land;</p> <ul style="list-style-type: none"> • detailed floor plans and elevations of the proposed buildings; • elevation plans providing details of external building materials and colours proposed; • fenestrations, balconies and other features; • accessibility requirements of the Building Code of Australia and the Disability Discrimination Act; • the height (AHD) of the proposed development in relation to the land; • the level of the lowest floor, the level of any unbuilt area and the level of the ground; and • any changes that will be made to the level of the land by excavation, filling or otherwise. <p>5. Model of the proposed development at an appropriate scale.</p> <p>6. Other documents / plans:</p> <ul style="list-style-type: none"> • Stormwater Concept Plan - illustrating the concept for stormwater management; • Erosion and Sediment Control Plan – plan or drawing that shows the nature and location of all erosion and sedimentation control measures to be utilised on the site; • View Analysis - Visual aids such as a photomontage must be used to demonstrate visual impacts of the proposed building envelopes in particular having regard to the siting, bulk and scale relationships from key areas; • Shadow diagrams - showing solar access to the site and adjacent properties at summer solstice (Dec 21), winter solstice (June 21) and the equinox (March 21 and September 21) at 9.00 am, 12.00 midday and 3.00 pm; • Construction Management Plan and Traffic Management Plan – addressing the management of traffic (including bus operations) during the construction stages of the development; and • Construction methodology with details pertaining to structural support during excavation and details of any track / tunnel monitoring requirements during excavation and construction phases.
<u>Documents to be submitted</u>	<ul style="list-style-type: none"> • 1 copy of the EA, plans and documentation for the Test of Adequacy; • Once the EA has been determined adequate and all outstanding issues adequately addressed, 5 hard copies of the EA for exhibition; • 5 sets of architectural and landscape plans to scale, including one (1) set at A3 size (to scale); and • 5 copies of the Environmental Assessment and plans on CD-ROM (PDF format), each file not exceeding 5Mb in size. <p>NOTE: Each file must be titled and saved in such a way that it is clearly recognisable without being opened. If multiple pdf's make up one document or report, these must be titled in sequential order.</p>

ATTACHMENT 2
Government Authority Responses to Request for Key Issues
For Information Only



Transport



PCU014444

Anthony Witherdin
Team Leader, Metropolitan Projects
Department of Planning
GPO Box 39
SYDNEY NSW 2001

Attention: Ben Lusher



Dear Mr Witherdin,

**Commercial and Retail Development, Westfield Shopping Centre, Parramatta
(MP10-0068)**

I refer to your letter dated 23 August 2010 seeking advice on the draft Director-General's Requirements (DGRs) for the Commercial and Retail Development, Westfield Shopping Centre, Parramatta. Transport NSW (TNSW) appreciates the opportunity to provide input to this application.

The NSW Government has set a target of 50% of commuter trips to the Parramatta City Centre by public transport by 2016 in the NSW State Plan (2010). The assessment of a major project on a site located in the commercial core of the Parramatta Centre provides a significant opportunity to contribute to this target.

TNSW is currently working with stakeholders on the Regional City Transport Strategy for Parramatta which will outline further actions to achieve State Plan targets and enhance the accessibility of the Parramatta City Centre. The strategy will build on the commitments outlined in the *Metropolitan Transport Plan – Connecting the City of Cities (MTP)*, which reaffirms support for Parramatta as a regional city and Sydney's second CBD.

TNSW and the Department of Planning are currently preparing a new Metropolitan Plan that will effectively integrate land use and transport into a single plan for Sydney. The Metropolitan Plan will incorporate the Government's transport commitments under the Metropolitan Transport Plan for the next 10 years and address the needs of Sydney over the next 25 years. Parramatta, together with the regional cities of Penrith and Liverpool, will play a key role in delivering employment and services to meet Sydney's growth.

