



Planning Proposal Request to amend Parramatta Local Environmental Plan 2023

124 WIGRAM STREET
HARRIS PARK
FEBRUARY 2024



QUALITY ASSURANCE

Project:	Planning Proposal Request
Address:	124 Wigram Street, Harris Park
Council:	City of Parramatta
Author:	Think Planners Pty Ltd
Template	Local Environmental Plan Making Guideline (August 2023)

Date	Purpose of Issue	Rev	Author	Authorised
June 2019	Planning Proposal Lodged	OG	AB	AB
November 2023	Internal Review	A	EJ/ BC	AB
December 2023	Submission Issue	B	AB	AB
9 January 2024	Revised Issue	C	EJ/AB	AB
24 January 2024	Final Issue	D	AB	AB
8 February 2024	Updated Submission Issue	E	BC	AB
8 February 2024	Final Issue	F	BC	AB

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INTRODUCTION

This planning proposal request has been prepared by Think Planners on behalf of the landowner Skyblue Developments Pty Ltd.

The purpose of this Planning Proposal Request is to explain the intended effect and justify a proposed amendment to the Parramatta Local Environmental Plan 2023 (PLEP 2023) and demonstrate the strategic merit of the amendment proceeding.

This Planning Proposal seeks to amend the Parramatta LEP 2023 to allow for the redevelopment of the site for the purposes of mixed use and high-density development by:

- Amending the PLEP 2023 Height of Building Map from 72 m to a maximum building height of 103m with 15% Design Competition Bonus available in addition.

The Planning Proposal relates to 124 Wigram Street referred to within this document as the '*subject site*'. The subject site is situated within proximity to the eastern boundary of the Parramatta City Centre and fronts Wigram Street.

The subject land parcel is located toward the south east of Parramatta City Centre. The site is located within proximity to employment opportunities, educational establishments, recreational activities and public transportation including Westfield Parramatta, Arthur Phillip High School, Parramatta Public School, and Macarthur Girls High School as well as Parramatta Transport Interchange, Harris Park Railway Station, Parramatta Ferry Wharf.

The amendments proposed in this Planning Proposal are specific to the site and will facilitate a new high quality mixed use development that will contribute to the vitality and activation of this precinct along with additional housing supply at the edges of the Parramatta City Centre. The Planning Proposal will contribute to the renewal of the CBD and character of Parramatta. The proposed amendments are driven by a desire to deliver a better built form outcome for the site and has been the subject of a design review by PTI Architects.

The proposed amendments are driven by a desire to deliver a superior urban design outcome for the site which addresses Council's vision for height and density within the centre of the CBD and delivering development which is consistent with the desired future character of Parramatta. This Planning Proposal seeks to amend the Floor Space Ration provision over the site to facilitate the delivery of a development which can address Council's vision for the built form for Parramatta CBD.

The proposed amendments to planning controls will facilitate the delivery of high quality development contributing to much needed housing supply within this strategic centre. The Planning Proposal is supported by –

- Reference Designs for Commercial and Residential Schemes

The Planning Proposal 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) document 'Local Environmental Plan Making Guideline (August 2023).

Support for the Planning Proposal Request is sought, and the subsequent referral to the Department of Planning and Environment for Gateway Determination and public exhibition.

PLANNING PROPOSAL REQUEST MERITS, INFRASTRUCTURE AND COMMUNITY BENEFITS

The Planning Proposal Request seeks to deliver the following key benefits:

- **New commercial floor space at the ground and first floor.** The proposal will deliver a new commercial suite to activate Charles Street as well as an additional commercial suite along Wigram Street. These 2 new commercial suites combined with the first floor which also has 992m² of floor area deliver more than 1,550m² of employment and potential retail service floor space to this part of the City. This will assist with growing a stronger and more competitive Greater Parramatta by growing investment, business opportunities and jobs in this strategic centre.
- **High quality public domain.** The proposal will ensure the delivery of new pedestrian links along both Charles Street and Wigram Street which will enhance the pedestrian environment including the safety of people accessing the site and accessing surrounding land.
- **Housing within the 30-minute city.** The proposal delivers a variety of housing opportunities within 400m of Parramatta train station. This enables the opportunity to create a genuine 30-minute city where housing is well connected to public transport, health services, education services, employment and recreational facilities.
- **Housing supply.** The proposal comprises new housing supply, choice and affordability with access to jobs, services and public transport.

