

# URBANISM

PLANNING & DEVELOPMENT

## PLANNING PROPOSAL

R4 HIGH DENSITY RESIDENTIAL

169 PENNANT HILLS ROAD, CARLINGFORD

PREPARED FOR  
ACON PROJECTS PTY LTD

FEBRUARY 2022



**URBANISM**  
PLANNING & DEVELOPMENT

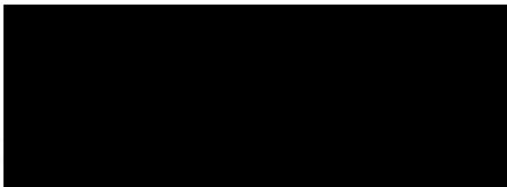
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# Introduction

Urbanism has been engaged by Acon Projects Pty Ltd to prepare a planning proposal application under Part 3 of the *Environmental Planning and Assessment Act, 1979*. The planning proposal seeks an amendment to the Parramatta (former The Hills) Local Environmental Plan 2012 (PLEP 2011). The amendment involves the rezoning of an existing lot comprising 2,910m<sup>2</sup> of land in the following manner:

- Rezone the site from R2 Low Density Residential to R4 High Density Residential;
- Amend the “Height of Buildings Map” to increase the building height from 9 metres to 20 metres; and
- Amend the “Floor Space Ratio Maps” to increase the floor space ratio to 2.0:1

This planning proposal has been prepared in accordance with the *Local Environmental Plan Making Guideline* (NSW Department of Planning & Environment, December 2021). The planning proposal satisfies all requirements under s.3.33(2)(a-e) of the *Environmental Planning and Assessment Act, 1979*.

The merits of the proposal have been assessed against all relevant legislative requirements including State Environmental Planning Policies (SEPPs), Section 9.1 Directions and strategic planning frameworks and is deemed have sufficient merit to enable the planning proposal to be referred for a Gateway Determination.

This planning proposal is supported by the following studies:

- Urban Design Study, JS Architects (February 2022)
- Traffic and Transport Study, TEF Consulting (December, 2021)

## Site Description

The existing lot which is the subject of this planning proposal is legally described as Lot 4 DP 211775 located at 169 Pennant Hills Road, Carlingford.

The following figure (overleaf) shows the subject site.





**Figure 1 Subject Site**



*Source: Near Map (2021)*

The following images show the subject site:

**Picture 1: A view of the site looking north east**



*Source: JS Architects*



*Picture 2: A view of the subject site looking north*



*Source: JS Architects*

*Picture 3: A view of the subject site looking north west*

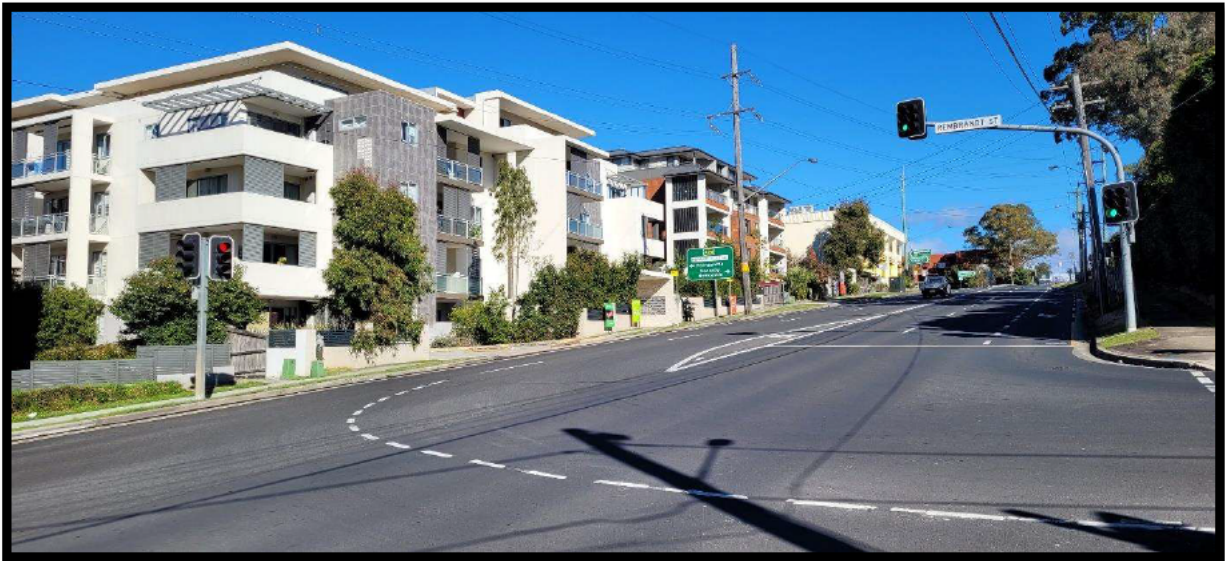


*Source: JS Architects*



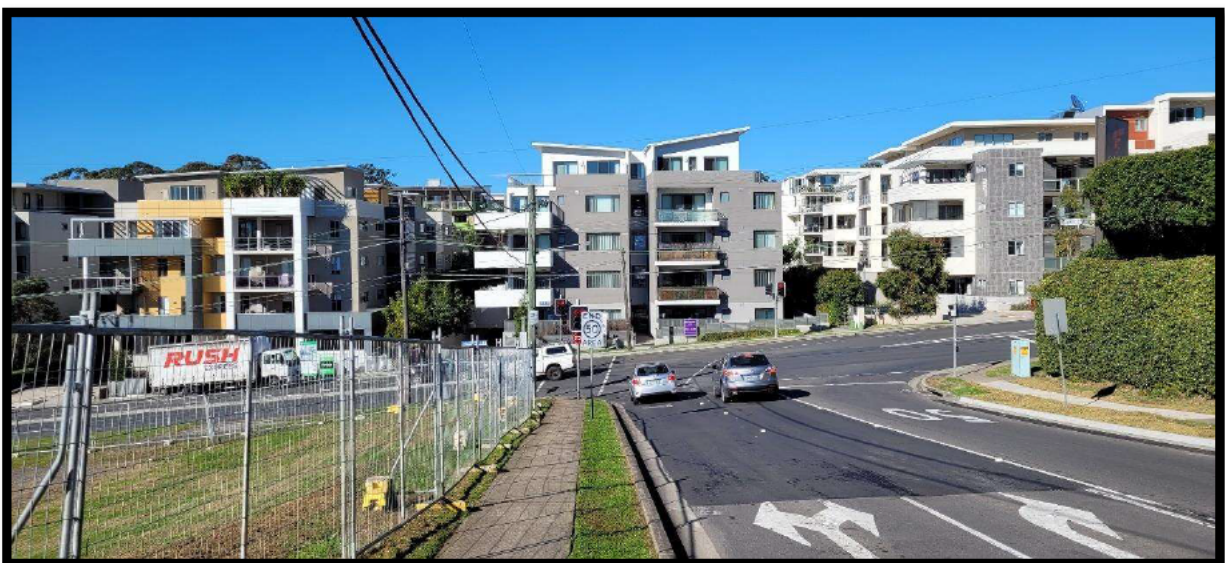


*Picture 4: A view of high density housing on Carlingford Road opposite Carlingford Court*



*Source: Urbanism*

*Picture 5: A view of high density housing on Carlingford Road opposite Carlingford Court*



*Source: Urbanism*





**Picture 6: A view of high density housing at Thallon Street opposite the new Carlingford light rail station (approx. 1.2km from the subject site)**



