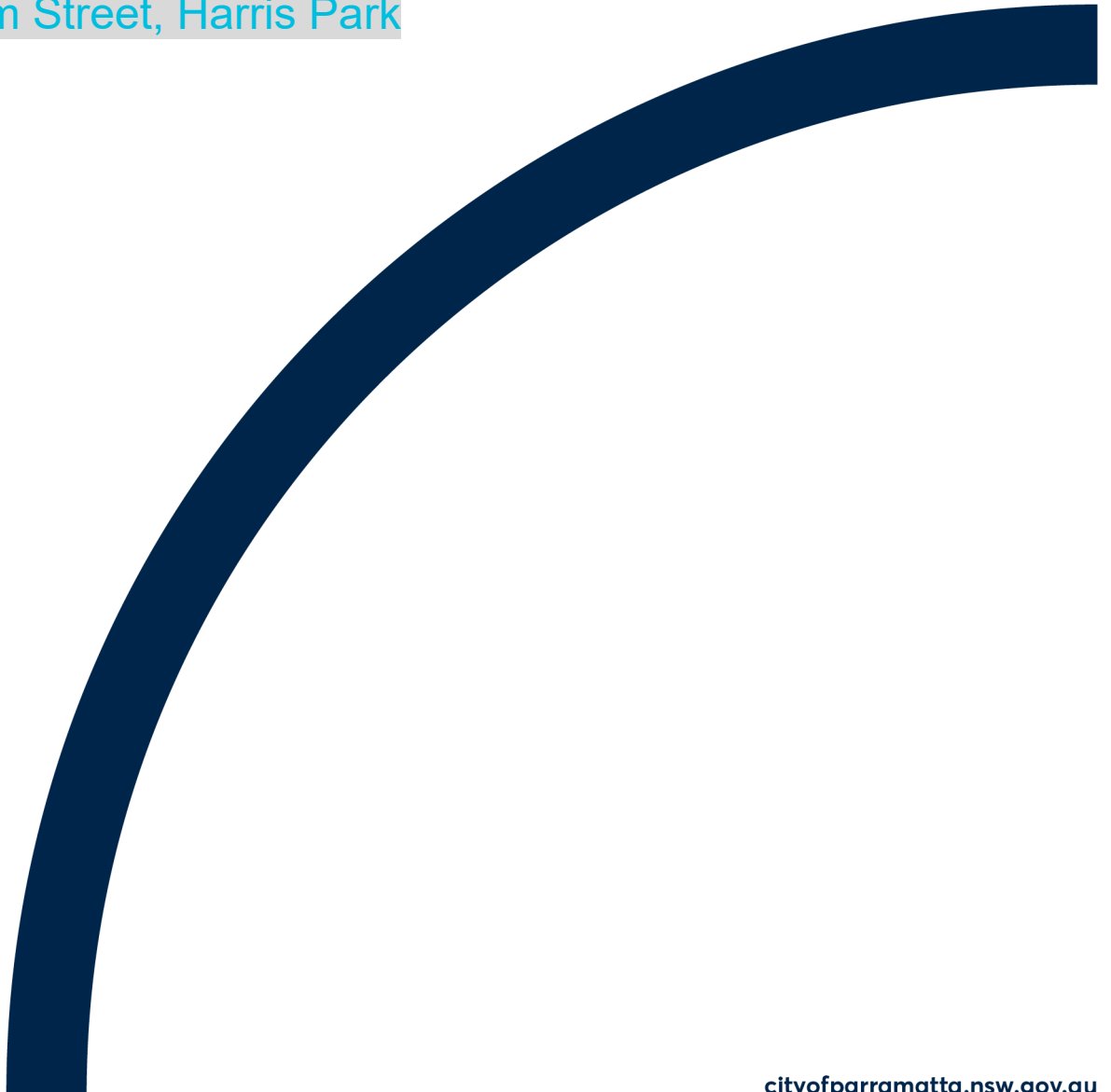




**CITY OF  
PARRAMATTA**

# PLANNING PROPOSAL

124 Wigram Street, Harris Park





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# PLANNING PROPOSAL

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Planning Proposal drafts

Proponent versions:

No.	Author	Version
1.	Think Planners Pty Ltd	February 2024

Council versions:

No.	Author	Version
1.	City of Parramatta Council	Version submitted to Department of Planning, Housing and Infrastructure seeking Gateway determination April 2024

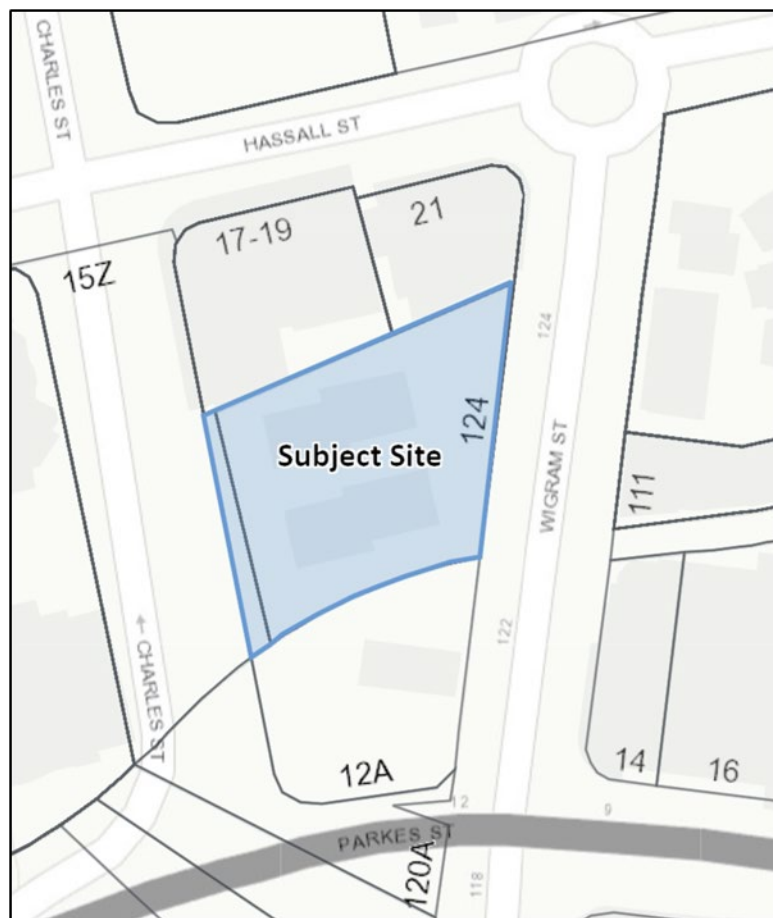
# INTRODUCTION

This Planning Proposal explains the intended effect of, and justification for, the proposed amendment to *Parramatta Local Environmental Plan 2023*. It has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* and the Department of Planning and Environment (DPE) guide, 'A Guide to Preparing Local Environment Plans' (December 2021).

## Background and context

In September 2019, Think Planners lodged a Planning Proposal with the City of Parramatta Council for land at 124 Wigram Street, Harris Park;

The subject site is located at 124 Wigram Street, Harris Park and has a legal property description of Strata Plan 19939 and part of Strata Plan 80813 (see **Figure 1**). The site includes a narrow section of land fronting Charles Street that is currently part of the adjoining site to the north at 17-19 Hassall Street. The total site area is approximately 1,559 sq. The site is not heritage listed. There are two items of local heritage significance located within proximity of the site being 23-25 Hassall Street and 113-115 Wigram Street. The site is shown in Figure 1, below.



**Figure 1** – Site at 124 Wigram Street, Harris Park subject to the Planning Proposal

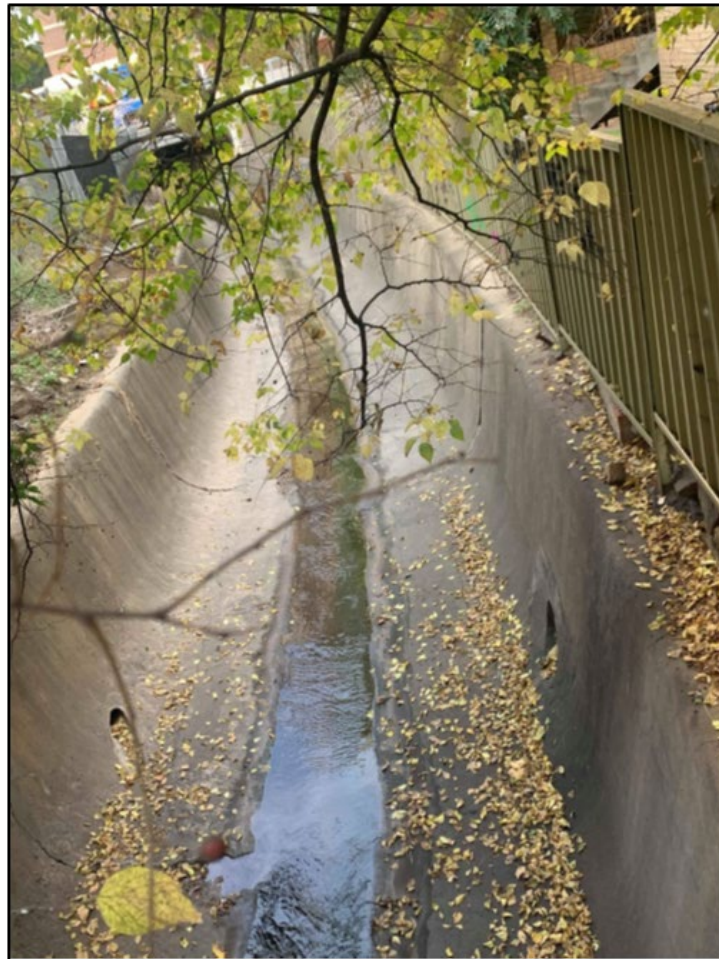
The narrow section of land fronting Charles Street is subject to a development consent (DA/342/2001) for a boundary adjustment between 17-19 Hassall Street and 124 Wigram Street,

Harris Park. The consent permits the incorporation of this land within the site boundaries for 124 Wigram Street.

While the site address is Harris Park, it is located on the south-eastern edge of the subject area for the recently completed Parramatta CBD Planning Proposal. The site is currently developed with two, three-storey residential flat buildings estimated to have been built in the late 1970s/early 1980s.

Clay Cliff Creek runs along the southern boundary of the site and is a fully lined concrete channel for this part of the creek (see **Figure 2** below). Immediately to the south of the site on the other side of the concrete channel, at 12a Parkes Street, is a recently constructed 24 storey residential apartment building marketed as “Charlie Parker”. To the west of the site on Charles Street is a bus layover used by bus services queuing for the Parramatta interchange (see **Figure 3** below). To the north of the site, 17-19 and 21 Hassall Street both contain 9 storey apartment buildings. The land on the northern side of Hassall Street at 2-4 Charles Street is zoned for development to a maximum building height of approximately 50 storeys (166.75 metres).

The site is located south-east of the Parramatta CBD within close proximity to employment opportunities, educational establishments, recreational activities, and public transportation.