The subject land parcel is ideal to accommodate the proposed development as it is located within an accessible area and is consistent with the evolving character of developments within Parramatta. Furthermore, the development proposes to provide the opportunity to deliver a mixed use development in a location which is experiencing an intensification in terms of development as well as considering the site's proximity to educational establishments, employment opportunities and recreational activities.

BACKGROUND

The following a summary of the key events at 124 Wigram Street, Harris Park:

June 2019	<p>Planning Proposal submitted to the City of Parramatta Council (CoP) that:</p> <ul style="list-style-type: none"> - Deletes the Maximum Height of Building (HOB) under the Incentive HOB Map. - Amends the Maximum Floor Space Ratio of 10:1 which comprises: <ul style="list-style-type: none"> ▪ 9:1 residential ▪ 1:1 commercial. - Allow 15% Design Excellence Competition bonus to FSR to achieve a maximum FSR of 11.5:1
November 2021	CoP advised to follow Design Competition process, rather than a site specific planning proposal given the progression of the Parramatta City Centre. Design Competition Brief provided to the CoP
December 2021	Revised Competition Brief provided to the CoP
May 2022	City Centre LEP published on NSW legislation (6 May 2022)
October 2022	Parramatta LEP 2011 amended on 14 October 2022 to introduce new LEP provisions
November 2022	Final version of Design Competition Brief provided to the CoP
March 2023	Site specific DCP submitted for a commercial development, following CoP advice that this is the preferred pathway.
March 2023	<ul style="list-style-type: none"> - Letter from Council requesting that the site specific planning proposal be withdrawn - Council request for a meeting to discuss a site specific DCP
November 2023	<ul style="list-style-type: none"> - Council advice that a: <ul style="list-style-type: none"> ▪ planning proposal is required for increased height over the subject site ▪ site specific DCP is required.
December 2023	<ul style="list-style-type: none"> - Updated Planning Proposal and DCP submitted
December 2023	<ul style="list-style-type: none"> - Comments received from Council Officers 22 December 2023 requesting amended planning proposal and supporting documents.
January 2024	<ul style="list-style-type: none"> - Updated Planning Proposal, Urban design report and supporting documents submitted.

SITE AND LOCALITY DESCRIPTION

LEGAL DESCRIPTION

The subject site is legally defined as SP19939 though commonly known as 124 Wigram Street, Harris Park.

The location of the subject site is identified in Figure 1.

Figure 1: The subject site is highlighted in yellow (Source: Six Maps)