**Source: Urbanism**

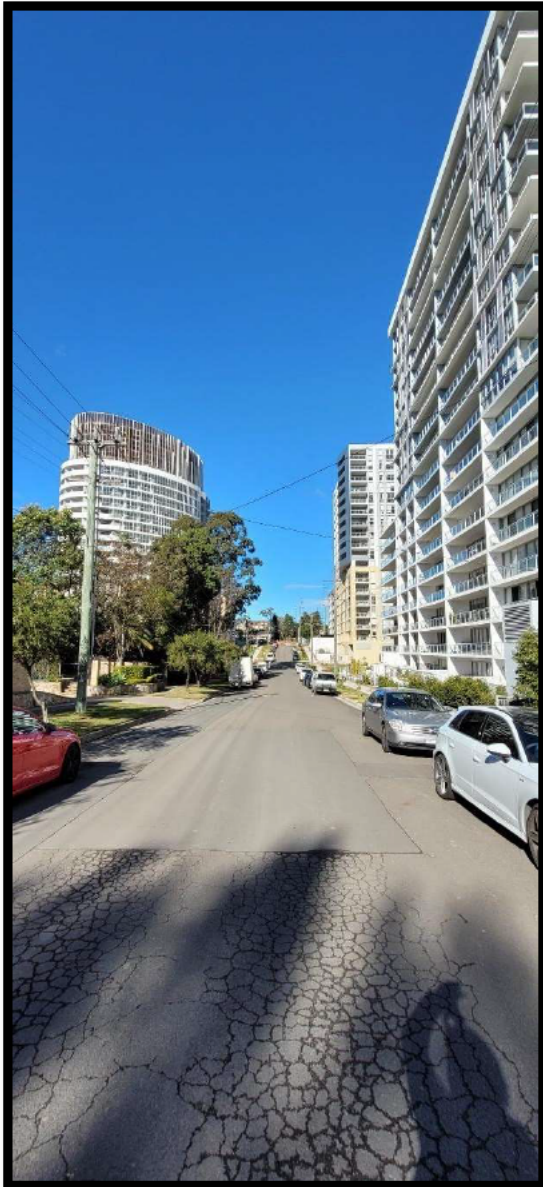
**Picture 7: A view of high density housing at Boundary Road from Thallon Street (Note medium density housing in foreground)**



**Source: Urbanism**



*Picture 8 A view of high density housing looking south along Thallon Street opposite the new Carlingford light rail station (approx. 1.2km from the subject site)*



*Source: Urbanism*

*Picture 9 A view of high density housing on James Street from Jenkins Road (note the building height of the building in the foreground which is comparable to that proposed for the subject site)*



*Source: Urbanism*





**3D Perspective 1**



**Source: JS Architects**

**3D Perspective 2**



**Source: JS Architects**



## Part 1 Objectives or Intended Outcomes

The objective of this planning proposal is to facilitate the development of the site for higher density residential housing in a manner that does not result in adverse impacts on the natural and built environment.

This objective is achieved through the amendment of the land use zoning, building height and floor space controls in Parramatta (former The Hills) Local Environmental Plan 2012 (PLEP 2012) as summarise in the following table:

**Table 1 Summary of required amendments to Parramatta (former the Hills) LEP 2012**

Control	Current	Proposed
Zoning	R2 Low Density Residential	R4 High Density Residential
Height of Buildings	9 metres	20 metres
Floor Space Ratio	None	2.0:1

Amending LEP maps are contained in **Part 4** of this planning proposal.



## Part 2 Explanation of Provisions

This planning proposal seeks to amend PLEP (former The Hills) 2012 in relation to the zoning, height and floor space ratio controls as they apply to Lot 4 DP 211775 as detailed below:

- Amending the 'Land Zoning Map' to change the land use zone from 'R2 Low Density Residential' to 'R4 High Density Residential' as illustrated on the proposed zoning map shown at **Part 4**;
- Amending the 'Height of Building Map' to increase the building height from 9 metres to 20 metres as illustrated on the proposed height of buildings map shown at **Part 4**; and
- Amending the 'Floor Space Ratio Map' to apply a floor space ratio of 2.0:1 as illustrated on the proposed floor space ratio map shown at **Part 4**.





## Part 3 Justification

### Section A – Need for the planning proposal

**Q1. *Is the planning proposal a result of an endorsed LSPS, strategic study or report?***

Yes.

The Local Strategic Planning Statement City Plan 2036 (LSPS) is Parramatta City Council's 20-year land use planning vision. It balances the need for housing and economic growth, while also protecting and enhancing housing diversity, heritage and local character. Further, the LSPS implements the NSW Government's strategic planning framework at the local level while protecting the City's environmental assets and improving the health and liveability of the City.

The planning proposal seeks to achieve the objectives identified in the LSPS as it will assist Council advocate for fast tracking planning for the Parramatta to Epping mass transit/rail link. Refer to Question 4 for further discussion.

**Q2. *Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?***

Yes.

The planning proposal is the best means of achieving the objectives and intended outcomes for the site in a manner which will enable appropriate redevelopment of the site.

The proposal represents a current opportunity to allow for the appropriate development of a undeveloped infill site which is ideally located being located approximately 1.2 kilometres (15 minute walk) to the Carlingford Light Rail Station and nearby schools including Cumberland High School (300 metres) and James Ruse Agricultural High School (850 metres).

One potential consequence of the planning proposal not proceeding is that the site remains in its current undeveloped state and provides no additional housing in what is otherwise an ideal location. Another consequence, potentially less desirable is that the site might be developed under its current zoning which may provide no more than 4 residential dwelling houses. This may potentially fragment the site and thus diminish its chances of leveraging its strategic location to provide additional housing supply in future.

The potential for the site to provide greater housing diversity in a suitable location will be achieved by this planning proposal which is therefore the best means for achieving the objectives and intended outcomes.



## Section B - Relationship to strategic planning framework

**Q3. 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)?**

Yes.

Figure 2 Strategic Merit Assessment

Principle	Consistent?
Does the proposal:	Yes
<ul style="list-style-type: none"> <li>Give effect to the relevant regional plan outside of the Greater Sydney Region, the relevant district plan within the Greater Sydney Region, and/or corridor/precinct plans applying to the site. This includes any draft regional, district or corridor/precinct plans released for public comment or a place strategy for a strategic precinct including any draft place strategy; or</li> <li>Demonstrate consistency with the relevant LSPS or strategy that has been endorsed by the Department or required as part of a regional or district plan; or</li> <li>Respond to a change in circumstances that has not been recognised by the existing planning framework</li> </ul>	<p>The planning proposal is consistent with the Greater Sydney Region Plan specifically Objective 7 Communities are healthy, resilient and socially connected, Objective 10 Greater housing supply, Objective 11 Housing is more diverse and affordable and Objective 15 The Eastern, GPOP and Western Economic Corridors are better connected and more competitive, as it will provide a quantity and diversity of housing opportunities within the existing urban footprint in Carlingford within 1.3km (15 minutes' walk) of the local town centre where the proposed Carlingford light rail station is available.</p> <p>The planning proposal is consistent with Planning Priority C5 Providing housing supply, choice and affordability, with access to jobs, services and public transport contained in the Central City District Plan. Specifically, the proposal will provide a range of housing choices within the proximity of public transport nodes including the proposed light rail stations (Carlingford and Telopea) and bus stops up the road, which enables a combination of public and active transport.</p> <p>The planning proposal is consistent with A City Supported by Infrastructure Place-</p>