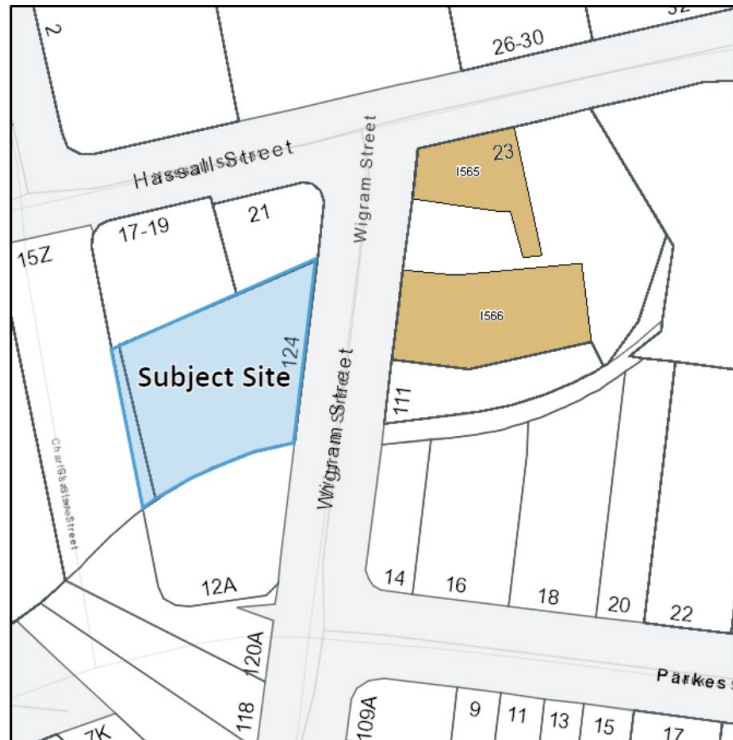
**Figure 2:** Clay Cliff Creek (Source: Think Planners February 2024)

Under *Parramatta Local Environmental Plan 2023* the site:

- is zoned MU1 Mixed Use.
- has a maximum building height of 72 metres (mapped), 82.8 metres (including 15% design excellence bonus).

- has a maximum floor space ratio of 10:1 (mapped), 11.5:1 (including 15% design excellence bonus).
- Is subject to sliding scale provisions under Clause 7.3(2):  
These provisions apply to sites with a site area below 1,800 sqm and reduce the permissible FSR for the subject site to 8.795:1 (10.295:1 including design excellence bonus). However, there is provision for sites identified as being isolated to be exempt from the sliding scale provisions.

The site is not heritage listed. There are two items of local heritage significance located within proximity of the site being 23-25 Hassall Street and 113-115 Wigram Street (Refer to **Figure 3** below).



**Figure 3** – Heritage items within proximity of subject site (shown in brown shading)

The Harris Park West Heritage Conservation Area is located to the south of the site (Refer to **Figure 4** below) and the Heritage Conservation Area for Experiment Farm Cottage is located to the south-east.

An extract of each the above maps is provided in Part 4 – Mapping; specifically, Section 4.1 Existing controls.





Figure 4 – Heritage Conservation Areas to the south of subject site (shown in red hatching)



# PART 1 – OBJECTIVES AND INTENDED OUTCOMES

The objective of this Planning Proposal is to amend Parramatta Local Environmental Plan 2023 (PLEP 2023) to provide for a high density commercial or mixed-use development at 124 Wigram Street, Harris Park.

## **Intended Outcomes**

The intended outcomes of the Planning Proposal are to:

- Provide a height control for the site that is more consistent with the permissible floor space ratio.
- Facilitate redevelopment of the site for a mixed use or fully commercial building permissible under the existing land use zoning for the site (MU1 Mixed Use).
- Contribute towards meeting the objectives of the Greater Sydney Region Plan and the Central City District Plan by permitting growth in a location well served by infrastructure including existing and proposed public transport.
- Contribute towards meeting growth targets within Council's Local Strategic Planning Statement (LSPS) and Local Housing Strategy (LHS) through the provision of additional employment floorspace, and additional dwellings if the mixed-use scheme is pursued.

# PART 2 – EXPLANATION OF PROVISIONS

This Planning Proposal seeks to amend *Parramatta LEP 2023 (PLEP 2023)* in relation to the height-controls to facilitate development of the site for high density commercial or mixed-use development.

In order to achieve the desired objectives, the following amendments to the *PLEP 2023* would need to be made:

Amend the maximum building height in the **Height of Buildings Map** from 72 metres (21 storeys mixed use) to 103 metres (32 storeys) as described in the **Table 1** below. Refer **Figures 8 & 10** in Part 4 of this Planning Proposal.

**Table 1:** Existing and proposed height controls

Control	Current Controls	Proposed controls
Height of Buildings (Mapped)	72m (21 storeys mixed use)	103m (32 storeys)
Height of Buildings (Total including 15% Design Excellence bonus)	82.8m (24 storeys mixed use)	118.45m (36 storeys mixed use)

## 1.1. Other relevant matters

### 1.1.1. Gateway Conditions

This section will be completed in the case that the Department of Planning, Housing and Infrastructure (DPHI) issues a Gateway determination.

# PART 3 – JUSTIFICATION OF STRATEGIC AND SITE-SPECIFIC MERIT

This part describes the reasons for the proposed outcomes and development standards in the Planning Proposal.

## 3.1 Section A - Need for the Planning Proposal

This section establishes the need for a Planning Proposal in achieving the key outcome and objectives. The set questions address the strategic origins of the proposal and whether amending the LEP is the best mechanism to achieve the aims on the proposal.

### 1.1.2. Is the Planning Proposal a result of an endorsed local strategic planning statement, strategic study or report?

The Planning Proposal is a result of an application from the landowner seeking to increase the density of development permitted on site. The Parramatta CBD Planning Proposal was finalised after lodgement of the subject site-specific Planning Proposal. In response, the Planning Proposal was amended in response to the new controls and to facilitate development of the site at the new floor space ratio. The Planning Proposal also responds to Council's Local Strategic Planning Statement (LSPS) which identifies Parramatta CBD as a Metropolitan Centre, a growing district with an increasing range of jobs and services. The LSPS and Local Housing Strategy anticipate an additional 7,180 dwellings and 34,500 jobs by 2036 in the precinct. The Planning Proposal will contribute towards meeting these targets through the provision of additional employment floorspace, and additional dwellings if the mixed-use scheme is pursued.

### 1.1.3. Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

A planning proposal seeking to amend the PLEP 2023 is the most effective way of providing certainty for Council, the local community and the landowner. The existing height control does not facilitate achievement of the applicable floor space ratio and does not respond to the emerging character of the Parramatta CBD.

## 1.2. Section B – Relationship to strategic planning framework

This section assesses the relevance of the Planning Proposal to the directions outlined in key strategic planning policy documents. Questions in this section consider state and local government plans including the NSW Government's Plan for Growing Sydney and subregional strategy, State Environmental Planning Policies, local strategic and community plans and applicable Ministerial Directions.

### 1.2.1. Will the Planning Proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?

#### Housing Crisis

Recent communication from the State Government regarding the current 'housing crisis' identifies the need to factor housing delivery into planning decisions including when

assessing Planning Proposals. Specifically, the Premier has requested that Council's 'prioritise the opportunity to deliver homes as part of merit considerations where on balance, dwelling numbers may warrant a scale or built form that is different to the outcome originally anticipated'. The subject proposal (if pursued as a mixed use development) will facilitate the delivery of an estimated 163 dwellings contributing toward the overall goal of housing delivery.

### A Metropolis of Three Cities

In March 2018, the NSW Government released the *Greater Sydney Region Plan: A Metropolis of Three Cities* ("the GSRP") a 20-year plan which outlines a three-city vision for metropolitan Sydney for to the year 2036.

The GSRP is structured under four themes: Infrastructure and Collaboration, Liveability, Productivity and Sustainability. Within these themes are 10 directions that each contain Potential Indicators and, generally, a suite of objective/s supported by a Strategy or Strategies. Those objectives and or strategies relevant to this Planning Proposal are discussed below.

### Infrastructure and Collaboration

An assessment of the Planning Proposal's consistency with the GSRP's relevant Infrastructure and Collaboration objectives is provided in Table 3a, below.

**Table 3a – Consistency of Planning Proposal with relevant GSRP Actions – Infrastructure and Collaboration**

Infrastructure and Collaboration Direction	Relevant Objective	Comment
<b>A city supported by infrastructure</b>	<b>O1:</b> Infrastructure supports the three cities.	The Planning Proposal will facilitate an increase in commercial office space and mainly residential apartments within the Parramatta CBD on a site that is within the vicinity of the Parramatta Transport Interchange and the proposed future Light rail network and Metro giving workers and residents access to train and bus services.
	<b>O2:</b> Infrastructure aligns with forecast growth – growth infrastructure compact	The Planning Proposal will facilitate growth in commercial floor space and hence growth in jobs with a ground level active frontage which facilitates more local business opportunities within the GPOP area.
	<b>O3:</b> Infrastructure adapts to meet future need	The proposed consolidation of population around an existing metropolitan centre with numerous public transit options is strategically optimised, effectively supporting the forecasted growth.
	<b>O4:</b> Infrastructure use is optimised	In accordance with the Objective 4, the planning proposal will allow for efficient land use by locating new commercial floor space and residential apartments in the vicinity of Parramatta station and future

		Parramatta Light Rail network and Metro. Future occupants and users of the site will have access to the existing and proposed transport infrastructure and will benefit from the commuting advantages.
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### Liveability

An assessment of the Planning Proposal's consistency with the GSRP's relevant Liveability objectives is provided in Table 3b, below.

**Table 3b – Consistency of Planning Proposal with relevant GSRP Actions – Liveability**

Liveability Direction	Relevant Objective	Comment
<b>A city for people</b> [see p.46 of the GSRP for a summary of the directions in this column]	<b>O6:</b> Services and infrastructure meet communities' changing needs	The planning proposal aims to increase the number of people walking to the local centres and facilitates sustained population growth around the metropolitan centre with an ease of access to transit options, community and social infrastructure; and employment opportunities.
	<b>O7:</b> Communities are healthy, resilient and socially connected	
	<b>O8:</b> Greater Sydney's communities are culturally rich with diverse neighbourhoods	
	<b>O9:</b> Greater Sydney celebrates the arts and supports creative industries and innovation	
<b>Housing the city</b>	<b>O10:</b> Greater housing supply	The Planning Proposal intends to provide approximately 163 dwelling on the subject site with a mix of studio, 1, 2 and 3-bedroom apartments.
	<b>O11:</b> Housing is more diverse and affordable	
<b>A city of great places</b>	<b>O12:</b> Great places that bring people together	The planning proposal will enhance the accessibility to public open spaces and other places given the site's location in proximity to the public transport effectively utilising the existing infrastructure.
	<b>O13:</b> Environmental heritage is identified, conserved and enhanced	<p>A Statement of Heritage Impact (SoHI) supports the planning proposal which details that there are no heritage items located on the site. However, there are heritage listed items within proximity of the site.</p> <p>The SoHI concludes that the Proposal will not adversely impact the heritage items or the HCAs, does not compromise their heritage significance and that the proposed works should not be restricted on the grounds of heritage.</p>

### Productivity

An assessment of the Planning Proposal's consistency with the GSRP's relevant Productivity objectives is provided in Table 3c, below.

**Table 3c – Consistency of Planning Proposal with relevant GSRP Actions – Productivity**

Productivity Direction	Relevant Objective	Comment
<b>A well-connected city</b> [see p.78 of the GSRP for a summary of the directions in this column]	<b>O14:</b> The plan integrates land use and transport creates walkable and 30-minute cities	The planning proposal satisfies this direction by co-locating commercial spaces and residential apartments on a site that is within walking distance (500m) to Parramatta Transport Interchange, the Parramatta Light Rail network and the future Metro and will uphold the concept of a 30-minute city.
	<b>O15:</b> The Eastern, GOPP and Western Economic Corridors are better connected and more competitive	
<b>Jobs and skills for the city</b>	<b>O19:</b> Greater Parramatta is stronger and better connected	The subject site is located within 400m of the Parramatta Train Station, also within close proximity to Stage 1 of the Parramatta Light Rail, with a proposed light rail stop to be located at the corner of Harris and Macquarie Streets approximately 350 metres walking distance from the site.  The subject site is within 700m walking distance of a new metro station to be located in the Parramatta City Centre proposed under the Sydney Metro West project.  Due to its CBD location, the site is also highly accessible to existing bus services, pedestrian pathways, and cycleways.
	<b>O22:</b> Investment and business activity in centres	The planning proposal facilitates either a fully commercial building or a mixed-use development that provides additional job opportunities in the Parramatta CBD.