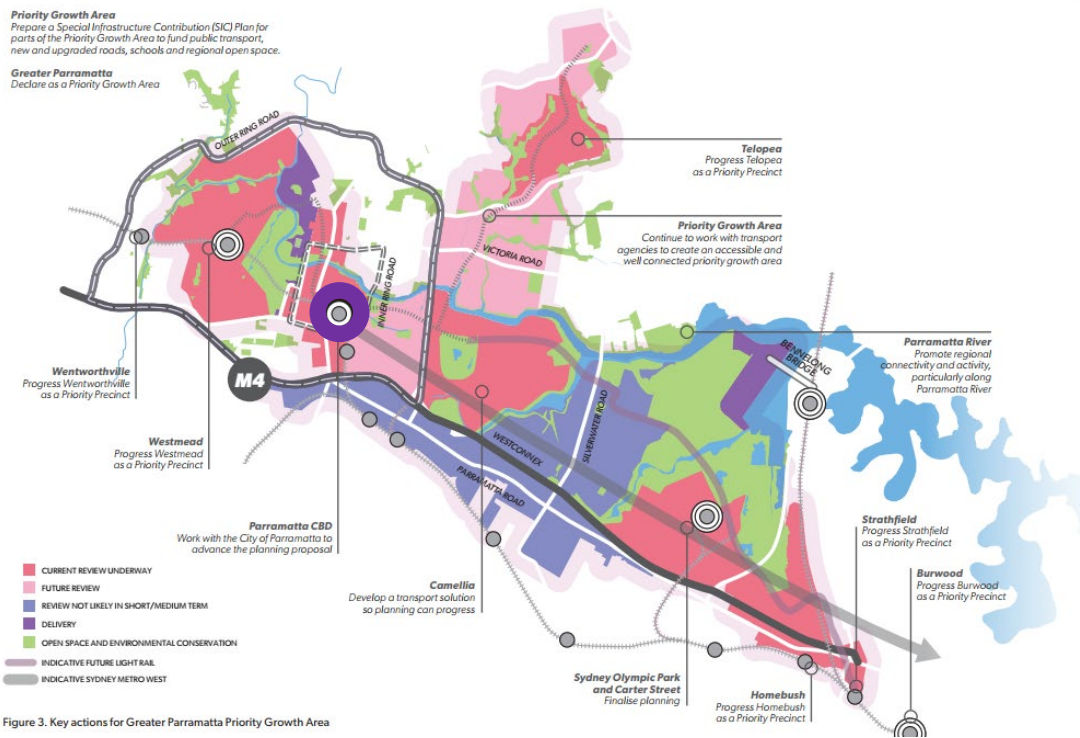



SITE CONTEXT AND SITE ANALYSIS

The subject site, 124 Wigram Street is located within the eastern fringes of Parramatta CBD, which is located approximately 25km west of the Sydney CBD and is the administrative centre and the largest commercial centre within the local government area of the City of Parramatta and the Regional Centre for Western Sydney.

The city centre services the western region of Sydney and surrounding residential areas while provides major employment opportunities and vital services to the local community. It is noted the strategic context map provided below demonstrates the site's location.

Figure 2: Strategic Context Map (source GOP)



 Subject Site

The locality is undergoing a significant period of change consistent with its role as Sydney's Central CBD and its purpose as a strategic centre for employment and housing. Parramatta CBD is a major transport node with a well located and well-resourced rail and bus interchange. The CBD also benefits from Rivercat connection to Sydney CBD.

This location is well serviced by schools, tertiary institutions, childcare centres, community services, recreational and sporting facilities and an established commercial centre. Furthermore, the locality has excellent connectivity with access to several key arterial road networks including George Street, Church Street and the M4 Motorway as well as regular public transport services.

Parramatta is undergoing a momentous transformation into Metropolitan Sydney's Central City resulting from the policy direction from NSW Department of Planning and Environment, Greater Sydney Commission and the City of Parramatta Council. Changes to the planning controls in Parramatta CBD have resulted in several substantial mixed use development proposals which have either been approved by the Council or are under consideration.

Photographs overleaf and in the following pages are provided to illustrate the context of the locality.

Photograph 1: Shows the subject site and Charlie Parker Site as viewed via Wigram Street



Photograph 2: Shows the built form pattern as viewed from Wigram Street



Photograph 3: Shows the concrete channel that runs along the southern site boundary



Photograph 4: Shows the adjoining site 12A Parkes Street, Harris Park



Photograph 5: Mixed Use Development located at No. 111 Wigram Street, Harris Park



Photograph 6: Earlier construction taking place to the site (No. 21 Hassell St)