Principle	Consistent?
	<p>based Infrastructure Compact Pilot in Proposed action 1: Sequencing Plan – Phase 1: Focus on precincts where growth can be aligned with already committed infrastructure to support job creation and new development and Proposed action 5: Short-to-medium-term infrastructure The priorities are additional to those already in planning, priorities for Sequencing Plan – Phase 1.</p> <p>The site for the proposal is located within the Rydalmere to Carlingford Precincts priority area and is suggested to be in Phase 1 of the future growth of the GPOP due to its high cost-effectiveness. The proposal also brings opportunities for social housing expansion in Carlingford as suggested, consistent with proposed action 5.</p> <p>The planning proposal can accordingly be considered to satisfy the Strategic Merit Test.</p>
<p>Site-specific merit</p> <p>Does the proposal give regard and assess impacts to:</p> <ul style="list-style-type: none"> <li>the natural environment on the site to which the proposal relates and other affected land (including known significant environmental areas, resources or hazards)</li> <li>existing uses, approved uses, and likely future uses of land in the vicinity of the land to which the proposal relates</li> <li>services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial</li> </ul>	<p>Yes</p> <p>The site currently contains sparse trees on the boundaries and is covered by grass. It does not contain significant environmental areas, resources or hazards.</p> <p>The site is currently vacant and not in use. Land in the vicinity of the subject land accommodates established low to medium density dwellings. The local area is likely to go through urban renewal and an increase in residential density in the future.</p> <p>The site is located closely to bus stops with services connected to Parramatta, Carlingford town centre and Epping. The</p>



Principle	Consistent?
arrangements for infrastructure provision	<p>settlement of light rail service within three years will also add value and bring convenience to the subject site.</p> <p>The proponent has engaged a water and sewer servicing report (submitted under separate cover) which confirms that the subject properties have access to both water and sewer services.</p> <p>The planning proposal can accordingly be considered to satisfy the Strategic Merit Test.</p>

### **Greater Sydney Region Plan**

The Greater Sydney Region Plan (GSRP) was released by the Greater Sydney Commission (GSC) on 18 March 2018. The GSRP is the NSW Government's overarching strategic plan for the Greater Sydney Region. It sets a 40-year vision and establishes a 20-year plan to manage growth and change for Greater Sydney in the context of social, economic and environmental matters. It is built on a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places.

It provides a 40-year vision for the Greater Sydney region and is designed to inform district and local plans and the assessment of planning proposals.

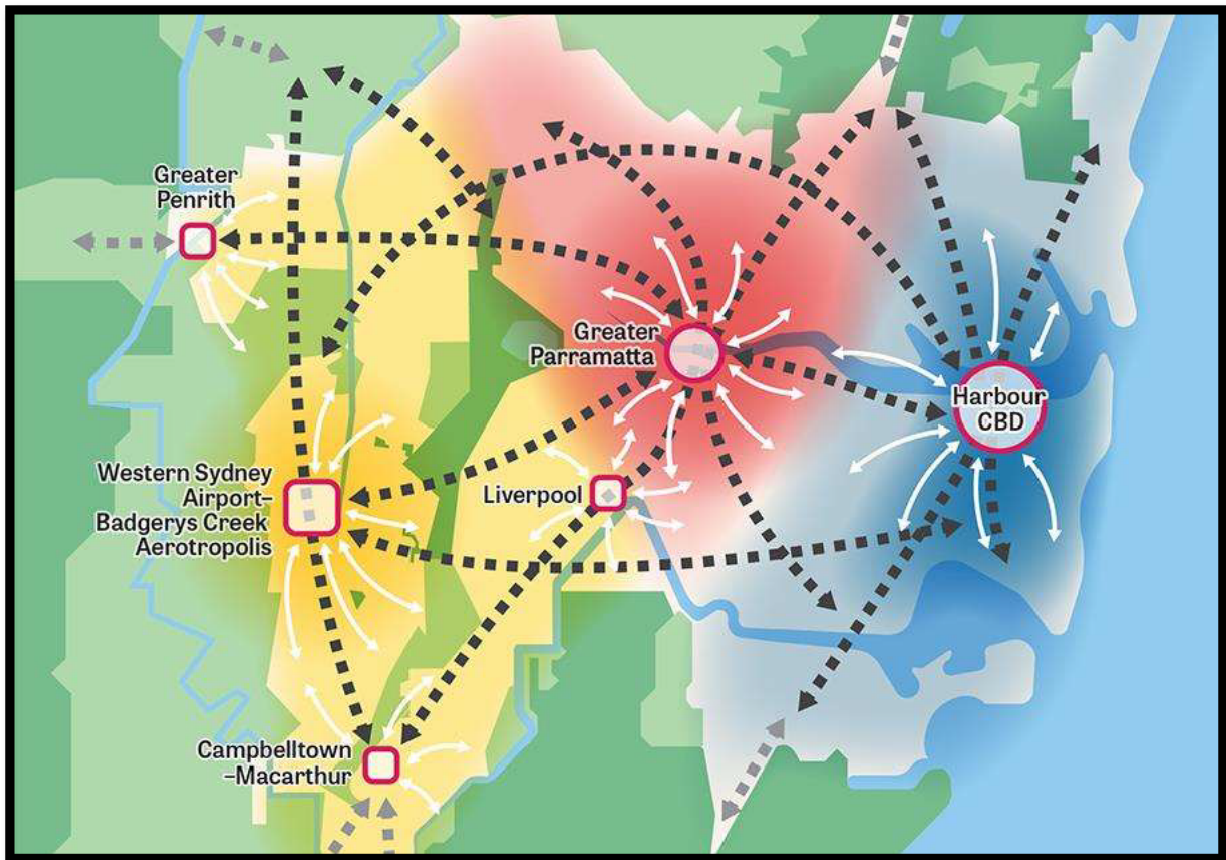
To meet the needs of a growing and changing population the vision seeks to transform Greater Sydney into a metropolis of three cities:

- the Western Parkland City
- the Central River City
- the Eastern Harbour City





Figure 3 Metropolis of Three Cities Vision



The GSRP identifies several key objectives around the need to ensure communities are healthy, resilient and socially connected; and improving housing supply to all groups in the community.

The planning proposal is consistent with several planning objectives in the GSRP. These include:

- Objective 7 Communities are healthy, resilient and socially connected
- Objective 10 Greater housing supply
- Objective 11 Housing is more diverse and affordable
- Objective 14 A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities
- Objective 15 The Eastern, GOP and Western Economic Corridors are better connected and more competitive

The planning proposal will help to achieve Objectives 14 and 15 as it will provide housing growth located within 1.3km (15 minute walk or 8 minute bus ride) of the Carlingford Light Rail Line Station (once operational).



The planning proposal will achieve Objectives 7, 10 and 11 as it will provide 48 additional housing units in an locality well-served by local public transport providing excellent access to employment and local services.

### **Central City District Plan**

This Central City District Plan is the NSW Government's 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision of Greater Sydney. It is a guide for implementing the Greater Sydney Region Plan, A Metropolis of Three Cities, at a district level and is a bridge between regional and local planning.

The Central City District Plan informs local strategic planning statements and local environmental plans, the assessment of planning proposals as well as community strategic plans and policies.

Section 3.8 of the *Environmental Planning and Assessment Act 1979* requires planning proposal authorities to give effect to any district strategic plan applying to the local government area to which the planning proposal relates. Therefore, this proposal must be considered against the provisions of the South District Plan.

The planning proposal is consistent with several planning priorities in the Central City District Plan. These include:

- Priority C5 Providing housing supply, choice and affordability, with access to jobs, services and public transport contained in the Central City District Plan.

Specifically, the proposal will provide a range of housing choices within the proximity of public transport nodes including the proposed light rail stations (Carlingford and Telopea) and bus stops up the road, which enables a combination of public and active transport.