### Sustainability

An assessment of the Planning Proposal's consistency with the GSRP's relevant Sustainability objectives is provided in Table 3d, below.

**Table 3d – Consistency of Planning Proposal with relevant GSRP Actions – Sustainability**

Sustainability Direction	Relevant Objective	Comment
<b>A city in its landscape</b>	<b>O27:</b> Biodiversity is protected, urban bushland and remnant vegetation is enhanced	The site is currently built up with medium density development providing a high site coverage from both buildings and driveway/parking

[see p.142 of the GSRP for a summary of the directions in this column]		areas. Due to the highly developed nature of the site, the site is not likely to contain any habitat and therefore there is little likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats could be adversely affected because of the Planning Proposal.
	<b>O30:</b> Urban tree canopy cover is increased	<p>The entire site is currently built up with two existing 4-storey residential buildings. The development concept will result in a new mixed- use building with a larger footprint to the existing structure.</p> <p>There are existing trees within the eastern front setback area on the site which are likely to be removed in the future to accommodate redevelopment of the site.</p> <p>There are opportunities for enhancing the canopy cover with future development of the site along the setback to Clay Cliff Creek and towards the northern boundary of the site. These matters will be addressed through the assessment of a future development application and the imposition of relevant conditions of consent.</p>
	<b>O31:</b> Public open space is accessible, protected and enhanced	<p>The delivery of either scheme within the Parramatta CBD will achieve a positive social outcome being well serviced by existing infrastructure. Residents and workers will be able to access necessary transport, education services, open space, health services, community services, employment, and recreation facilities.</p> <p>Due to its CBD location, the site is also highly accessible to existing bus services, pedestrian pathways, and cycleways.</p>
	<b>O32:</b> The Green grid links Parks, open spaces, bushland and walking and cycling paths	
<b>An efficient city</b>	<b>O33:</b> A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change	Environmental impacts, including sustainability, will be addressed as part of any future development proposal, including a design excellence competition. The development application will be assessed having regard to Parramatta DCP 2023, in particular, Section 9.8 Environmental Sustainability.
	<b>O34:</b> Energy and water flows are captured, used and re-used	
	<b>O35:</b> More waste is re-used and recycled to support the development of a circular economy	
<b>A resilient city</b>	<b>O36:</b> People and places adapt to climate change and future shocks and stresses	The draft Parramatta River Flood Study 2023 depicts that a large area



	<b>O37:</b> Exposure to natural and urban hazards is reduced	of the site is subjected to high hazard conditions.
	<b>O38:</b> Heatwaves and extreme heat are managed	The status of flooding information available for the site is reflected in the Council resolution which seeks a conditional Gateway Determination which requires the Planning Proposal to address Local Planning Direction 4.1 Flooding in the context of the draft Parramatta River Flood Study 2023 and the Flood Risk Management Manual 2023. Council's resolution has also requested that the Gateway condition also include a requirement that the reference design be updated to address these criteria and the flood levels associated with the draft Parramatta River Flood Study 2023.

### Implementation

An assessment of the Planning Proposal's consistency with the GSRP's relevant Implementation objectives is provided in Table 3d, below.

**Table 3d – Consistency of Planning Proposal with relevant GSRP Actions – Implementation**

Implementation Direction	Relevant Objective	Comment
Implementation	<b>O39:</b> A collaborative approach to city planning	The proposal is responding to collaboration between multiple teams in Council and consultation with the applicant.

### Central City District Plan

In March 2018, the NSW Government released *Central City District Plan* which outlines a 20 year plan for the Central City District which comprises The Hills, Blacktown, Cumberland and Parramatta local government areas.

Taking its lead from the GSRP, the *Central City District Plan* ("CCDP") is also structured under four themes relating to Infrastructure and Collaboration, Liveability, Productivity and Sustainability. Within these themes are Planning Priorities that are each supported by corresponding Actions. Those Planning Priorities and Actions relevant to this Planning Proposal are discussed below.

### Infrastructure and Collaboration

An assessment of the Planning Proposal's consistency with the CCDP's relevant Infrastructure and Collaboration Priorities and Actions is provided in Table 4a, below.

**Table 4a – Consistency of Planning Proposal with relevant CCDP Actions – Infrastructure and Collaboration**

Infrastructure and Collaboration Direction	Planning Priority/Action	Comment
<b>A city supported by infrastructure</b> <b>O1:</b> Infrastructure supports the three cities <b>O2:</b> Infrastructure aligns with forecast growth – growth infrastructure compact <b>O3:</b> Infrastructure adapts to meet future need <b>O4:</b> Infrastructure use is optimised	<b>PP C1: Planning for a city supported by infrastructure</b> <ul style="list-style-type: none"> <li><b>A1:</b> Prioritise infrastructure investments to support the vision of <i>A metropolis</i></li> <li><b>A2:</b> Sequence growth across the three cities to promote north-south and east-west connections</li> <li><b>A3:</b> Align forecast growth with infrastructure</li> <li><b>A4:</b> Sequence infrastructure provision using a place-based approach</li> <li><b>A5:</b> Consider the adaptability of infrastructure and its potential shared use when preparing infrastructure strategies and plans</li> <li><b>A6:</b> Maximise the utility of existing infrastructure assets and consider strategies to influence behaviour changes to reduce the demand for new infrastructure, supporting the development of adaptive and flexible regulations to allow decentralised utilities</li> </ul>	<p>The proximity of the site to existing and future major transport infrastructure makes the site an ideal location for higher density residential and commercial development. Development of the site is also likely to contribute to mode shift away from private vehicles and towards public and active transport.</p> <p>The planning proposal will allow for efficient land use by development within proximity of Parramatta railway station and the proposed future light rail and metro station.</p> <p>Future occupants and users of the site will have access to the existing and proposed transport infrastructure and will benefit from the commuting advantages.</p>
<b>O5:</b> Benefits of growth realized by collaboration of governments, community and business	<b>PP C2: Working through collaboration</b> <ul style="list-style-type: none"> <li><b>A7:</b> Identify prioritise and delivery collaboration areas</li> </ul>	<p>The proposal is responding to collaboration between multiple teams within Council and consultation with the applicant.</p> <p>Should the proposal proceed to Gateway, it will be placed on public exhibition giving government departments, the community and business the chance to have input into the proposal.</p>

### Liveability

An assessment of the Planning Proposal's consistency with the CCDP's relevant Liveability Priorities and Actions is provided in Table 4b, below.

**Table 4b – Consistency of Planning Proposal with relevant CCDP Actions – Liveability**

Liveability Direction	Planning Priority/Action	Comment
<b>A city for people</b> <b>O6:</b> Services and infrastructure meet communities' changing needs	<b>PP C3: Provide services and social infrastructure to meet people's changing needs</b> <ul style="list-style-type: none"> <li><b>A8:</b> Deliver social infrastructure that reflects the need of the community now and in the future</li> <li><b>A9:</b> Optimise the use of available public land for social infrastructure</li> </ul>	<p>The planning proposal intends to achieve a positive social outcome being well service by existing infrastructure. The residents of the development will have a convenient access to necessary transport, education services, open space, health services, community services, employment, and recreation facilities.</p>

		The proposed additional retail floorspace will provide opportunities and better access to services for the current and future population.
<p><b>O7:</b> Communities are healthy, resilient and socially connected</p> <p><b>O8:</b> Greater Sydney's communities are culturally rich with diverse neighbourhoods</p> <p><b>O9:</b> Greater Sydney celebrates the arts and supports creative industries and innovation</p>	<p><b>PP C4: Working through collaboration</b></p> <ul style="list-style-type: none"> <li>• <b>A10:</b> Deliver healthy, safe and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities by (a-d).</li> <li>• <b>A11:</b> Incorporate cultural and linguistic diversity in strategic planning and engagement.</li> <li>• <b>A12:</b> Consider the local infrastructure implications of areas that accommodate large migrant and refugee populations.</li> <li>• <b>A13:</b> Strengthen the economic self-determination of Aboriginal communities by engagement and consultation with Local Aboriginal Land Council's.</li> <li>• <b>A14:</b> Facilitate opportunities for creative and artistic expression and participation, wherever feasible with a minimum regulatory burden including (a-c).</li> <li>• <b>A15:</b> Strengthen social connections within and between communities through better understanding of the nature of social networks and supporting infrastructure in local places</li> </ul>	<p>The site is located in close proximity to the Parramatta transport interchange, a proposed light rail stop and a new metro station.</p> <p>Being located within walking distance to a diversity of public transport connectivity of future residents to other destinations, ensuring that social connectivity outside of the local area is achieved.</p> <p>The Planning Proposal is also consistent with this, facilitating jobs through commercial floorspace and an activated street frontage. It would result in jobs and housing concentrated in an area close to public transport infrastructure</p>
<p><b>Housing the city</b></p> <p><b>O10:</b> Greater housing supply</p> <p><b>O11:</b> Housing is more diverse and affordable</p>	<p><b>PP C5: Providing housing supply, choice and affordability, with access to jobs, services and public transport</b></p> <ul style="list-style-type: none"> <li>• <b>A16:</b> Prepare local or district housing strategies that address housing targets [abridged version]</li> </ul>	<p>The Planning Proposal provides an opportunity to deliver approximately 163 dwellings with a mix of studio, 1-, 2- and 3-bedroom apartments. The proposal seeks to increase the density of housing within the Parramatta City Centre. This expands the range of housing choices for a diversity of people to live within the CBD.</p>
<p><b>A city of great places</b></p> <p><b>O12:</b> Great places that bring people together</p> <p><b>O13:</b> Environmental heritage is identified, conserved and enhanced</p>	<p><b>PP C6: Creating and renewing great places and local centres, and respecting the District's heritage</b></p> <ul style="list-style-type: none"> <li>• <b>A18:</b> Using a place-based and collaborative approach throughout planning, design, development and management deliver great places by (a-e)</li> <li>• <b>A19:</b> Identify, conserve, and enhance environmental heritage by (a-c)</li> <li>• <b>A20:</b> Use place-based planning to support the role of centres as a</li> </ul>	<p>The Planning Proposal is situated near public transport and local retail uses and demonstrates a form that encourages walkability between the site, public transport, and schools.</p> <p>A Statement of Heritage Impact (SoHI) supports the planning proposal which details that there are no heritage items located on the site. However, there are heritage listed items within proximity of the site.</p>

	<p>focus for connected neighbourhoods</p> <ul style="list-style-type: none"> <li>• <b>A21:</b> In Collaboration Areas, Planned Precincts and planning for centres (a-d)</li> <li>• <b>A22:</b> Use flexible and innovative approaches to revitalise high streets in decline.</li> </ul>	<p>The SoHI concludes that the Proposal will not adversely impact the heritage items or the HCAs, does not compromise their heritage significance and that the proposed works should not be restricted on the grounds of heritage.</p>
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### Productivity

An assessment of the Planning Proposal's consistency with the CCDP's relevant Productivity Priorities and Actions is provided in Table 4c, below.