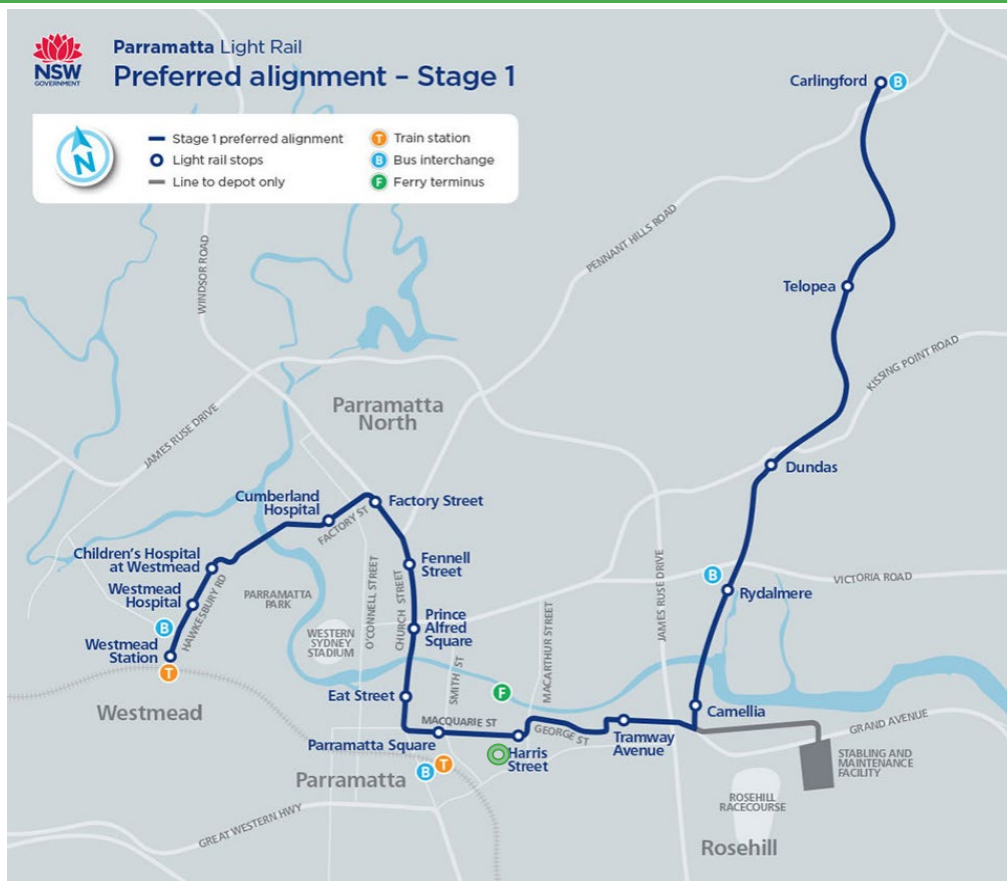
TRANSPORT

Parramatta Light Rail

Parramatta Light Rail is one of the NSW Government’s latest major infrastructure projects being delivered to serve a growing Sydney. Stage 1 will connect Westmead to Carlingford via the Parramatta CBD and Camellia with a two-way track spanning 12 kilometres and is expected to open in 2024.

The route will link Parramatta’s CBD and train station to the Westmead Precinct, Parramatta North Growth Centre, the new Bankwest Stadium, the Camellia Town Centre, the new Powerhouse Museum and Riverside Theatres, the private and social housing redevelopment at Telopea, Rosehill Gardens Racecourse and three Western Sydney University campuses.

Figure 3: Parramatta Light Rail Stage 1



The site is within proximity to the Stage 1 of the Parramatta Light Rail with a proposed light rail stop to be located at the Corner of Harris and Macquarie Streets which is approximately 600m from the site.

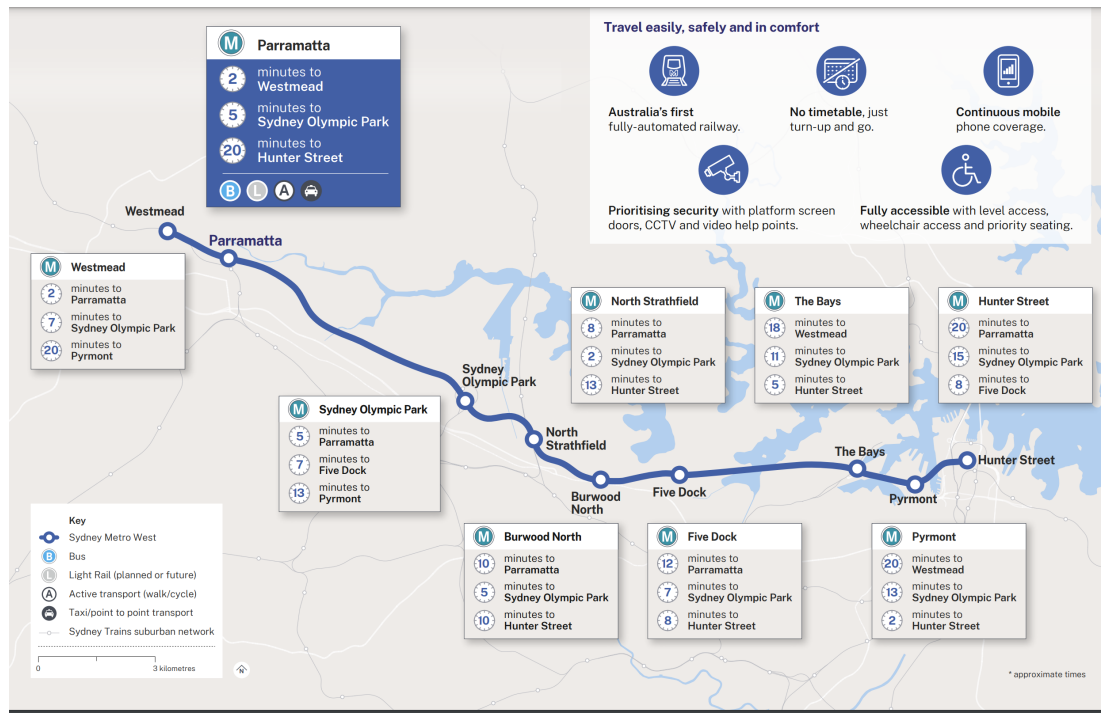
The Parramatta Light Rail is planned to be serviced from 5am to 1am, 7 days a week with services approximately every 7.5 minutes from 7am to 7pm weekdays.