### **Greater Parramatta to Olympic Peninsula (GPOP)**

The site for the proposal is located within the Rydalmere to Carlingford Precincts priority area and is suggested to be in Phase 1 of the future growth of the GPOP due to its high cost-effectiveness. The planning proposal also brings opportunities for social housing expansion in Carlingford as suggested, consistent with proposed action 5.

Infrastructure Compact Pilot in Proposed action 1: Sequencing Plan – Phase 1: Focus on precincts where growth can be aligned with already committed infrastructure to support job creation and new development and Proposed action 5: Short-to-medium-term infrastructure. The priorities are additional to those already in planning, priorities for Sequencing Plan – Phase 1.

The planning proposal is consistent with A City Supported by Infrastructure Place-based



**Q4. Is the planning proposal consistent with a council LSPS that has been endorsed by the Planning Secretary or GSC, or another endorsed local strategy or strategic plan?**

Yes.

The Local Strategic Planning Statement City Plan 2036 (LSPS) is Parramatta City Council's 20-year land use planning vision. It balances the need for housing and economic growth, while also protecting and enhancing housing diversity, heritage and local character. Further, the LSPS implements the NSW Government's strategic planning framework at the local level while protecting the City's environmental assets and improving the health and liveability of the City.

The LSPS covers four (4) overarching priority areas which encompass 16 specific priorities as follows:

**Figure 4 Planning Priority Areas (LSPS)**

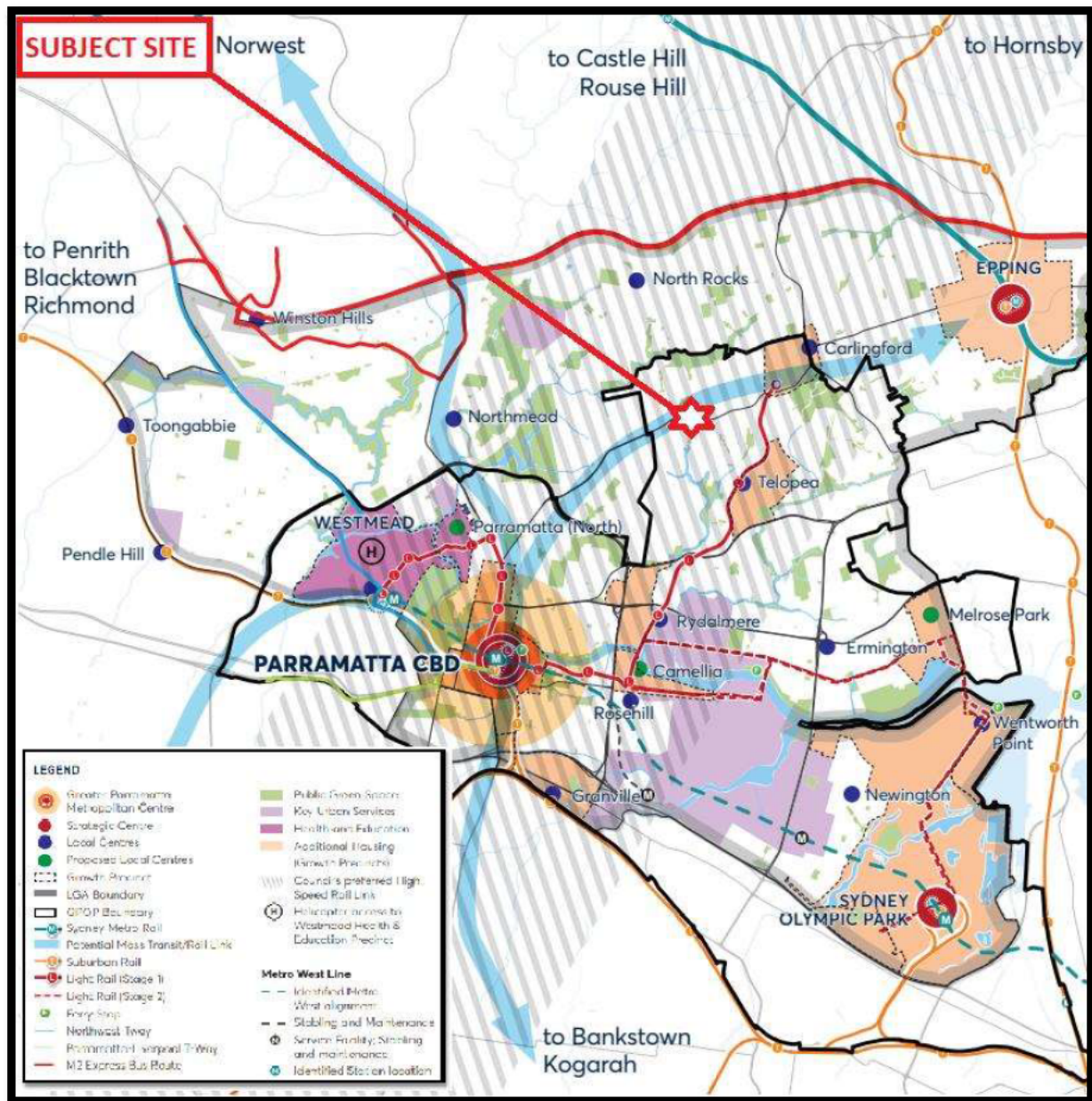
1. Local Planning Priorities	2. Liveability Planning Priorities	3. Productivity Planning Priorities	4. Sustainable Planning Priorities
<ul style="list-style-type: none"><li>• 1. Expand Parramatta's economic role as the Central City of Greater Sydney</li><li>• 2. Grow Parramatta as a Smart City</li><li>• 3. Advocate for improved public transport connectivity to Parramatta CBD from the surrounding district</li><li>• 4. Focus housing and employment growth in the GPOP and Strategic Centres; as well as stage housing release consistent with the Parramatta Local Housing Strategy</li><li>• 5. Preserve and enhance the low-scale character and identity of suburban Parramatta outside of the GPOP area and Epping Strategic Centre</li><li>• 6. Provide for community infrastructure and recreation opportunities</li></ul>	<ul style="list-style-type: none"><li>• 7. Provide for a diversity of housing types and sizes to meet community needs into the future</li><li>• 8. Incentivise affordable rental housing delivery and provide for permanent affordable housing</li><li>• 9. Enhance Parramatta's heritage and cultural assets to maintain our authentic identity and deliver infrastructure to meet community needs</li><li>• 10. Improve active walking and cycling infrastructure and access to public and shared transport</li></ul>	<ul style="list-style-type: none"><li>• 11. Build the capacity of the Parramatta CBD, Strategic Centres, and Employment Lands to be strong, competitive and productive</li><li>• 12. Retain and enhance Local Urban Service Hubs for small industries, local services and last-mile freight and logistics</li></ul>	<ul style="list-style-type: none"><li>• 13. Protect and improve the health and swimmability of the Parramatta River, its waterways and catchment</li><li>• 14. Protect and enhance our trees and green infrastructure to improve liveability and ecological health</li><li>• 15. Reduce emissions and manage energy, water, and waste efficiently to create better buildings and precincts and solve city planning challenges</li><li>• 16. Increase resilience of people and infrastructure against natural and urban hazards</li></ul>

The LSPS contains a Structure Plan (overleaf) which illustrates how urban growth and infrastructure investment will occur to 2036. The subject site is located on a designated Potential Mass Transit/Rail Link which connects the Parramatta CBD to Carlingford and Epping via Pennant Hills Road.





Figure 5 Structure Plan: Towards 2036 (Parramatta LSPS)



The LSPS contains analysis (see figure overleaf) of localities within a 30 minute travel time to employment consistent with the Greater Sydney Commission's region plan, *A Metropolis of Three Cities*, promotes a concept of a long-term aspiration that land use planning and infrastructure planning will work together to deliver 30-minute door-to-door access to strategic and metropolitan centres via public transport referred to as a '30 minute city'.