**Table 4c – Consistency of Planning Proposal with relevant CCDP Actions – Productivity**

Productivity Direction	Planning Priority/Action	Comment
<p><b>A well-connected city</b></p> <p><b>O19:</b> Greater Parramatta is stronger and better connected</p>	<p><b>PP C7: Growing a stronger and more competitive Greater Parramatta</b></p> <ul style="list-style-type: none"> <li>• <b>A23:</b> Strengthen the economic competitiveness of Greater Parramatta and grow its vibrancy [abridged]</li> <li>• <b>A26:</b> Prioritise infrastructure investment [abridged]</li> <li>• <b>A27:</b> Manage car parking and identify smart traffic management strategies.</li> </ul>	<p>The outcome of the planning proposal will contribute to the economic growth of Parramatta CBD and enables a mixture of commercial uses within proximity of key public transport infrastructure. Redevelopment of the site will enhance the vibrancy, competitiveness and walkability within Parramatta CBD.</p>
<p><b>Jobs and skills for the city</b></p> <p><b>O15:</b> The Eastern, GOPP and Western Economic Corridors are better connected and more competitive</p>	<p><b>PP C8: Delivering a more connected and competitive GOPP Economic Corridor</b></p> <ul style="list-style-type: none"> <li>• <b>A28:</b> Investigate opportunities for renewal of Westmead East as a mixed use precinct PPC8</li> <li>• <b>A29:</b> Prioritise public transport investment to deliver the 30-minute city objective for strategic centres along the GOPP Economic Corridor</li> <li>• <b>A30:</b> Prioritise transport investments that enhance access to the GOPP between centres within GOPP</li> </ul>	<p>Advocating the 30-minute approach adopted in the Greater Sydney Region Plan, the mixed-use scheme of the Proposal draws on the transportation connections within the corridor and would deliver dwellings within the Parramatta CBD potentially accommodating a diverse range of residents.</p>
<p><b>O14:</b> The plan integrates land use and transport creates walkable and 30-minute cities</p>	<p><b>PP C9: Delivering integrated land use and transport planning and a 30-minute city</b></p> <ul style="list-style-type: none"> <li>• <b>A32:</b> Integrate land use and transport plans to deliver a 30-minute city</li> <li>• <b>A33:</b> Investigate, plan and protect future transport and infrastructure corridors</li> </ul>	<p>The Planning Proposal intends to consolidate growth on land within the Parramatta City Centre. It is within walkable distance of existing and transport options including heavy rail, ferry, bus services; and proposed light rail and metro. These services provide local and regional connectivity, with the Sydney CBD being within 30 minutes.</p>

### Sustainability

An assessment of the Planning Proposal's consistency with the CCDP's relevant Productivity Priorities and Actions is provided in Table 4d, below.

**Table 4d – Consistency of Planning Proposal with relevant CCDP Actions – Sustainability**

Sustainability Direction	Planning Priority/Action	Comment
<p><b>O27:</b> Biodiversity is protected, urban bushland and remnant vegetation is enhanced.</p> <p><b>O28:</b> Scenic and cultural landscapes are protected</p>	<p><b>PP C15: Protecting and enhancing bushland, biodiversity and scenic and cultural landscapes</b></p> <ul style="list-style-type: none"> <li>• <b>A65:</b> Protect and enhance biodiversity by (a-c) [abridged]</li> <li>• <b>A66:</b> Identify and protect scenic and cultural landscapes</li> <li>• <b>A67:</b> Enhance and protect views of scenic and cultural landscapes from the public realm</li> </ul>	<p>The absence of habitat on the site ensures that there is little likelihood of adverse effects on critical habitats, threatened species, populations, or ecological communities due to the Planning Proposal.</p>
<p><b>O30:</b> Urban tree canopy cover is increased</p> <p><b>O32:</b> The Green grid links Parks, open spaces, bushland and walking and cycling paths</p>	<p><b>PP C16: PP C16: Increasing urban tree canopy cover and delivering Green grid connections</b></p> <ul style="list-style-type: none"> <li>• <b>A68:</b> Expand urban tree canopy in the public realm</li> <li>• <b>A69:</b> progressively refine the detailed design and delivery of (a-c) [abridged]</li> <li>• <b>A70:</b> Create Greater Sydney green Grid connections to the Western Sydney Parklands</li> </ul>	<p>Although there are currently trees on the site that may be removed to facilitate redevelopment, there is potential to increase the canopy cover through future development of the site.</p> <p>There are opportunities to provide landscaping within the setback from Clay Cliff Creek and in the proposed building cutout towards the northern boundary of the site. These will be addressed as a part of any future development proposal, including a design excellence competition.</p>
<p><b>O31:</b> Public open space is accessible, protected and enhanced</p>	<p><b>PP C17: Delivering high quality open space.</b></p> <ul style="list-style-type: none"> <li>• <b>A71:</b> Maximise the use of existing open space and protect, enhance and expand public open space by (a-g) [abridged]</li> </ul>	<p>The delivery of either scheme within the Parramatta CBD will achieve a positive social outcome being well serviced by existing infrastructure and providing an easy access to the open space and other facilities.</p>
<p><b>An efficient city</b></p> <p><b>O33:</b> A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change</p> <p><b>O34:</b> Energy and water flows are captured, used and re-used</p> <p><b>O35:</b> More waste is re-used and recycled to support the development of a circular economy</p>	<p><b>PP C19: Reducing carbon emissions and managing energy, water and waste efficiently.</b></p> <ul style="list-style-type: none"> <li>• <b>A75:</b> Support initiatives that contribute to the aspirational objectives of achieving net-zero emissions by 2050</li> <li>• <b>A76:</b> Support precinct-based initiatives to increase renewable energy generation and energy and water efficiency</li> </ul>	<p>These concerns will be addressed as a part of any future redevelopment proposal, including a design excellence competition. Any future development application will be assessed having regard to Parramatta DCP 2023 including Part 9.8 Environmental Sustainability.</p>

	<ul style="list-style-type: none"> <li>• <b>A77:</b> Protect existing and identify new locations for waste recycling and management</li> <li>• <b>A78:</b> Support innovative solutions to reduce the volume of waste and reduce waste transport requirements</li> <li>• <b>A79:</b> Encourage the preparation of low carbon, high efficiency strategies to reduce emissions, optimise the use of water, reduce waste and optimising car parking provisions where an increase in total floor in 100,000sqm</li> </ul>	
<p><b>O36:</b> People and places adapt to climate change and future shocks and stresses</p> <p><b>O37:</b> Exposure to natural and urban hazards is reduced</p> <p><b>O38:</b> Heatwaves and extreme heat are managed</p>	<p><b>PP C20: Adapting to the impacts of urban and natural hazards and climate change</b></p> <ul style="list-style-type: none"> <li>• <b>A81:</b> Support initiatives that respond to the impacts of climate change</li> <li>• <b>A82:</b> Avoid locating new urban development in areas exposed to natural and urban hazards and consider options to limit the intensification of development in existing areas most exposed to hazards</li> <li>• <b>A83:</b> Mitigate the urban heat island effect and reduce the vulnerability to extreme heat</li> <li>• <b>A84:</b> Respond to the direction for managing flood risk in Hawkesbury-Nepean Valley</li> <li>• <b>A85:</b> Consider strategies and measures to manage flash flooding and safe evacuation when planning for growth in Parramatta CBD</li> </ul>	<p>A large area of the subject site is subjected to high hazard flooding conditions.</p> <p>The status of flooding information available for the site is reflected in the Council resolution which seeks a conditional Gateway Determination requiring the Planning Proposal to address Local Planning Direction 4.1 Flooding in the context of the draft Parramatta River Flood Study 2023 and the Flood Risk Management Manual 2023.</p> <p>Council's resolution also requests that the Gateway condition also include a requirement that the reference design be updated to address these criteria and the flood levels associated with the draft Parramatta River Flood Study 2023.</p>

#### 1.2.1. Will the Planning Proposal give effect to a council's endorsed local strategic planning statement, or another endorsed local strategy or strategic plan?

The following local strategic planning documents are relevant to the Planning Proposal.

##### Parramatta 2038 Community Strategic Plan

Parramatta 2038 is a long-term Community Strategic Plan for the City of Parramatta and links to the long-term future of Sydney. The plan formalises several big and transformational ideas for the City and the region. Of relevance is the growth of Parramatta CBD.

The planning proposal is considered to meet the strategy and key objectives identified in the plan by allowing for an appropriate mix of residential and non-residential uses located in a centre with public transport, shops and community facilities in close proximity. The proposal will facilitate jobs through commercial floorspace and an activated street frontage. The mixed-use scheme is consistent with the Plan as it would result in jobs and housing concentrated in an area close to public transport infrastructure. The development will also allow for the concentration of housing around transport nodes and contribute towards dwelling targets for NSW.



## Parramatta Local Strategic Planning Statement and Parramatta Local Housing Strategy

The Local Strategic Planning Statement (LSPS) and the Local Housing Strategy (LHS) identify Parramatta CBD as a Metropolitan Centre, a growing district with an increasing range of jobs and services. The LSPS and LHS anticipate an additional 7,180 dwellings and 34,500 jobs by 2036 in the precinct. The Planning Proposal would contribute towards meeting these targets through the provision of additional employment floorspace, and additional dwellings if the mixed-use scheme is pursued.

## Parramatta CBD Planning Proposal

The Parramatta CBD Planning Proposal (CBD PP) recently provided a new land use framework for the Parramatta CBD which resulted in amended planning controls within Parramatta LEP 2011 (since superseded by Parramatta LEP 2023). The CBD PP was the outcome of the Parramatta CBD Planning Strategy and detailed technical studies which sought to respond to the vision for the growth of Parramatta CBD as Australia's next great city. The CBD PP remains Council's most recently endorsed policy position on density increases in the Parramatta CBD and took effect on 14 October 2022 through Parramatta LEP 2011 (Amendment 56).

The CBD PP implemented the current controls for the site as follows:

- Land Use zoning: MU1 Mixed Use.
- Maximum Height of Buildings: 72 metres (mapped), 82.8 metres (including 15% design excellence bonus).
- Floor Space Ratio: 10:1 (mapped), 11.5:1 (including 15% design excellence bonus).
- Sliding scale provisions under Clause 7.3(2): these provisions apply to sites with a site area below 1,800 sqm and reduce the permissible FSR for the subject site to 8.795:1 (10.295:1 including design excellence bonus). However, there is provision for sites identified as being isolated to be exempt from the sliding scale provisions.

The Planning Proposal seeks to amend the PLEP 2023 for the subject site by increasing the height control on the Height of Buildings Map as described in **Table 1** below. The intention of the Planning Proposal is to enable the currently permitted floor space ratio for the site to be accommodated in a manner that accords with relevant DCP controls.

Table 4e: Existing and Proposed Height Controls

Control	Current control	Proposed control
Height of Buildings (Mapped)	72m (21 storeys mixed use)	103m (32 storeys)
Height of Buildings (Total including 15% Design Excellence bonus)	82.8m (24 storeys mixed use)	118.45m (36 storeys mixed use)

It is considered that the proposed height control will be more compatible with the existing floor space ratio and is consistent with the aims and objectives of the Parramatta CBD Planning Proposal.

### 1.2.2. Is the Planning Proposal consistent with any other applicable State and regional studies or strategies?

#### Future Transport Strategy 2056

The Future Transport Strategy was released by Transport for NSW and sets out the vision, directions, and outcomes framework for customer mobility in NSW and seeks to



ensure that NSW overarching strategies for transport and land use planning align and complement each other.

The proposal addresses the Future Transport Strategy by providing additional density within proximity to Stage 1 of the Parramatta Light Rail with a proposed light rail stop to be located at the corner of Harris and Macquarie Streets approximately 350 metres walking distance from the site.

The subject site is also within 700m walking distance of a new metro station to be located in the Parramatta City Centre under the Sydney Metro West and various existing infrastructure and facilities.

### **State Infrastructure Strategy 2022-2042**

The State Infrastructure Strategy (SIS) is a 20-year infrastructure investment plan for the NSW Government that places strategic fit and economic merit at the centre of investment decisions. The strategy assesses infrastructure problems and solutions and provides recommendations to best grow the State's economy.

The Proposal is in alignment with this strategy as it is relevant to the strategic directions laid by Chapter 4 – Servicing Growing Communities. The subject site is within a highly accessible location, adjacent to a town centre, facilitating the use of existing transport infrastructure, also supporting the 30 minute- metropolitan cities.

### **Housing Strategy 2041**

This strategy establishes the 20-year housing vision for NSW. It aims to provide the framework for greater housing supply, improved housing affordability, and housing diversity and resilience. The Planning Proposal is consistent with the four main pillars of housing supply stated in the strategy – Supply, Diversity, Affordability and Resilience.