Metro West

The Sydney Metro West is an underground railway project that connects Westmead and the Sydney CBD. This city shaping project is anticipated to significantly enhance rail capacity along with providing more opportunities for housing and jobs that are close to transport infrastructure.

There will be a new metro station in the Parramatta City Centre which will be integrated into the city, with a new green link providing a pedestrian corridor to the Parramatta River. This provides a significant public transport and also active transport benefit for Parramatta. The subject site is within walking distance of the new metro and the associated city shaping public domain projects like the new Civic Link that connects to the River. This close proximity to major transport infrastructure makes it an ideal location for more housing than would currently be possible.

Figure 4: Sydney Metro West (Sydney Metro)



SCOPING REPORT

The Local Environmental Plan Making Guidelines (August 2023), prepared by the Department of Planning and Environment, recommend that a proponent submit a scoping proposal to the Council and request a pre-lodgement meeting.

This Planning Proposal updates an existing proposal that was submitted to the CoP in 2019. Since this time there has been numerous meetings with the CoP to facilitate a better outcome on the site including preparation of design competition brief and site specific DCP.

This updated planning proposal responds to advice received by Council on 17 November 2023.

TECHNICAL STUDIES

URBAN DESIGN

PTI Architects have prepared an urban design analysis of the subject site. This is attached with the key elements summarised below.

Situated within the urban block which marks the eastern gateway and arrival into the CBD, the site responds to the rapid transformation, noting Parramatta city centre's skylines evolution is guided by the strategic planning documents and government led initiatives. The urban block within which the subject site is located has seen a significant amount of development activity over recent years since the introduction of the Parramatta CBD planning strategy, with the approved development proposals, approved development under construction, major residential and major commercial development are demonstrated below

Approved / Assessment Development Proposals:

- 39-43 Hassall Street
- 12A Parkes Street (Planning Proposal and DA)
- 14-20 Parkes Street (Planning Proposal and DA)

Approved Development Under Construction on:

- 113-117A Wigram Street & 23-29 Hassall Street
- 22 Parkes Street, Parramatta
- 14-22 Parkes Street, Parramatta

Major Residential Development:

- Altitude Meriton Development- 330 Church Street
- V by Crown- 45 Macquarie Street
- B1 Tower- 118 Church Street
- Focus- 6-10 Charles Street
- Cumberland Media Site
- Albion Hotel Site
- Parkview by Aland
- Charlie Parker by Coronation

The subject site is in a prime public transport corridor where there is an extensive variety of sustainable transport options available, including trains, light rail, rivercat, buses, walking and cycling. It is noted the locality has excellent connectivity with

access to several key arterial road networks including George Street, Church Street and the M4 Motorway as well as regular public transport service.

Already several sites within the urban block have been developed or have planning proposal or development approval. The subject block is demonstrated in the following pages via extracts from PTI Architects.

Solar and Daylight Access

Think Planners have investigated the majority of properties affected by overshadowing. It is evident, the majority of land affected by overshadowing are commercial premises interspersed by residential allotments. It is evident that on June 21st both commercial and residential development are affected by some overshadowing, but that substantial periods of solar access are available to these properties throughout the day.