In this context, Transport NSW has reviewed the draft DGRs and supporting Preliminary Environmental Assessment report (PEA) and requests that the additional requirements/amendments to the draft DGRs detailed below are addressed within the 'Transport' section of the final DGRs:

1. Replace the reference to 'a traffic impact study' in item 4 with 'a comprehensive transport assessment' and include the following key issues to be addressed:

- An estimate of the trips generated by the proposed development and their origins by mode of transport for both employees and shoppers;
- The consideration of how demand for travel to and from the development will be managed for both employees and shoppers;
- Detailed analysis of alternative scenarios, including business as usual, to achieve the required State Plan targets for walking, cycling and public transport; and
- Appropriate road treatments to manage the needs of buses, bicycles and pedestrians (noting that Argyle Street is a strategic bus corridor, subregional bicycle route and is the subject of significant pedestrian activity);
- Any impacts on Parramatta Transport Interchange, including its passenger and bus stand capacity and accessibility by buses on approaching streets in the context of any traffic impacts;
- Connectivity for people traveling on foot and bicycle in the vicinity of the site and to the surrounding networks, and particularly facilitating clear, direct, attractive and safe connections to the surrounding public transport hubs and stops (consistent with the NSW State Plan);
- Bicycle parking and amenities for staff traveling to work by bicycle and convenient bicycle parking for shoppers;
- The need for a work place travel plan (WTP) in accordance with the standard guidance available at [http://www.pcal.nsw.gov.au/workplace travel plan](http://www.pcal.nsw.gov.au/workplace%20travel%20plan)); and
- The need for transport access guides (TAG) for visitors of the future development.

2. The following policies, plans and development guidelines should be noted in the DGRs for consideration in the environmental assessment:

- *Integrating Land Use and Transport* policy (particularly the *Improving Transport Choice* component);
- *Planning Guidelines for Walking and Cycling*;
- *The NSW BikePlan*; and
- *NSW Health - Healthy Urban Development Planning Checklist*.

A toolkit of transport guidelines and resources is attached and is a useful companion when preparing environmental assessments.

3. The following documentation is to be provided to Railcorp, where excavation greater than 2m in depth is proposed within 25m of the rail corridor, consistent with the Infrastructure SEPP requirements:

- A geotechnical and structural report, which meets RailCorp's "standard brief" requirements;

- Details of the proposed construction methodology with details pertaining to structural support during excavation; and
- Cross sectional drawings indicating ground surface, rail tracks, sub soil profile, proposed basement excavation and structural design of sub ground support adjacent to the Rail Corridor.

Further review of construction impacts and corridor protection issues will likely be required, even if the development is outside the 25m zone.

4. Parking provision (item 5) should be addressed as an integral part of the abovementioned Transport Assessment. The parking provision is crucial to achieving State Plan targets.

TNSW recommends a minimalist approach to parking supply and innovative management to ensure achievement of State Plan targets as well as the strategic planning objectives for the Parramatta City Centre. A strategy for parking should be based on a comprehensive review of parking management alternatives, take into account existing and planned enhancements to public transport, walking and cycling, and have regard to best practice.

5. Prepare a Construction Traffic Management Plan (CTMP) to mitigate any potential impacts to accessibility, amenity and safety of public transport users and people traveling on foot or bicycle during construction.

TNSW will coordinate with agencies across the transport portfolio and undertake a consolidated review of proposal and prepare a single coordinate response. Transport NSW should be included in the draft DGRs as an agency for consultation.

I trust that these comments are of assistance. Should you wish to discuss this matter further, please contact David Hartmann on 9268 2251 or via david.hartmann@planning.nsw.gov.au.

Yours sincerely,

 05/07/10
David Hartmann
A/Senior Manager
Centre for Transport Planning & Product Development

CD10/06705



Your Reference:
Our Reference: NCA/15/2010
Contact: Jonathan Goodwill
Telephone: 9806 5575
Fax: 9806 5902

Department of Planning
ATTN: Ben Lusher
GPO Box 39
SYDNEY NSW 2001

15 October 2010

Dear Mr Lusher,

Application No.: NCA/15/2010
Property: Lot 2 DP 851525 (Being Shops Levels 1-5 Westfields),
Westfield, 171 Church Street, PARRAMATTA NSW 2150
Proposal: Major Project, commercial and retail development, Westfield
Shopping Centre, Parramatta

I write to you regarding the above proposal and your letter dated 23 August 2010.

Parramatta City Council concurs with the concerns regarding the quantum of retail space and the height and built form of the proposed tower as outlined in the Deputy Director-General's letter dated 8 August 2010.

Parramatta City Council is of the opinion that the following issues should be incorporated into the Director-General's Requirements.