### **Net Zero Plan**

The Net Zero Plan outlines the NSW Government's plan to grow the economy, creating jobs and reducing emissions over the next decade. Any environmental impacts, including sustainability and adherence with the plan can be addressed as a part of a future Development Application that will be subject to the provisions within the Sustainable Buildings SEPP 2022. This SEPP ensures that development over the subject site is sustainable and resilient, making a valuable contribution to NSW being a net zero emitter.

#### **1.2.3. Is the Planning Proposal consistent with the applicable State Environmental Planning Policies?**

The following State Environmental Planning Policies (SEPPs) are of relevance to the site (refer to Table 5 below).

**Table 5 – Consistency of Planning Proposal with relevant SEPPs**

State Environmental Planning Policies (SEPPs)	Consistency: Yes = ✓ No = x N/A = Not applicable	Comment
SEPP (Housing) 2021	✓	Consistent  On 14 December 2023, SEPP No. 65 – Design Quality of Residential Apartment Development was repealed. However, the content of the repealed SEPP (with some changes) was rolled over into a new Chapter 4 of the Housing SEPP. Chapter 4 will apply to a development application for redevelopment of the site.
SEPP (Resilience and Hazards) 2021	✓	Consistent.  A large area of the subject site is subjected to high hazard flooding conditions.  The status of flooding information available for the site has been noted by the Council resolution which seeks a conditional Gateway Determination requiring the Planning Proposal to address Local Planning Direction 4.1 Flooding in the context of the draft Parramatta River Flood Study 2023 and the Flood Risk Management Manual 2023.  Council's resolution also requests that the Gateway condition also include a requirement that the reference design be updated to address these criteria and the flood levels associated with the draft Parramatta River Flood Study 2023.
SEPP (Industry and Employment) 2021	N/A	Not relevant to proposed amendment. May be relevant to future Development Applications.
SEPP (Transport and Infrastructure) 2021	✓	Any relevant referrals to TfNSW or potential noise mitigation measures can be addressed as a part of the future development application.
SEPP (Biodiversity and Conservation) 2021	✓	The subject site is within the Sydney Harbour Catchment; however, it is located well away from any mapped area of foreshore or waterway area. Any potential impacts as a result of development on the site, such as stormwater runoff, will be considered and addressed appropriately at DA stage.

SEPP (Planning Systems) 2021	✓	Consistent The Planning Proposal does not contain provisions that contradict or would hinder the application of the SEPP.
SEPP (Precincts – Central River City) 2021	N/A	Not relevant to proposed amendment as it is not contained within a “growth centre” as identified under the SEPP.
SEPP (Exempt and Complying Development Codes) 2008	✓	Not relevant to proposed amendment.
SEPP (BASIX) 2004	N/A	Detailed compliance with SEPP (BASIX) will be demonstrated at the development application stage for the site facilitated by this Planning Proposal.

#### 1.2.4. Is the Planning Proposal consistent with applicable Ministerial Directions (s.9.1 Directions)

In accordance with Clause 9.1 of the *EP&A Act 1979* the Minister issues directions for the relevant planning authorities to follow when preparing Planning Proposals for new LEPs. The directions are listed under nine focus areas:

1. Planning Systems and Planning Systems – Place Based
2. Design and Place (This Focus Area was blank when the Directions were made)
3. Biodiversity and Conservation
4. Resilience and Hazards
5. Transport and Infrastructure
6. Housing
7. Industry and Employment
8. Resources and Energy
9. Primary production

The following directions are considered relevant to the subject Planning Proposal.

**Table 6 – Consistency of Planning Proposal with relevant Section 9.1 Directions**

Relevant Direction	Comment	Compliance
<b>1. Planning Systems and Planning Systems – Place Based</b>		
Direction 1.1 – Implementation of Regional Plans The objective of this direction is to give legal effect to the vision, land use strategy, goals, directions and actions contained in Regional Plans.	The Planning Proposal applies to land within Sydney's Central City. The Planning Proposal is consistent with the goals, directions and actions contained in the Greater Sydney Region Plan.	Yes
Direction 1.3 – Approval and Referral Requirements The objective of this direction is to ensure that LEP provisions encourage the efficient and	The Planning Proposal does not introduce any provisions that require any additional concurrence, consultation, or referral outside what will be required by the Gateway Determination.	Yes

appropriate assessment of development.		
<p>Direction 1.4 – Site Specific Provisions</p> <p>The objective of this direction is to discourage unnecessarily restrictive site-specific planning controls.</p>	The Planning Proposal Request does not propose any site-specific planning provisions.	Yes
<p>Direction 1.7 – Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan</p> <p>The objective of this direction is to ensure development within the Greater Parramatta Priority Growth Area is consistent with the Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan dated July 2017 (the Interim Plan)</p>	The planning proposal is consistent with the Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan. The land is identified as a potential precinct targeted for growth, particularly within 1km of the new light rail stops. The land is within Parramatta CBD which is within proximity of the planned Parramatta Light Rail and Sydney Metro West station.	Yes
<b>2. Design and Place</b>		
This Focus Area was blank at the time the Directions were made.	This Direction is blank as is currently incomplete.	
<b>3. Biodiversity and Conservation</b>		
<p>Direction 3.1 – Conservation Zones</p> <p>The objective of this direction is to protect and conserve environmentally sensitive areas.</p>	The Planning Proposal is consistent with this direction, in that it does not apply to environmentally sensitive areas or alter provisions for land in a conservation zone.	Yes
<p>Direction 3.2 – Heritage Conservation</p> <p>The objective of this direction is to protect and conserve environmentally sensitive areas.</p>	There are no heritage items located on the site. However, there are heritage listed items within proximity of the site. The Statement of Heritage Impact (SoHI) concludes that the Proposal does not adversely impact the heritage items or the HCAs, does not compromise their heritage significance	Yes
<p>Direction 3.5 – Recreation Vehicle Areas</p> <p>The objective of this direction is to protect sensitive land or land with significant conservation values from adverse impacts from recreation vehicles.</p>	The Planning Proposal is consistent with this direction, in that it is not proposing to enable land to be developed for the purpose of a recreation vehicle area.	Yes
<b>4. Resilience and Hazards</b>		
<p>Direction 4.1 – Flooding</p> <p>The objectives of this direction are to:</p> <p>(a) Ensure that development of flood prone land is consistent with the NSW</p>	The Planning Proposal and associated reference design as originally lodged, addressed the Upper Parramatta River Flood Study 2005. Since lodgement, Council has prepared and exhibited the draft Parramatta River Flood Study 2023. While this draft Study has yet to be endorsed by Council, it is prudent for Council to assess the Planning Proposal against this updated Study due to	Yes

<p>Government's Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005, and</p> <p>(b) Ensure that the provisions of an LEP that apply to flood prone land are commensurate with flood behaviour and includes consideration of the potential flood impacts both on and off the subject land.</p>	<p>the sensitive nature of the site which is at risk of severe flooding from Clay Cliff Creek</p> <p>In addition, on 10 November 2023, the NSW Government Flood Risk Management Policy, accompanying Manual and Guidelines were gazetted, replacing the previous Floodplain Development Manual. The new Manual is reflected in Council's DCP 2023 and the Guidelines place emphasis on management and reduction of risk and hazard and avoiding the obstruction of floodways and overland flow paths when planning development</p> <p>The reference design submitted by the applicant demonstrates compliance with these requirements, however, this is in relation to the flood levels identified under the Upper Parramatta River Flood Study 2005.</p> <p>Since the Planning Proposal was lodged well in advance of the public exhibition of the draft Parramatta River Flood Study 2023, it is considered unreasonable to delay progressing the matter pending the preparation of a local flood study. Instead, Council resolved that in seeking a Gateway determination, it request that the DPHI considers including a Gateway condition which requires the preparation of a local flood study which addresses the concerns raised by Council in its assessment in the context of Local Planning Direction 4.1 Flooding, the draft Parramatta River Flood Study 2023 and the Flood Risk Management Manual 2023</p> <p>Subject to the conditions of the Gateway determination, this section of the Planning proposal will be updated once the updated Local Flood Study is completed.</p>	
<p>Direction 4.3 Planning for Bushfire Protection</p> <p>The objectives of this direction are to:</p> <p>(a) Protect life, property and the environment from bush fire hazards, by discouraging the establishment of incompatible land uses in bush fire prone areas, and</p> <p>(b) Encourage sound management of bush fire prone areas.</p>	<p>The site is not identified as bushfire-prone land.</p>	<p>Yes</p>
<p>Direction 4.4 – Remediation of Contaminated Land</p> <p>The objective of this direction is to reduce the risk of harm to human health and the environment by ensuring that contamination and remediation are considered by Planning Proposal authorities.</p>	<p>The subject site is zoned for residential development with this planning proposal seeking to change the height control. The existing development of the site for a residential flat building developed in the late 1970s/early 1980s is unlikely to have resulted in contamination of the land.</p> <p>Notwithstanding, a future development application assessment can include a Preliminary Site Investigation (PSI) where appropriate to confirm suitability of the site, noting the nature of the existing development on site.</p>	<p>Yes</p>
<p>Direction 4.5 - Acid Sulphate Soils</p> <p>The objective of this direction is to avoid significant adverse environmental impacts from the</p>	<p>The subject site is identified as Class 4 on the Acid Sulphate Soils Map which can be addressed as a part of the future development application.</p>	<p>Yes</p>

use of land that has a probability of containing acid sulfate soils.		
<b>5. Transport and Infrastructure</b>		
<p>Direction 5.1 – Integrating Land Use and Transport</p> <p>The objective of this direction is to ensure that development reduces dependence on cars, increases the choice of available transport and improves access to housing, jobs and services by walking, cycling and public transport.</p>	<p>The Planning Proposal is consistent with this direction, in that it:</p> <ul style="list-style-type: none"> <li>will provide new dwellings in close proximity to existing public transport links</li> <li>will maintain and provide additional commercial premises in proximity to existing transport links, and</li> <li>makes more efficient use of space and infrastructure by increasing densities on an underutilised site.</li> </ul>	Yes
<p>Direction 5.2 – Reserving Land for Public Purposes</p> <p>The objectives of this direction are to facilitate the provision of public services and facilities by reserving land for public purposes and facilitate the removal of reservations where the land is no longer required for acquisition.</p>	Not relevant to the proposal.	N/A
<b>6. Housing</b>		
<p>Direction 6.1 – Residential Zones</p> <p>The objectives of this direction are to encourage a variety and choice of housing types, make efficient use of existing infrastructure and services and minimise the impact of residential development.</p>	The Planning Proposal is consistent with this direction as it seeks to facilitate the redevelopment of the site for higher density mixed use development within a highly accessible, transit-oriented centre.	Yes
<b>7. Industry and Employment</b>		
<p>Direction 7.1 – Business and Industrial Zones</p> <p>The objectives of this direction are to:</p> <ul style="list-style-type: none"> <li>(a) Encourage employment growth in suitable locations,</li> <li>(b) Protect employment land in business and industrial zones; and</li> <li>(c) Support the viability of identified centres.</li> </ul>	The zoning of the subject site will not change, with it remaining MU1 Mixed Use.	Yes
Focus Areas 8 and 9 are not applicable		

### 1.3. Section C – Environmental, social and economic impact

This section considers the potential environmental, social and economic impacts which may result

from the Planning Proposal.

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

The absence of habitat on the site ensures that there is little likelihood of adverse effects on critical habitats, threatened species, populations, or ecological communities due to the Planning Proposal..

**1.3.2. Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?**

## **Urban Design**

Reference designs supporting the Planning Proposal for both commercial and mixed-use schemes (**Attachments 1 and 2**) have been reviewed by Council officers. Refer to Figures 5 and 6 below for massing images extracted from both schemes. The review has focused on the impact on immediate and surrounding areas and confirms that a built form on the subject site can comfortably achieve the existing mapped FSR and proposed total mapped building height of 103 metres (118.45 metres including the design excellence bonus).