LOCAL PLANNING FRAMEWORK

PARRAMATTA LOCAL ENVIRONMENTAL PLAN 2023

PLEP 2023 is the principal Environmental Planning Instrument that applies across the City of Parramatta local government area. It controls the land use arrangements over the land (zoning) and other relevant considerations to this planning proposal request, including building height and floor space ratio. For completeness, this planning proposal request also addresses local heritage which is an important consideration under the PLEP 2023.

Zone

The subject site is currently zoned E2, RE1 and R4 under *Parramatta Local Environmental Plan 2023* (LEP 2023). Figure 6 is an extract from the land zoning map from PLEP 2023. This planning proposal request only relates to the lands that is zoned R4 High Density Residential.

Figure 6: Parramatta LEP 2023 Zoning Map extract



The land use table for the MU1 Mixed Use Zone is provided below for context.

MU1 Mixed Use	
1. Objectives	<ul style="list-style-type: none"> • To encourage a diversity of business, retail, office and light industrial land uses that generate employment opportunities. • To ensure that new development provides diverse and active street frontages to attract pedestrian traffic and to contribute to vibrant, diverse and functional streets and public spaces. • To minimise conflict between land uses within this zone and land uses within adjoining zones. • To encourage business, retail, community and other non-residential land uses on the ground floor of buildings. • To create opportunities to improve the public domain and pedestrian links. • To protect and enhance the unique qualities and character of special character areas in Parramatta City Centre.
2. Permitted without consent	Home occupations
3. Permitted with consent	Amusement centres; Boarding houses; Building identification signs; Business identification signs; Car parks; Centre-based child care facilities; Commercial premises; Community facilities; Entertainment facilities; Function centres; Information and education facilities; Light industries; Local distribution premises; Medical centres; Oyster aquaculture; Passenger transport facilities; Places of public worship; Recreation areas; Recreation facilities (indoor); Registered clubs; Respite day care centres; Restricted premises; Shop top housing; Tank-based aquaculture; Tourist and visitor accommodation; Vehicle repair stations; Water recycling facilities; Any other development not specified in item 2 or 4
4. Prohibited	Agriculture; Air transport facilities; Airstrips; Animal boarding or training establishments; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Crematoria; Depots; Dual occupancies; Dwelling houses; Eco-tourist facilities; Electricity generating works; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Heavy industrial storage establishments; Helipads; Highway service centres; Home occupations (sex services); Industrial retail outlets; Industrial training facilities; Industries; Jetties; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Port facilities; Recreation facilities (major); Research stations; Rural industries; Rural workers' dwellings; Secondary dwellings; Semi-detached dwellings; Sewerage systems; Sex services premises; Signage; Storage premises; Transport depots; Truck depots; Vehicle body repair workshops; Warehouse or distribution centres; Waste or resource management facilities; Water recreation structures; Water supply systems; Wharf or boating facilities; Wholesale supplies

Height of Buildings

The Height of Buildings Map for the PLEP 2023 indicates that the maximum building height permitted on the subject site is 72m.