This shows that the subject site is located within 30 minutes of between 100,000 and 150,000 jobs.



**SUBJECT SITE**

Winston Hills, Toongabbie, Pendle Hill, Northmead, North Rocks, Carlingford, EPPING, Telopea, Rydalmere, Rosehill, Granville, Ermington, Wentworth Point, Newington, SYDNEY OLYMPIC PARK, PARRAMATTA CBD

Includes a 5 minute walk to access public transport in the strategic centre

**LEGEND**

- LGA Boundary
- Strategic Centre
- Local Centre
- > 150,000 Jobs
- 100,000 - 150,000 Jobs
- < 50,000 Jobs
- Greater Parramatta Metropolitan Centre

**A13** *Collaborate with Government to fast track the future planning and delivery of these city-shaping transport links: Parramatta to Epping, Parramatta to Western Sydney Airport, Parramatta to Norwest, Parramatta to Kogarah via Bankstown and Parramatta Light Rail Stage 2.*



**A65** *Identify typical public transport and door to door walk travel times from Planning Proposal sites to Employment Lands and Strategic Centres when assessing the merit of proposed housing densities.*

**The LSPS identifies an action to fast track future planning and delivering of city shaping transport links such as a the Parramatta to Epping potential mass transit link. As outlined in**

Figure 5 the subject site is located directly on this corridor which straddles Pennant Hills Road. This action is in part enacted upon through council actively facilitating planning proposal such as this and others nearby at BaptistCare facility at 264-268 Pennant Hills Road (now under construction) and the SPD for land at 258-262 Pennant Hills Road.

Support for planning proposal favourably located within proximity to committed (Carlingford Light Rail Line Station) and potential mass transit links demonstrates Council's commitment to facilitating growth within the corridor which in turn strengthens the case for bringing forward planning for investment in transport infrastructure.

Consistent with action A65, the subject site is shown on Figure 6 to be favourably located within a 30 minute travel time to between 100,000 and 150,000 jobs.

The Traffic and Transport Study submitted with this planning proposal finds that there are four (4) bus stops on Pennant Hills Road within a short walking distance (between 90 to 200 metres) of the subject site. Specifically, the Study found that:

*"The subject site is located approximately 1.2 km from the proposed Carlingford Station. Regular bus services (routes 550 and 625) run every 10 minutes between the site and the future station. The trip duration is only 8 minutes. The site will, therefore, be well serviced by the proposed PLR ..."*

Additionally, there are almost 30 bus services in the morning and afternoon peaks that provide access to Parramatta, Epping and Macquarie Park which operate along Pennant Hills Road.

It is consider that the planning proposal should be considered favourably in respect to Action A65 and the planning proposal is broadly consistent with the LSPS overall as it will accommodate additional housing supply and help to improve housing affordability in close proximity to public transport and jobs along an identified future mass transit corridor.

### **Parramatta Local Housing Strategy**

Parramatta City Council's Local Housing Strategy (2020) provides direction about when and where future housing growth will occur to 2036 and beyond, consistent with the strategic priorities contained in the NSW Government's Central City District and Council's Local Strategic Planning Statement. The LHS was approved by the Secretary, Department of Planning, Industry and Environment on 29 July 2021.



The LHS provides the evidence of significant housing growth, most of which is high-density (apartment) development occurring in growth precincts led by NSW Government agencies or the City. It also sequences this forecasted growth based on delivery of key dependencies.

The LHS specifically deals with *Land Use Opportunities and Constraints* in Section 2.3. The following table summarises the identified opportunity areas:

**Table 2 Parramatta Housing Strategy Growth Opportunities**

Highest Opportunity	Significant Opportunity	Future Longer Term Opportunities (with next 20 years)	Very Long Term Opportunities (beyond 20 years)
<ul style="list-style-type: none"> <li>▪ Parramatta CBD</li> <li>▪ Granville (North and South)</li> <li>▪ Westmead</li> <li>▪ Sydney Olympic Park</li> <li>▪ Carter Street</li> <li>▪ Telopea</li> <li>▪ Carlingford</li> <li>▪ Melrose Park</li> <li>▪ Epping</li> <li>▪ Wentworth Point</li> </ul>	<ul style="list-style-type: none"> <li>▪ Camellia Town Centre</li> <li>▪ Parramatta East (ADHC site)</li> </ul>	<ul style="list-style-type: none"> <li>▪ PLR1: Carlingford Corridor</li> <li>▪ PLR2: Ermington Corridor</li> </ul>	<ul style="list-style-type: none"> <li>▪ Parramatta CBD To Epping: Pennant Hills Road Corridor*</li> <li>▪ Parramatta CBD To Norwest: Windsor Road Corridor*</li> </ul>

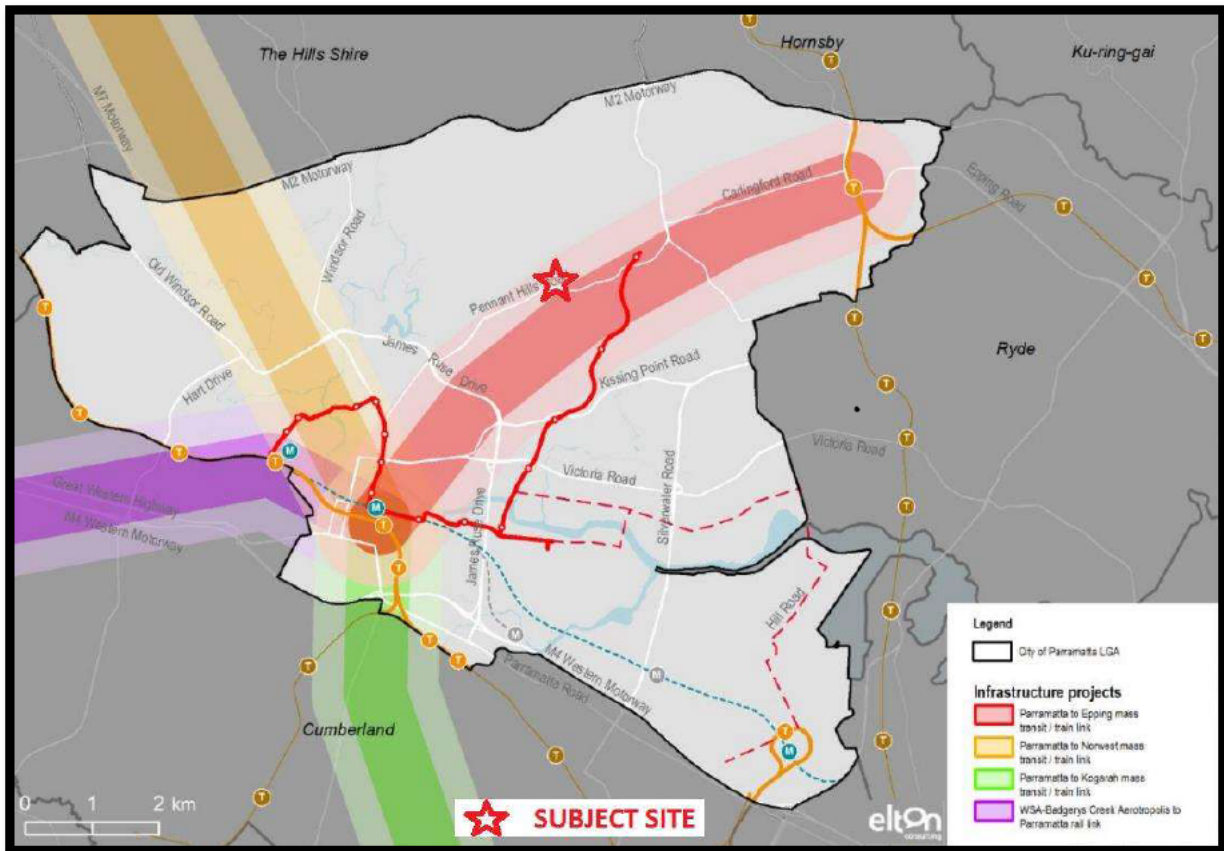
\* Originally published in the LHS as 'Parramatta CBD to Epping: Windsor Road Corridor' and 'Parramatta CBD to Norwest: Pennant Hills Road Corridor'.