Clause 7.3 of the PLEP 2023 provides a FSR sliding scale control for development in the Parramatta CBD including the site. The intent of this clause is to ensure appropriate built form outcomes for smaller sites. Clause 7.3(4) provides that the sliding scale does not apply to sites that meet certain criteria defined as isolated sites. Any assessment of a development application for the development of 124 Wigram Street would need to consider the criteria when determining whether the site can be considered isolated and exempt from the FSR sliding scale. It could be argued that the subject site may meet the criteria for an isolated site due to the location of Clay Cliff Creek on the southern boundary and the nature of development on the two sites immediately to the north. In this regard, both 17-19 Hassall Street and 21 Hassall Street contain recently built residential apartment buildings of 7 storeys and 9 storeys respectively. Both are under strata title with multiple owners. While this does not prohibit redevelopment of these sites it makes it less likely that they will be redeveloped in the foreseeable future.

The solar access impacts on the Harris Park West Heritage Conservation Area (HCA) were considered by Council Officers as the primary basis for identifying the maximum acceptable height for the site. The analysis modelled the likely shadows cast from both existing buildings and likely future development permitted under the existing height controls that currently apply to surrounding sites (See **Attachment 3**).

The maximum height that could be achieved on the site while causing only minimal overshadowing on the Harris Park West HCA was calculated at a total of 119 metres. This equates to a mapped height control of 103 metres which permits a total height of 118.45 metres when including the 15 per cent Design Excellence bonus. This height creates minimal overshadowing to the Harris Park West HCA and the shadow length is consistent with shadows from taller towers to the north.

To achieve the proposed maximum height, a design excellence competition will need to be undertaken. Design excellence competitions aim to enable the selection of the highest quality architectural and urban design solution for a development site. This will provide an opportunity to further improve on and refine one of the built forms shown in the reference designs submitted to support the Planning Proposal, prior to submission of a development application. The final built form will also be subject to further assessment at the development application stage.



Another key consideration for the site and resulting urban design is flooding. As discussed below, a local flooding study is required to give better definition to the extent of high hazard and floodway flooding across the site and its interaction with a new building footprint design that meets Council's criteria. This will help to inform any future design competition and development application on the site.

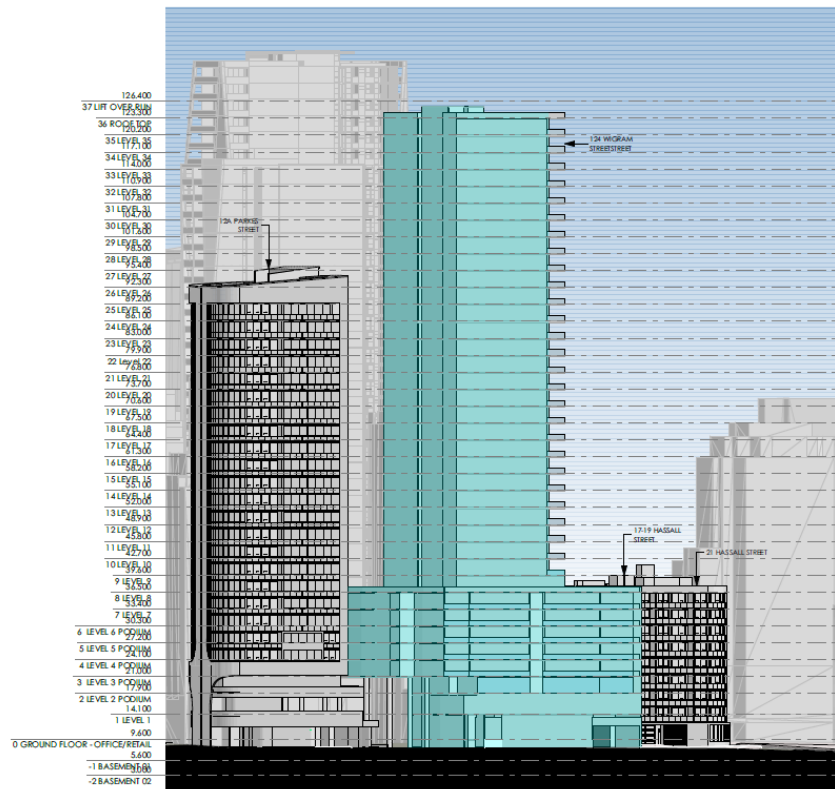
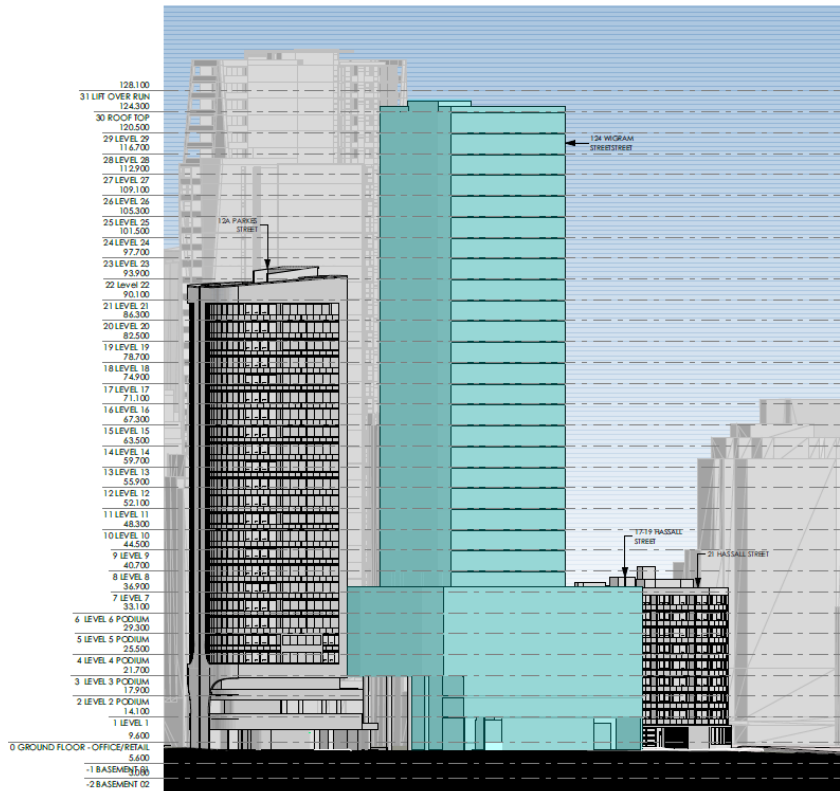


Figure 5 – Proposed Mixed Use Building (Source: Applicant's Reference Design –Residential)



**Figure 6 – Proposed Commercial Building (Source: Applicant’s Reference Design –Commercial)**

## Transport

The site is considered suitable for high density commercial or mixed use development including residential due to its accessibility to transport and employment opportunities in the Parramatta CBD. The site is located not only within the Parramatta CBD but also within 400m walking distance to Parramatta Train Station. Due to its CBD location, the site is also highly accessible to existing bus services, pedestrian pathways, and cycleways.

The site is also within close proximity to Stage 1 of the Parramatta Light Rail, with a proposed light rail stop located at the corner of Harris and Macquarie Streets approximately 350 metres walking distance from the site. Stage 1 will connect Westmead to Carlingford via the Parramatta CBD and Camellia and is expected to open in 2024. The light rail is planned to be serviced from 5am to 1am, 7 days a week with services approximately every 7.5 minutes from 7am to 7pm weekdays.

Sydney Metro West is a proposed underground railway project that connects Westmead and the Sydney CBD via Parramatta. The subject site is within 700m walking distance of a new metro station to be located in the Parramatta City Centre.

The proximity of the site to existing and future major transport infrastructure makes the site an ideal location for higher density residential and commercial development. Development of the site is also likely to contribute to mode shift away from private vehicles and towards public and active transport.

## Traffic, Parking and Access

Traffic impacts for the current floor area permitted on the site were assessed as part of the Parramatta CBD Planning Proposal. As no change to the floor space ratio is proposed, traffic

impacts were not required to be further assessed as part of this Planning Proposal. Further assessment of traffic impacts will occur at the development application stage.

Parking and vehicular access will be required to comply with the provisions of the PLEP 2023 and Council's Development Control Plan for the CBD in any future development application. Vehicular access will also be considered in any design excellence competition.

## **Heritage**

A Statement of Heritage Impact (SoHI) supports the Planning Proposal and is included at **Attachment 4**. The statement details that there are no heritage items located on the site. However, there are heritage listed items within proximity of the site as demonstrated in **Figures 3 and 4** above. The site is also within walking distance of a cluster of heritage items and the Harris Park West and the Experiment Farm HCAs to the south.

The SoHI concludes that the Proposal will not adversely impact the heritage items or the HCAs, does not compromise their heritage significance and that the proposed works should not be restricted on the grounds of heritage. This position is supported by Council's Senior Heritage Specialist.

The originally lodged proposal was discussed at the Heritage Advisory Committee meeting on 27 November 2019. The Committee at that time expressed concern at the impact of the Proposal on heritage items opposite the site in Wigram Street.

The current Proposal was considered by Council's Heritage Advisory Committee on 8 February 2024. Some members of the Committee considered the additional height would not impact the significance of the heritage items. Other Committee members did not support the principle of variations to the newly finalised Parramatta CBD Planning Proposal more broadly. Council Officers at the meeting noted that the subject Planning Proposal was lodged with Council in 2019 well in advance of the finalisation of the Parramatta CBD Planning Proposal and is seeking to increase height in order to better align with the floor space ratio established by the Parramatta CBD Planning Proposal.

## **Infrastructure, Social and Economic Impacts**

The delivery of either scheme within the Parramatta CBD will achieve a positive social outcome being well serviced by existing infrastructure. People will be able access necessary transport, education services, open space, health services, community services, employment, and recreation facilities.

Council's Community Infrastructure Strategy supports the City of Parramatta's growth by identifying priorities for future community infrastructure and informing planning, funding, delivering, and negotiating for community infrastructure. The Parramatta City Centre Local Infrastructure Contributions Plan 2022 also applies to the site and authorises Council to levy developments on the site to contribute towards local infrastructure. Both will be considered as part of any future development application for the site and required contributions towards additional infrastructure will become conditions of any development consent.

As discussed above in the strategic merit section, the Proposal will also facilitate development that will assist in the emergence of Parramatta as Sydney's Central City which will in turn contribute to continued economic growth.

## Flooding

The Planning Proposal and associated reference design as originally lodged, addressed the Upper Parramatta River Flood Study 2005. Since lodgement, Council has prepared and exhibited the draft Parramatta River Flood Study 2023. While this draft Study has yet to be endorsed by Council, it is prudent for Council to assess the Planning Proposal against this updated Study due to the sensitive nature of the site which is at risk of severe flooding from Clay Cliff Creek.

The Planning Proposal is also required to address Local Planning Direction 4.1 Flooding issued by the Minister for Planning under section 9.1(2) of the Environmental Planning and Assessment Act 1979. Planning Proposals are required to demonstrate that they are consistent with the Direction and any inconsistency is required to be justified.

In addition, on 10 November 2023, the NSW Government Flood Risk Management Policy, accompanying Manual and Guidelines were gazetted, replacing the previous Floodplain Development Manual. The new Manual is reflected in Council's DCP 2023 and the Guidelines place emphasis on management and reduction of risk and hazard and avoiding the obstruction of floodways and overland flow paths when planning development.

In this regard, Council requires that any high hazard/floodway area not be obstructed at ground level and requires a 4 metre clearance above ground to any overhanging structure with an extent of overhang horizontally of less than 4 metres. This is in addition to the 6 metre setback to the centreline of the Clay Cliff Creek channel with no overhang above it. The reference design submitted by the applicant demonstrates compliance with these requirements, however, this is in relation to the flood levels identified under the Upper Parramatta River Flood Study 2005.