Key Issues

- A community consultation strategy should be developed. The strategy should include the display of a model of the development within a prominent location within the Westfield shopping centre (i.e. the concourse adjacent to the main stage).
- Public domain works should occur as part of the first stage.
- Having regards to the location, scale and bulk of the proposed commercial tower an architectural design competition for the tower should be held.
- Any potential impacts on helicopter flights associated with the Westmead medical precinct.
- Issues relating to providing infrastructure to accommodate changes in motor vehicle technology should be addressed.
- The reference to Penrith City LEP 2008 in point No. 8 should be deleted.

Relevant EPI's policies and Guidelines to be addressed

- Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005
- Parramatta City Centre Development Control Plan 2007
- Parramatta City Centre Civic Improvement Plan 2007
- Development & Active Living; Designing Projects for Active Living

Additional Documentation

- Shadow diagrams should be prepared at hourly intervals for the equinox, summer solstice, and winter solstice. For any impacts on nearby apartments a detailed 3D shadow analysis should be provided.
- Detailed wind effects report including the results of a wind tunnel test.
- Noise impacts of new plant/mechanical equipment associated with stage 1 need to be addressed by the preparation of a comprehensive acoustic report.
- Commercial and retail floor space demand analysis (incorporated into the economic impact assessment).
- Reflectivity analysis for external finishes.
- Ground water investigation if excavation for the construction of support piling is required.
- On-going waste management strategy including details of measures designed to maximise recycling and minimise waste within food court areas.
- Noise and vibration investigation for the construction phase.
- Construction management plan to include time frames for construction.
- Preliminary advice from Sydney Water regarding the potential requirements for sewerage upgrades that may impact on the public domain.
- Detailed public domain plan prepared in accordance with Parramatta Council's draft Parramatta City Centre Public Domain Plan.
- Strategy for outdoor advertising and business identification signage.
- Odour Impact Assessment.

For any further enquiries please contact Jonathan Goodwill on 9806 5575.

Yours faithfully



Brad Delapierre

A/Service Manager

Development Assessment Services

Our Reference:
Your Reference:
Contact:
Telephone:

RDC 10M1856 – SYD10/00689
MPI0_0068
Edmond Platon
8849 2906



Team Leader
Metropolitan Projects
Department of Planning
GPO Box 39
Sydney NSW 2001

Attention: Ben Lusher

**REQUEST FOR PROVISION OF KEY ISSUES AND ASSESSMENT REQUIREMENTS
MAJOR PROJECT, COMMERCIAL AND RETAIL DEVELOPMENT,
WESTFIELD SHOPPING CENTRE, PARRAMATTA**

Dear Sir / Madam,

I refer to your letter of 23 August 2010 (Ref: MPI0_0068) requesting the Roads and Traffic Authority (RTA) to provide details of key issues and assessment requirements regarding the abovementioned development for inclusion in the Director General's Environmental Assessment (EA) requirements.

The RTA would like the following issues to be included in the transport and traffic impact assessment of the proposed development:

1. It is noted that the Metropolitan Strategy has designated Parramatta as a Regional City and a major focal point for regional transport connections and jobs growth. It is important that the proposed development takes into consideration, and contributes to the achievement of, transport objectives contained in this and other high-level NSW Government strategies.

These strategies include the NSW State Plan, the draft West Central Subregional Strategy and the Metropolitan Transport Plan (Connecting the City of Cities). These policies share the aims of increasing the use of walking, cycling and public transport; appropriately co-locating new urban development with existing and improved transport services; and improving the efficiency of the road network.

By addressing both the supply of transport services and measures to manage demand for car use, the EA report should demonstrate how users of the proposed development, will be able to make travel choices that support the achievement of relevant State Plan targets.

Roads and Traffic Authority

27-31 Argyle Street Parramatta NSW 2150
PO Box 973 Parramatta CBD NSW 2150 DX28555 Parramatta
www.rta.nsw.gov.au | 13 17 82

2. Daily and peak traffic movements likely to be generated by the proposed development including the impact on nearby intersections and the need / associated funding for upgrading or road improvement works (if required).