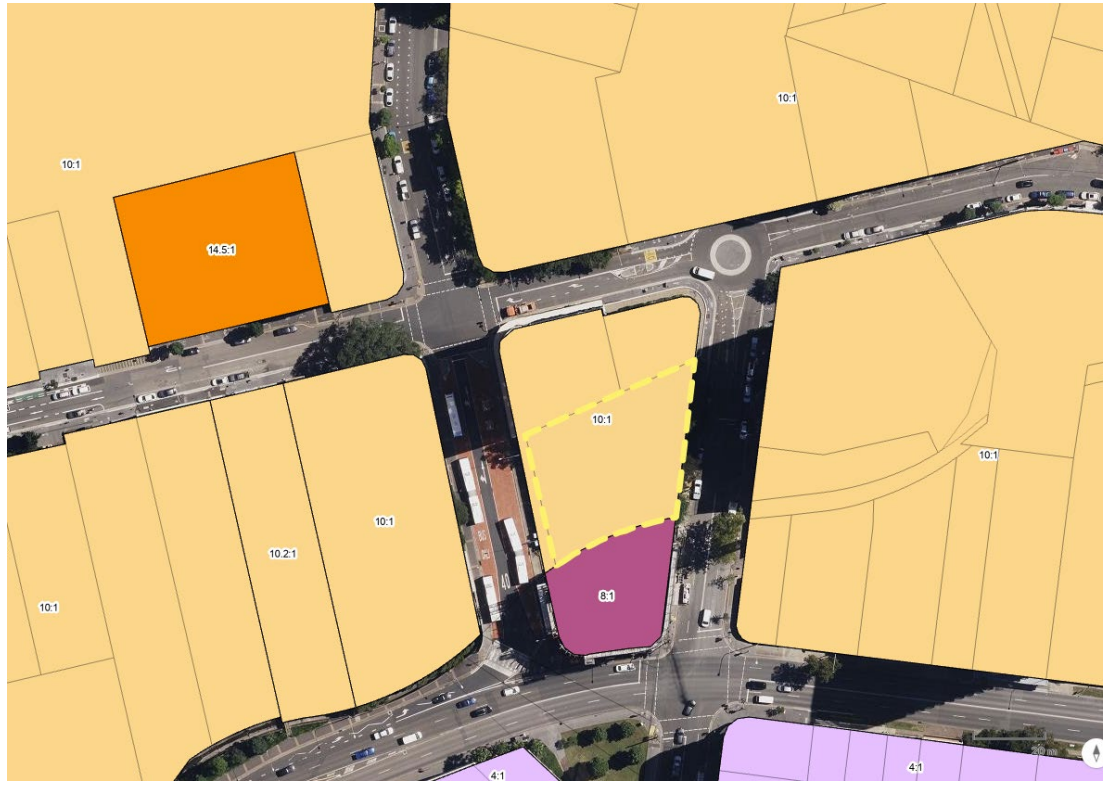
Figure 7: Extract from PLEP 2023 Height of Buildings Map (Spatial Viewer)



Floor space ratio

The PLEP 2023 Floor Space Ratio Map shows that the subject site has a maximum FSR of 10:1, however CI.7.3 applies and the achievable FSR is set by a sliding scale.

Figure 8: Extract PLEP 2023 FSR Map (Source, Spatial Viewer)



CI.7.3 Floor space ratio

Clause 7.3 of the LEP applies to all the Parramatta City Centre, other than particular sites identified on the Special Area Provisions Map. The subject site is identified on the Special Area Provisions Map as shown overleaf, with the clause reproduced below for reference:

- 1) *This clause applies to Parramatta City Centre, other than land identified as “Area A”, “Area 8” or “Area 11” on the Special Provisions Area Map.*
- 2) *The maximum floor space ratio for a building on land for which the maximum permissible FSR is specified in the following table is the floor space ratio specified for the site area of the building—*

Maximum permissible FSR	Site area less than 1,000m ²	Site area of at least 1,000m ² but less than 1,800m ²
4:1	3:1	(3 + X):1
6:1	4:1	(4 + 2X):1
7:1	4.5:1	(4.5 + 2.5X):1
8:1	5:1	(5 + 3X):1
10:1	6:1	(6 + 4X):1

3) In the table to subclause (2), X is calculated according to the following formula—

$$X = (\text{site area in m}^2 - 1000) / 800$$

4) Subclause (2) does not apply to a building on a site area of at least 1,000m² but less than 1,800m² if—

- a) the consent authority is satisfied the site of the building is an isolated site, and
- b) the building has been subject to a competitive design process, and
- c) the consent authority is satisfied the building exhibits design excellence considering the matters specified in clause 6.13(4)(a)–(d).

5) If the proposed development is to be carried out on a site area that comprises land identified as “Area 21C” on the Special Provisions Area Map and other land, land identified as “Area 21A” and “Area 21B” on the Special Provisions Area Map is excluded from the calculation of the site area.