Council's resolution was to request the applicant submit a local Flood Study and revised reference design which reflects the draft Parramatta River Flood Study 2023 and is consistent with the NSW Flood Risk Management Manual and Guidelines and the Parramatta DCP 2023.

In response, the applicant has submitted that the Planning Proposal is seeking an increase in building height which has no bearing with the flooding levels on site. The flooding design requirements for the ground floor will not change because of the subject Planning Proposal and in any case, are subject to consideration when a development application is submitted.

To support this position, the applicant has submitted a letter from Mance Arraj Engineers (see **Attachment 5**) which provides an opinion summarised as follows:

1. While there is a significant increase in the 1% AEP flood level from the previous flood information, the Probable Maximum Flood (PMF) level remains unchanged. As such, the original report submitted to address the Local Planning Direction 4.1 Flooding (referred to by applicant as a Section 117 Direction which was the equivalent reference under previous legislation) is adequate to progress the Planning Proposal given that the proposal provides flood protection to the PMF level identified in the draft Parramatta River Flood Study 2023.
2. Flood modelling will be required at development application stage which will determine the alignment of the basement wall. Any such modelling is not expected to identify a significant change in flows at this location as the culverts at Charles Street and Wigram Street are control structures and flows are diverted by these structures.

In response, Council's Senior Catchment Engineer has noted that from the information available in the draft Parramatta River Flood Study 2023, it is clear that there is a much larger area of the site subject to high hazard conditions and the presence of the floodway/main and lateral conveyances compared to that described in the 2005 study. Without a local flooding study, there is much uncertainty regarding the design response required on this site. As such, Council's Senior Catchment Engineer is of a view that it is not considered appropriate to defer consideration of flooding matters until the Design Excellence and development application stage.

Since the Planning Proposal was lodged well in advance of the public exhibition of the draft Parramatta River Flood Study 2023, it is considered unreasonable to delay progressing the matter pending the preparation of a local flood study. Instead, Council resolved that in seeking a Gateway determination, Council note the status of flooding information available for the site and request that the DPHI considers including a Gateway condition which requires the preparation of a local flood study which addresses the concerns raised by Council in this report in the context of Local Planning Direction 4.1 Flooding, the draft Parramatta River Flood Study 2023 and the Flood Risk Management Manual 2023.

Council also resolved that the Gateway condition should also include a requirement that the reference design be updated to address these criteria and the flood levels associated with the draft Parramatta River Flood Study 2023.

### **1.3.3. Has the Planning Proposal adequately addressed any social and economic effects?**

Council's Community Infrastructure Strategy supports the City of Parramatta's growth by identifying priorities for future community infrastructure and informing planning, funding, delivering, and negotiating for community infrastructure. The Parramatta City Centre Local Infrastructure Contributions Plan 2022 also applies to the site and authorises Council to levy developments on the site to contribute towards local infrastructure. Both will be considered as part of any future development application for the site and required contributions towards additional infrastructure will become conditions of any development consent.

The Proposal will also facilitate development that will assist in the emergence of Parramatta as Sydney's Central City which will in turn contribute to continued economic growth.

## **1.4. Section D – State and Commonwealth Interests**

### **1.4.1. Is there adequate public infrastructure for the Planning Proposal?**

The delivery of either scheme within the Parramatta CBD will achieve a positive social outcome being well serviced by existing infrastructure. Residents and workers will be able access necessary transport, education services, open space, health services, community services, employment, and recreation facilities. The site is located not only within the Parramatta CBD but also within 400m walking distance to Parramatta Train Station. Due to its CBD location, the site is also highly accessible to existing bus services, pedestrian pathways, and cycleways.

The site is also within close proximity to Stage 1 of the Parramatta Light Rail, with a proposed light rail stop to be located at the corner of Harris and Macquarie Streets approximately 350 metres walking distance from the site. Stage 1 will connect Westmead to Carlingford via the Parramatta CBD and Camellia and is expected to open in 2024. The

light rail is planned to be serviced from 5am to 1am, 7 days a week with services approximately every 7.5 minutes from 7am to 7pm weekdays.

Sydney Metro West is a proposed underground railway project that connects Westmead and the Sydney CBD via Parramatta. The subject site is within 700m walking distance of a new metro station to be located in the Parramatta City Centre.

The proximity of the site to existing and future major transport infrastructure makes the site an ideal location for higher density residential and commercial development. Development of the site is also likely to contribute to mode shift away from private vehicles and towards public and active transport.

**1.4.2. What are the views of State and Commonwealth public authorities consulted in accordance with the gateway determination?**

Consultation with the State and Commonwealth public authorities will be undertaken once the Gateway Determination has been issued.

## PART 4 – MAPS

This section contains the mapping for this Planning Proposal in accordance with the DPH&I's guidelines on LEPs and Planning Proposals. **Existing controls**

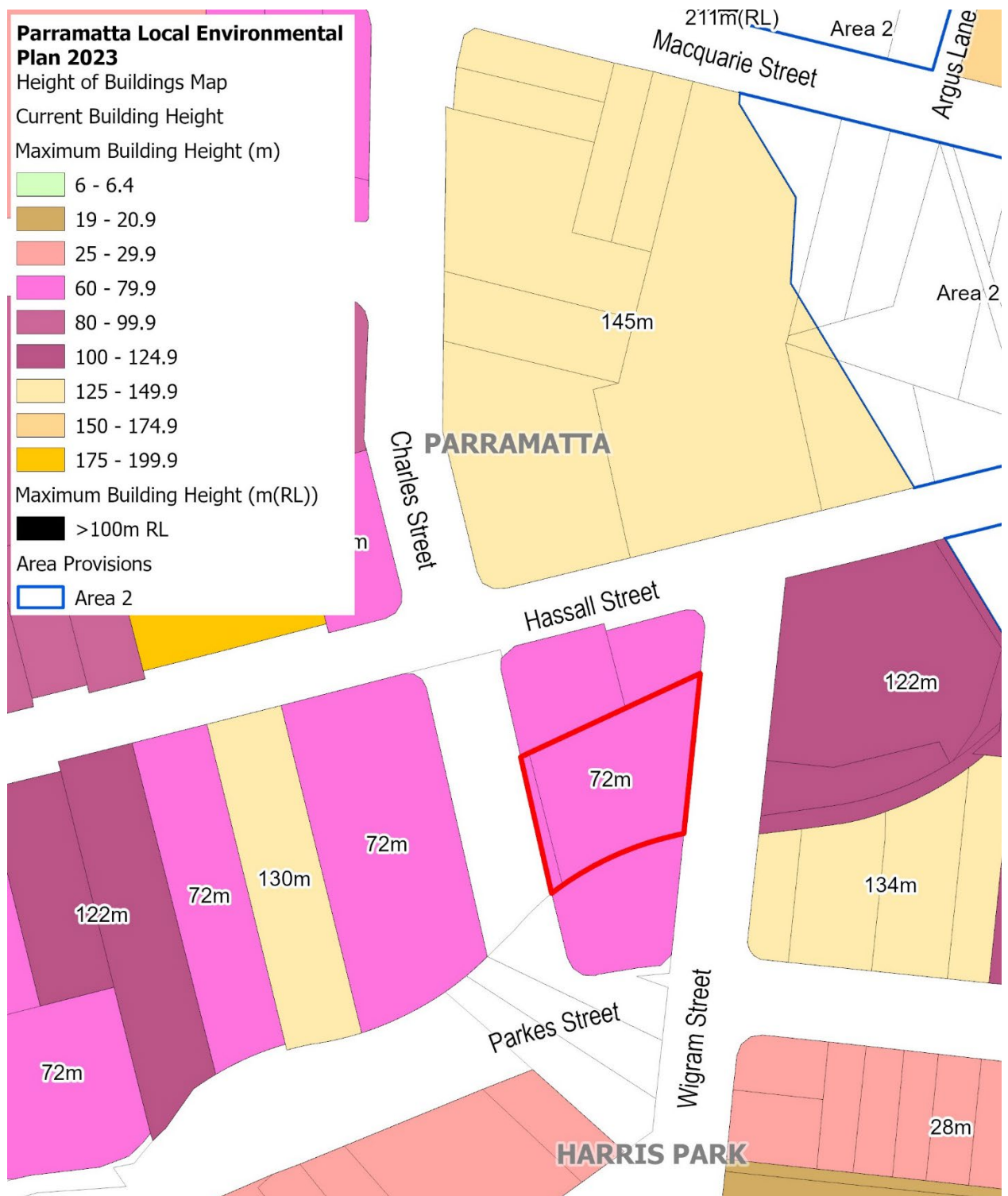
This section illustrates the current *PLEP 2023* controls which apply to the site.



**Figure 7 –** Existing zoning extracted from *PLEP 2023* Land Zoning Map

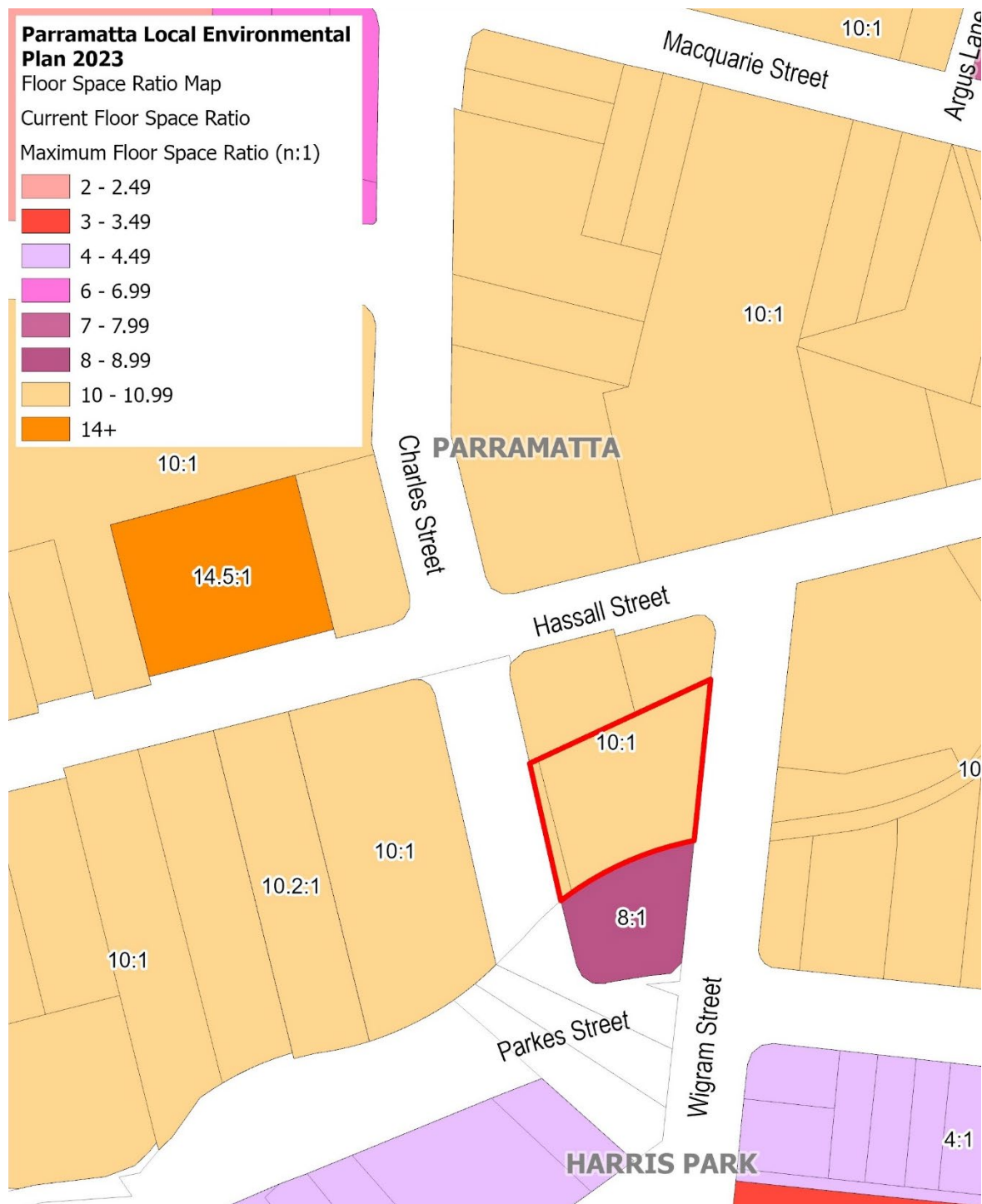
**Figure 7** illustrates the existing zoning MU1 Mixed Use