The following diagram contained in the LHS illustrates the approach to growth precincts and corridors:





Figure 7 LHS Future Transport Investigation Corridors Based on Future Transport 2056



The strategic location of the site is clearly apparent in that it is located adjacent to the Carlingford Precinct where significant high density housing redevelopment is well underway. It also forms part of the Parramatta to Epping corridor which includes the Parramatta Light Rail (PLR1) Parramatta to Carlingford Corridor and the Parramatta CBD To Epping: Pennant Hills Road Corridor.

The LHS noted specifically in relation to these corridors:

*“Both of these corridors are identified in the multi-criteria analysis as representing opportunities. However, these corridors are likely to form the spine of two major transport initiatives outlined in Future Transport 2056 that fall outside the timeframe of this housing strategy: namely the Parramatta to Epping; and Parramatta to Norwest mass-transit connections.*

*Since the nature of the mass-transit solution, corridor preservation and station locations are unknown at present, this Strategy recommends that no further intensification of these corridors occur at this stage to preserve potential future dwelling opportunity.”*

The outcome of this section of the LHS is a ‘Key Direction’ which states:



*“It is a key recommendation of this housing strategy that no additional major rezonings for housing (over and above those already identified in this Strategy) are likely to be required, and should therefore not be actively facilitated (unless for the purposes of housing diversity) until the post 2036 period.*

*Fundamentally, this recommendation will be supported by on-going monitoring of all the growth precincts, planned precincts and Planning Proposals identified in this Strategy to track and confirm the implementation of forecast dwelling delivery actually taking place on the ground during the immediate, medium and longer term.*

*Having said that, investigations into further housing opportunity should be undertaken in the 10 year plus period in the following locations:*

- *Localities in the Parramatta CBD to Epping future mass transport corridor identified in Future Transport 2056 - once the infrastructure is committed and the corridor is determined*
- *Localities in the Parramatta CBD to Norwest future mass transport corridor identified in Future Transport 2056 - once the infrastructure is committed and the corridor is determined*
- *The Rydalmere/Ermington corridor - once the exact nature of mass-transit arrangements is known.*

*Investigating the potential for low-density renewal to deliver more intermediary forms of lower density housing such as townhouses in locations outside the direct influence of these transport corridors can then be effectively assessed. However, this renewal would be lower-scale, low density development that reflects surrounding character and is consistent with the predominant building form.”*

So in effect, the LHS clearly recognises the growth potential of the subject site (as part of the Parramatta CBD To Epping: Pennant Hills Road Corridor). The LHS however links any future high density growth opportunities to longer term decisions about mass transit investment plans by the NSW Government unless for the purposes of housing diversity.

The LHS strategy presented is that locations, such as the subject site, be reviewed in the interim as opportunities for “intermediary forms of lower density housing such as townhouses”.

A pre-lodgement meeting was held via video conference with Council’s planners on 11 August 2021 who indicated that a townhouse option might be more appropriate for the site. The Urban Design Study and Traffic and Transport Study submitted with this planning proposal examined an alternative townhouse concept as directed.

Three scenarios are considered as identified on the following table:



**Table 3 Land Use Yields by Land Use Zone**

Zoning	Building Height	Floor Space Ratio	Yield (ETs)
R2 Low Density	(no change)	(no change)	4
R3 Medium Density	(no change)	0.75:1	17
R4 High Density	20m	2.0:1	48

Analysis confirmed that the R3 Medium Density option would increase yield more than 3 fold over the current zoning and the R4 High Density option would increase the yield more than 2 fold over the R3 Medium Density option.

A Traffic and Transport Study was undertaken to assess the potential traffic generation impacts of each of the three scenarios. The results are summarised in the following table:

**Table 4 Vehicle Trip Generation by Yield**

	Option 1 (4 ETs)		Option 2 (17 ETs)		Option 3 (48 ETs)	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Number of Trips	3.8	4.0	11.1	11.1	15.4	19.7

This analysis shows that the proposed strategy of restricting development to low density (dwelling house) or medium density (townhouse) type development would be inconsistent with the broad intent of the LHS which is to preserve land along public transport corridors for potential future housing opportunities as it would represent an underutilisation of land in strategic locations close to public transport and within the intended travel catchments to employment opportunities.

Further, the analysis undertaken shows that comparing the three (3) development scenarios, the R4 High Density option provides the greatest potential dwelling yield while having a marginal impact of traffic volumes. This is due to typical traffic generation multipliers that show that apartments generate fewer vehicle trips per day than houses or townhouses.

The Traffic and Transport Study summarised as follows:

*“It is evident that the difference between additional traffic generation for the “R2 to R3” or “R2 to R4” zoning options for the subject lot is very low. Yet, the R4 option yields more than double the number of dwellings compared with the R3 alternative. In traffic engineering terms total traffic generation for all of these options is insignificant in relation to the traffic flows on the frontage road.”*

It is therefore considered that while the base case (R2 zoning) or the alternative R3 Medium Density options may achieve a low scale character, these would represent an underutilisation of land that could otherwise achieve greater density and by extension the objectives of the LHS and other strategic planning frameworks.





***Q5 Is the planning proposal consistent with any other applicable State and regional studies or strategies?***

Yes.

The planning proposal is consistent with Future Transport 2056.

Future Transport 2056 is a suite of strategies and plans that set the 40-year vision, directions and principles for customer mobility in NSW, guiding transport investment over the longer term. It considers the large economic and societal shifts anticipated in the future to respond to rapid changes in technology and innovation to create and maintain a safe, efficient and reliable transport system.

***Q6. Is the planning proposal consistent with applicable SEPPs?***

Yes.

**State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development**

SEPP 65 aims to improve the design quality of residential flat developments, provide sustainable housing in social and environmental terms that is a long-term asset to the community and delivers better built form outcomes.

The future redevelopment of the site in a manner consistent with the Urban Design Report prepared by JS Architects would be capable of complying with SEPP 65. Detailed compliance with SEPP 65 will be demonstrated at the time of making an application for development.

***Q7. Is the planning proposal consistent with applicable Ministerial Directions (section 9.1 Directions)?***

Yes.

This planning proposal is consistent with all applicable Ministerial Directions (refer to (Appendix C), and discussed further below:

**Ministerial Direction 2.1 (Environment Protection Zones)**

The direction applies when a relevant planning authority prepares a Planning Proposal.

The Planning Proposal is consistent with the direction as it includes provisions that facilitate the protection and conservation of environmentally sensitive areas. The Planning Proposal does not apply to land within an environment protection zone or land identified for environmental protection proposes in an LEP.



### **Ministerial Direction 3.1 (Residential Zones)**

The direction applies when a relevant planning authority prepares a planning proposal that will affect land within an existing or proposed residential zone and any zone in which significant residential development is permitted or proposed to be permitted. A planning proposal must include provisions that encourage the provision of housing that will:

- (a) broaden the choice of building types and locations available in the housing market, and
- (b) make more efficient use of existing infrastructure and services, and
- (c) reduce the consumption of land for housing and associated urban development on the urban fringe, and
- (d) be of good design.