The key intersections to be examined / modelled include:

- Great Western Highway/Pitt Street;
- Great Western Highway/O'Connell Street;
- Great Western Highway/Marsden Street;
- Great Western Highway/Church Street/Parkes Street
- Campbell Street/Marsden Street;
- Campbell Street/Church Street;
- Aird Street/O'Connell Street;
- Fitzwilliam Street/Church Street;
- Argyle Street/Pitt Street;
- Argyle Street/O'Connell Street;
- Argyle Street/Marsden Street;
- Argyle Street/Church Street;
- Macquarie Street/O'Connell Street;
- Macquarie Street/Marsden Street; and
- Any other surrounding intersections that may be affected by the proposed development

The abovementioned intersections must be modelled using a microsimulation package and integrated into Parramatta City Council's Paramics model which has been developed for the Parramatta City Centre Integrated Transport Plan. The model should also examine the cumulative traffic impacts of the planned Civic Place development.

3. In consultation with Council and the RTA, the EA report should address the implementation of the following suggested changes:
 - Changing Campbell Street (between O'Connell Street and Marsden Street) to one-way eastbound.
 - Changing Campbell Street (between Church Street and Marsden Street) to one-way westbound.
 - Changing Marsden Street (between Campbell Street and Great Western Hwy) to one-way southbound.
 - Deleting the existing (southern most) Marsden Street entry ramp and redesigning it so that entry to this ramp would occur from Campbell Street (ie: between O'Connell Street and Marsden Street).
 - The implementation of three westbound through lanes along the Great Western Highway starting from (150m east of the Marsden Street intersection) with the third westbound through lane feeding into the right turn bay at the Pitt Street intersection.
 - Implementing a dual right turn facility from the Great Western Highway into Pitt Street northbound.
4. Details of the proposed accesses and the parking provisions associated with the proposed development including compliance with the requirements of the relevant Australian Standards (ie: turn paths, sight distance requirements, aisle widths, etc).

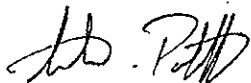
5. The proposed number of car parking spaces is to comply with the appropriate parking codes. As this area is serviced well by public transport, it should be ensured the parking provision is kept to the minimum or further reduced where possible.
6. Due to lengthy delays experienced by patrons trying to leave the car park during the Thursday evening / night peak and the Friday evening peak, the EA report will need to investigate and implement appropriate measures to address this problem.
7. The EA report will need to address issues related to the management of adequate parking supply during the construction phase.
8. Details of service vehicle movements (including vehicle type and likely arrival and departure times).
9. Details of road safety issues including measures to improve pedestrian safety and accessibility.
10. The RTA requires the EA report to assess the implications of the proposed development for non-car travel modes (including public transport use, walking and cycling); the potential for implementing a location-specific sustainable travel plan (e.g. 'Travelsmart' or other travel behaviour change initiative); and the provision of facilities to increase the non-car mode share for travel to and from the site (which could also include options such as remote parking served by regular shuttle buses). This will entail an assessment of the accessibility of the development site by public transport.

However, an assessment of the impact of increase patronage demand on the existing public transport system as a result of the proposed development and above initiatives would also be required.

11. To ensure that the above requirements are fully addressed, the RTA requests that a Traffic Management and Accessibility Plan (TMAP) be undertaken for the proposed development site to properly ascertain the cumulative regional traffic impacts associated with development. The TMAP process provides an opportunity to identify a package of traffic and transport infrastructure measures required to support future development. Regional and local intersection and road improvements, vehicular access options for adjoining sites, public transport needs, the timing and cost of infrastructure works and the identification of funding responsibilities associated with the development should be identified.
12. The RTA will require in due course the provision of a traffic management plan for all demolition/construction activities, detailing vehicle routes, number of trucks, hours of operation, access arrangements and traffic control measures.
13. The EA should address the provision of public benefit, services and infrastructure having regard to Council's Section 94A Contributions Plan, and provide details of any Planning Agreement or other legally binding instrument proposed to facilitate development.
14. The EA must include details regarding the staging of the proposed development including the provision and timing of all required infrastructure works.

Further enquiries on this matter can be directed to the nominated A/Land Use and Transport Planner, Edmond Platon on phone, 8849 2906 or facsimile (02) 8849 2906.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'A. Popoff', written in a cursive style.

Andrew Popoff
A / Senior Land Use Planner
Transport Planning, Sydney Region

2 September 2010