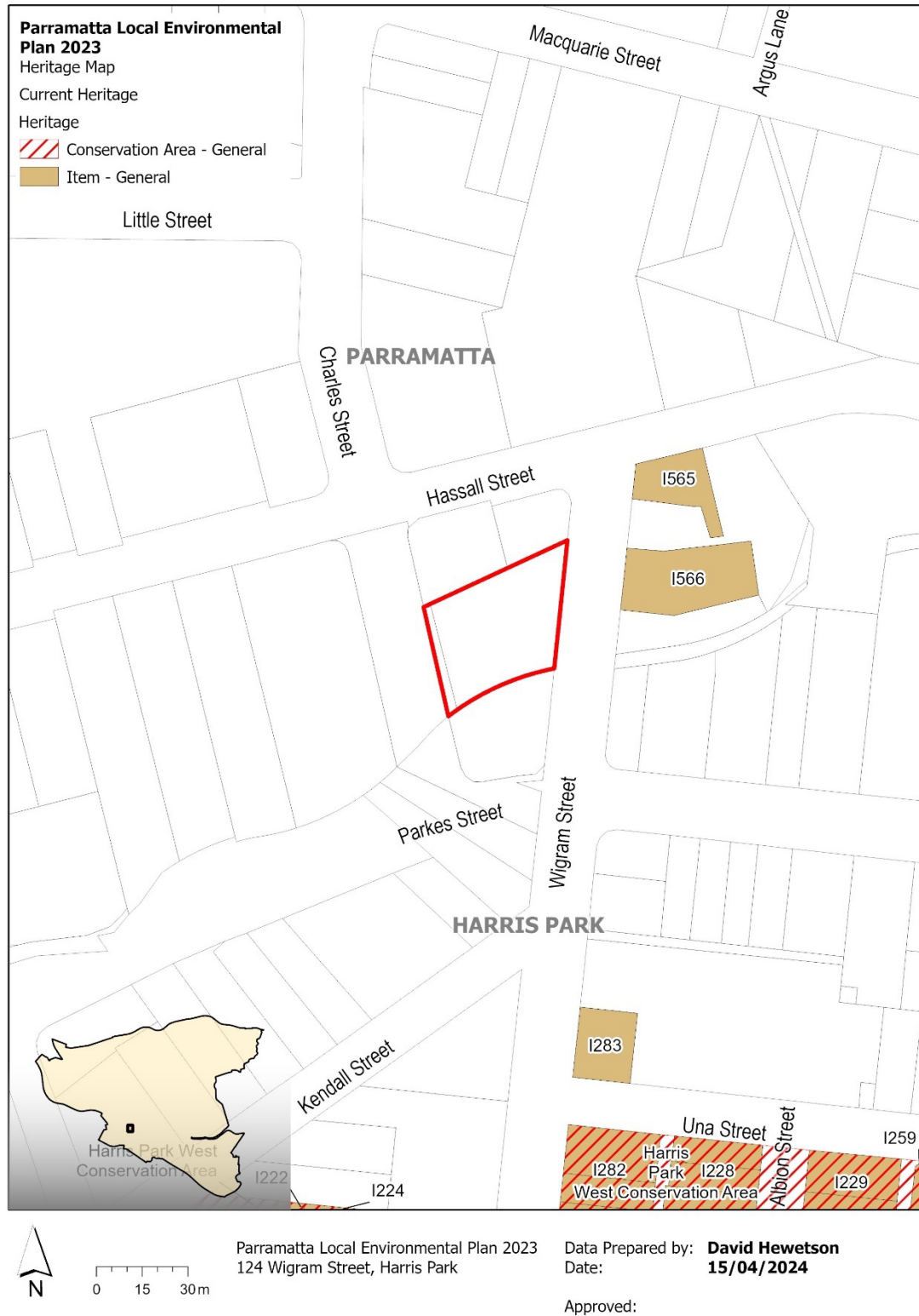
**Figure 8 – Existing building heights extracted from the *PLEP* 2023 Height of Buildings Map**

Figure 8 illustrates the site currently has a mapped height limit of 72 m.



**Figure 9 – Existing floor space ratio extracted from the *PLEP 2023* Floor Space Ratio Map**

Figure 9 illustrates the existing floor space ratio control of 10:1 for the subject site.

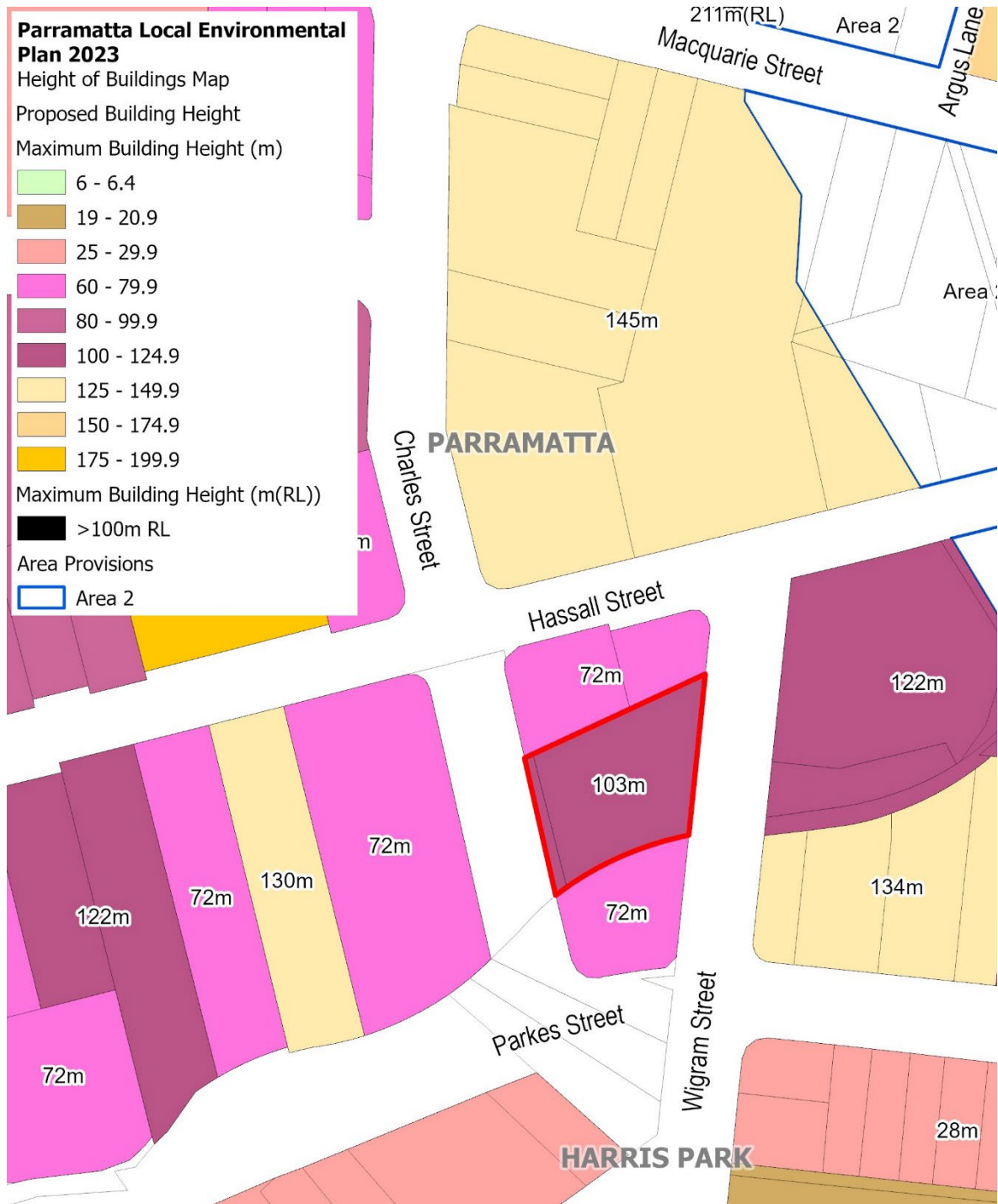


**Figure 10 – Existing heritage items and conservation areas extracted from the *PLEP 2023* Heritage Map**

Figure 10 illustrates the existing heritage items and conservation areas for the subject site.

## 4.2 Proposed controls

The figures in this section illustrate the proposed maps as a result of the assessment and recommendations for the Planning Proposal.



**Figure 11** – Proposed amendment to the *PLEP 2023* Height of Building Map

Figure 11 above illustrates the proposed height control of 103 metres for the site. The proposed height excludes the additional 15% Design Excellence bonus (which equates to a total height of 118.45 metres) which can be achieved via the design excellence clause at development application stage.

## PART 5 – COMMUNITY CONSULTATION

The Planning Proposal (as revised to comply with the Gateway determination) is to be publicly available for community consultation.

Public exhibition is likely to include:

- newspaper advertisement;
- display on the Council's web-site;
- written notification to adjoining landowners; and
- hard copies on display at Council's Customer Service Centre and Parramatta PHIVE.

The Gateway determination will specify the level of public consultation that must be undertaken in relation to the Planning Proposal including those with government agencies.

Consistent with sections 3.34(4) and 3.34(8) of the *EP&A Act 1979*, where community consultation is required, an instrument cannot be made unless the community has been given an opportunity to make submissions and the submissions have been considered.



## PART 6 – PROJECT TIMELINE

Once the Planning Proposal has been referred to the Minister for review of the draft Gateway Determination and received a Gateway determination, the anticipated project timeline will be further refined, including at each major milestone throughout the Planning Proposal process.

Table 7 below outlines the anticipated timeframe for the completion of the Planning Proposal.

**Table 7** – Anticipated timeframe to Planning Proposal process

MILESTONE		ANTICIPATED TIMEFRAME
Report to the Local Planning Panel on the assessment of the Planning Proposal		20 February 2024
Report to Council on the assessment of the Planning Proposal		8 April 2024
Submission to the Department of Planning, Housing and Infrastructure seeking Gateway determination		30 April 2024
Gateway determination issued		June 2024
Commencement and completion dates for public exhibition period		July/August 2024
Consideration of submissions		September 2024
Consideration of Planning Proposal and associated report post-exhibition by the Local Planning Panel		October 2024
Consideration of Planning Proposal post-exhibition and associated report by Council		November 2024
Submission to the Department of Planning and Environment to finalise the LEP amendment		December 2024
Notification of instrument		February 2025

# **Appendices to the Planning Proposal**

(Included as separate attachments)

Appendix 1 – Reference Design Scheme – Commercial

Appendix 2 - Reference Design Scheme – Mixed Use

Appendix 3 – Shadow Analysis

Appendix 4 – Statement of Heritage Impact

Appendix 5 – Letter from Applicant's Flood Engineer

Appendix 6 – Local Planning Panel Minutes and Report – 20 February 2024

Appendix 7 – Council Report – 8 April 2024

Appendix 8 - Council Meeting Minutes Extract