A planning proposal must, in relation to land to which this direction applies:

- (a) contain a requirement that residential development is not permitted until land is adequately serviced (or arrangements satisfactory to the council, or other appropriate authority, have been made to service it), and
- (b) not contain provisions which will reduce the permissible residential density of land.

The planning proposal intends to provide a variety of building types and dwelling housing choices within the local area. The proposed site is located within close proximity to bus services on Pennant Hills Road, which contribute to increased public transport patronage and reduced commuting times.

The planning proposal is within an established area and will make efficient use of the existing infrastructure and services.

### **Ministerial Direction 3.4 (Integrating Land Use & Transport)**

This direction applies when a relevant planning authority prepares a planning proposal that will create, alter or remove a zone or a provision relating to urban land, including land zoned for residential, business, industrial, village or tourist purposes.

A planning proposal must locate zones for urban purposes and include provisions that give effect to and are consistent with the aims, objectives and principles of:

- (a) *Improving Transport Choice – Guidelines for planning and development* (DUAP 2001), and





(b) *The Right Place for Business and Services – Planning Policy (DUAP 2001).*

The planning proposal is consistent with these documents in providing increased opportunity for development of additional dwelling on a site within an identified local centre which is within comfortable walking distance to bus and future light rail services.

**Ministerial Direction 7.5 (Implementation of Greater Parramatta Priority Growth Area Interim Land Use & Infrastructure Plan)**

This direction applies to land contained within Greater Parramatta Priority Growth Area and as indicated in the map attached.

The planning proposal applies to land located within Greater Parramatta Priority Growth Area and is consistent with the Greater Parramatta Interim Land Use and Infrastructure Implementation Plan 2017. The proposed rezoning well contributes to the growth of Next Generation Living from Camellia to Carlingford which comprises a medium to high-density housing types.

**Section C – Environmental, social and economic impact**

**Q8. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected because of the proposal?**

No.

The subject site is not know to contain critical habitat or threatened species, populations or ecological communities, or their habitats.

**Q9. Are there any other likely environmental effects of the planning proposal and how are they proposed to be managed?**

No.

The site is not affected by any known natural hazards such as flooding, land slip or bushfire.

Detailed shadow assessment has been undertaken having regard to the likely future context of the site as illustrated within the Urban Design Report prepared by JS Architects. The assessment of the potential impacts of overshadowing has demonstrated that the concept proposal will not result in an unacceptable shadow impact to adjacent properties which will remain capable of future development with Apartment Design Guide compliant solar access.



The planning proposal is accompanied by a traffic and parking assessment and an addendum prepared by TEF Consulting. The assessment includes an analysis of the impact of the proposed R4 High Density zoning on traffic and intersection operation. The additional traffic was found to constitute a very minor proportion of the existing traffic (less than 1%) and will therefore have no noticeable effect on the existing traffic conditions. As a consequence, there will be no requirement for road or intersection upgrades as a result of this development.

***Q10. Has the planning proposal adequately addressed any social and economic effects?***

Yes.

The planning proposal demonstrates a commitment to improving housing diversity in the locality and providing housing that responds to the needs, lifestyle and values of the local community. The development will provide high density housing and improve housing affordability in close proximity to public transport nodes providing excellent access to jobs and local services consistent with the NSW Government's objective for a walkable, 30 minute city.

The site is otherwise undeveloped and underutilised and thus offers no social or economic value to the local community. Support of the planning proposal will enable the most efficient use of the site having regard to its excellent access to public transport and employment opportunities and future role as forming part of a mass transit corridor.

**Section D – Infrastructure (Local, State and Commonwealth)**

***Q11. Is there adequate public infrastructure for the planning proposal?***

Yes, there are no current deficiencies in public infrastructure to support the proposed land use.

**Section E – State and Commonwealth interests**

***Q12. What are the views of state and federal public authorities and government agencies consulted in order to inform the Gateway determination?***

The Gateway Determination required consultation with the following agencies:

- Roads and Maritime Services
- Transport for NSW
- Office of Environment and Heritage
- Environmental Protection Authority
- State Emergency Service
- Sydney Water



## Part 4 Mapping

Refer to **Attachment 1** for proposed land use zone and minimum lot size maps.



## **Part 5 Community Consultation**

The planning proposal will be placed on public exhibition in accordance with the Gateway Determination.





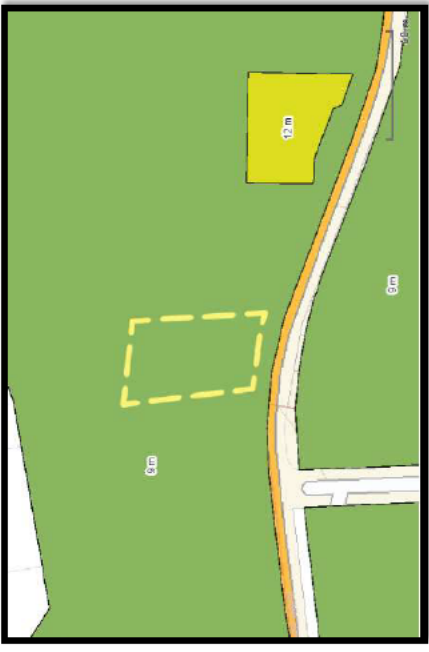


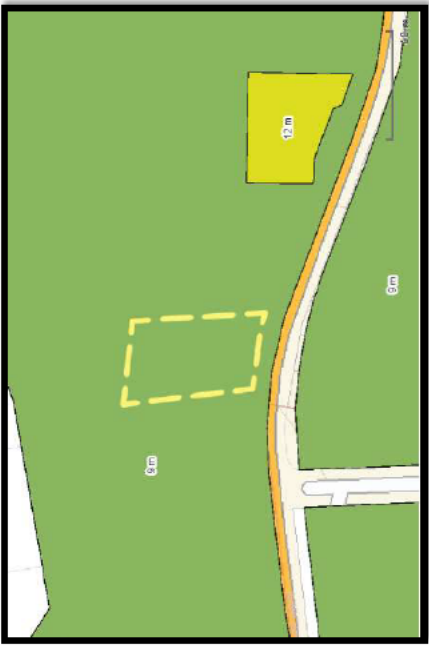
## Part 6 Project Timeline

Project Milestone	Date
Consideration by council	February 2022 – March 2022
Council decision	April 2022
Gateway determination	May 2022
Pre exhibition	June 2022
Commencement and completion of public exhibition period	June 2022 – July 2022
Consideration of submissions	August 2022
Post-exhibition review and additional studies	August 2022 – September 2022
Submission to the Department for finalisation (where applicable)	October 2022
Gazettal of LEP amendment	December 2022



**URBANISM**  
PLANNING & DEVELOPMENT

# ATTACHMENT 1 – LOCAL ENVIRONMENTAL PLAN MAPS

CURRENT ZONING	CURRENT FSR	CURRENT HEIGHT OF BUILDING
		
PROPOSED ZONING	PROPOSED FSR	PROPOSED HEIGHT OF BUILDING
		





# ATTACHMENT 2 – SEPP COMPLIANCE TABLE

No.	SEPP (as at January 2021)	Applicable	Consistency
19	Bushland in Urban Areas	No	N/A
21	Caravan Parks	No	N/A
33	Hazardous & Offensive Development	No	N/A
36	Manufactured Home Estates	No	N/A
47	Moore Park Showground	No	N/A
50	Canal Estate Development	No	N/A
55	Remediation of Land	No	N/A
64	Advertising & Signage	No	N/A
65	Design Quality of Residential Apartment Development	Yes	Yes
70	Affordable Housing (Revised Schemes)	No	N/A
	(Aboriginal Land) 2019	No	N/A
	(Affordable Rental Housing) 2009	No	N/A
	(Building Sustainability Index: BASIX) 2004	No	N/A
	(Coastal Management) 2018	No	N/A
	(Concurrences and Consents) 2018	No	N/A
	(Educational Establishments & Child Care Facilities) 2017	No	N/A
	(Exempt & Complying Development Codes) 2008	No	N/A
	(Gosford City Centre) 2018	No	N/A
	(Housing) 2021	No	N/A
	(Housing for Seniors or People with a Disability) 2004	No	N/A
	(Infrastructure) 2007	No	N/A
	(Koala Habitat Protection) 2021	No	N/A





No.	SEPP (as at January 2021)	Applicable	Consistency
	(Kosciuszko National Park–Alpine Resorts) 2007	No	N/A
	(Kurnell Peninsula) 1989	No	N/A
	(Major Infrastructure Corridors) 2020	No	N/A
	(Mining, Petroleum Production & Extractive Industries) 2007	No	N/A
	(Penrith Lakes Scheme) 1989	No	N/A
	(Primary Production & Rural Development) 2019	No	N/A
	(State & Regional Development) 2011	No	N/A
	(State Significant Precincts) 2005	No	N/A
	(Sydney Drinking Water Catchment) 2011	No	N/A
	(Sydney Region Growth Centres) 2006	No	N/A
	(Three Ports) 2013	No	N/A
	(Urban Renewal) 2010	No	N/A
	(Vegetation in Non–Rural Areas) 2017	No	N/A
	(Western Sydney Aerotropolis) 2020	No	N/A
	(Western Sydney Employment Area) 2009	No	N/A
	(Western Sydney Parklands) 2009	No	N/A
8	(Central Coast Plateau Areas)	No	N/A
9	Extractive Industry	No	N/A
16	Walsh Bay	No	N/A
20	Hawkesbury-Nepean River	No	N/A
24	Homebush Bay Area	No	N/A
26	City West	No	N/A
30	St Marys	No	N/A
33	Cooks Cove	No	N/A
	(Sydney Harbour Catchment) 2005	No	N/A
	Darling Harbour Development Plan No 1	No	N/A



No.	SEPP (as at January 2021)	Applicable	Consistency
	Greater Metropolitan REP No.2—Georges River Catchment	No	N/A
	Murray Regional Environmental Plan No 2—Riverine Land	No	N/A
	Town and Country Planning (General Interim Development) Ordinance	No	N/A
	Willandra Lakes Regional Environmental Plan No 1—World Heritage Property	No	N/A



# ATTACHMENT 3 – SECTION 9.1 COMPLIANCE TABLE

Direction	Applicable	Consistency	Assessment
<b>Employment and Resources</b>			
1.1 Business and Industrial Zones [01/05/17]	No	N/A	
1.2 Rural Zones [14/04/16]	No	N/A	
1.3 Mining, Petroleum Production & Extractive Industries [01/07/09]	No	N/A	
1.4 Oyster Aquaculture [01/07/09]	No	N/A	
1.5 Rural Lands [28/02/19]	No	N/A	
<b>Environment and Heritage</b>			
2.1 Environment Protection Zones [14/04/16]	No	NA	
2.2 Coastal Management [03/04/18]	No	N/A	
2.3 Heritage Conservation [01/07/09]	No	N/A	
2.4 Recreation Vehicle Areas [14/04/16]	No	N/A	
2.5 Application of E2 and E3 Zones & Environmental Overlays in Far North Coast LEPs [02/03/16]	No	N/A	
2.6 Remediation of Contaminated Land [17/04/20]	No	N/A	
<b>Housing, Infrastructure and Urban Development</b>			
3.1 Residential Zones [14/04/16]	Yes	Yes	Refer to 7.1.4.
3.2 Caravan Parks & Manufactured Home Estates [14/04/16]	No	N/A	



Direction	Applicable	Consistency	Assessment
3.3 Home Occupations [Revoked]	No	N/A	
3.4 Integrating Land Use & Transport [14/04/16]	Yes	Yes	Refer to 7.1.6.
3.5 Development Near Licensed Aerodromes [20/08/18]	No	N/A	
3.6 Shooting Ranges [16/02/11]	No	N/A	
3.7 Reduction in Non-Hosted Short Term Rental Accommodation Period [15/02/19]	No	N/A	
<b>Hazard and Risk</b>			
4.1 Acid Sulfate Soils [01/07/09]	No	N/A	
4.2 Mine Subsidence & Unstable Land [14/04/16]	No	N/A	
4.3 Flood Prone Land [14/07/21]	No	N/A	
4.4 Planning for Bushfire Protection [20/02/20]	No	N/A	
<b>Regional Planning</b>			
5.1 Implementation of Regional Strategies [Revoked]	No	N/A	
5.2 Sydney Drinking Water Catchments [03/03/11]	No	N/A	
5.3 Farmland of State & Regional Significance on the NSW Far North Coast [01/05/17]	No	N/A	
5.4 Commercial & Retail Development along the Pacific Highway, North Coast [21/08/15]	No	N/A	
5.5 Development in the vicinity of Ellalong, Paxton and Millfield (Cessnock LGA) [Revoked]	No	N/A	
5.6 Sydney to Canberra Corridor [Revoked]	No	N/A	
5.7 Central Coast [Revoked]	No	N/A	





Direction	Applicable	Consistency	Assessment
5.8 Second Sydney Airport: Badgerys Creek [Revoked]	No	N/A	
5.9 North West Rail Link Corridor Strategy [30/09/13]	No	N/A	
5.10 Implementation of Regional Plans [14/04/16]	No	N/A	
5.11 Development of Aboriginal Land Council Land [06/02/19]	No	N/A	
<b>Local Plan Making</b>			
6.1 Approval & Referral Requirements [01/07/09]	No	N/A	
6.2 Reserving Land for Public Purposes [01/07/09]	No	N/A	
6.3 Site Specific Provisions [01/07/09]	No	N/A	
<b>Metropolitan Planning</b>			
7.1 Implementation of A Plan for Growing Sydney [Revoked]	No	N/A	
7.2 Implementation of Greater Macarthur Land Release Investigation [Revoked]	No	N/A	
7.3 Parramatta Road Corridor Urban Transformation Strategy [05/08/21]	No	N/A	
7.4 Implementation of North West Priority Growth Area Land Use & Infrastructure Implementation Plan [15/05/17]	No	N/A	
7.5 Implementation of Greater Parramatta Priority Growth Area Interim Land Use & Infrastructure Plan [25/07/17]	Yes	Yes	Refer to 7.1.9.
7.6 Implementation of Wilton Priority Growth	No	N/A	



Direction	Applicable	Consistency	Assessment
Area Interim Land Use & Infrastructure Plan [05/08/17]			
7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor [22/12/17]	No	N/A	
7.8 Implementation of Western Sydney Aerotropolis Interim Land Use & Infrastructure Plan [13/09/20]	No	N/A	
7.9 Implementation of Bayside West Precincts 2036 Plan [25/09/18]	No	N/A	
7.10 Implementation of Planning Principles for the Cooks Cove Precinct [25/09/18]	No	N/A	
7.11 Implementation of St Leonards and Crows Nest 2036 Plan [27/08/21]	No	N/A	
7.12 Implementation of Greater Macarthur 2040 [27/08/20]	No	N/A	