Figure 9: Extract PLEP 2023 FSR Map (Source, Spatial Viewer)

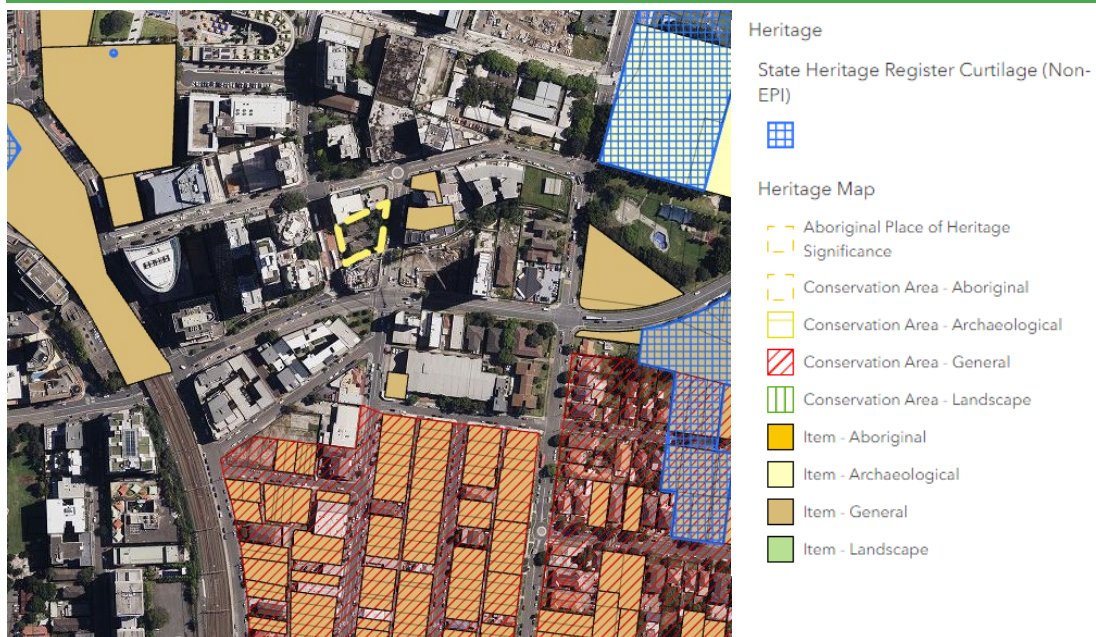


No change to Cl.7.3 is proposed.

Heritage

There are no heritage items located within the site boundaries however, heritage listed items are within proximity of the site as demonstrated via Figure 11 below. The site is within walking distance of a cluster of heritage sites.

Figure 10: Heritage Map Extract from PLEP 2023 (Source, Spatial Viewer)



A key consideration for height is overshadowing of the Harris Park Heritage Conservation Area. This was an important consideration within the Parramatta City Centre Planning Proposal with the Gateway Determination requiring urban design testing to ensure that 2 hours solar access between 9am and 3 pm was achievable in the heritage conservation areas.

The CoP have acknowledged that site constraints and isolation make it difficult to achieve the mapped FSR and have accordingly recommended that a site specific planning proposal be progressed that increases the height to 118.5m (inclusive of bonuses):

It is agreed that a way to progress the site and accommodate redevelopment is to progress the existing site-specific Planning Proposal (RZ/3/2019) to seek an increase in the height control to accommodate the unrealised FSR.¹

¹ CoP advice to proponent, dated 17 November 2023

This advice from the CoP is based on testing undertaken during the preparation of the City Centre LEP where height and shadow impacts were tested. This analysis confirmed that:

The recent detailed overshadowing analysis considered the likely shadows cast from surrounding development as permitted under the current HOB controls. The testing indicated a total achievable height of 119 metres without compromising solar access to the Harris Park HCA².

Subsequent urban design analysis has been undertaken by PTI Architecture on behalf of the proponent. This testing has confirmed that the Harris Park Heritage Conservation Area will receive at least two hours of solar access between 9am and 3 pm on 21 June. This is further discussed in Part 3 of this Planning Proposal.

² CoP advice to proponent, dated 17 November 2023

PLANNING PROPOSAL REQUEST

The required content of a planning proposal request is set out in Section 3.33 of The Environmental Planning and Assessment Act 1979. To assist with the preparation of a planning proposal request, the DPE have published the Local Environmental Plan Making Guideline (August 2023) which sets out the form and content that is required within the six parts identified below:

- **Part 1 – Objectives and intended outcomes -**
a statement of the objectives of the proposed instrument
- **Part 2 –Explanation of provisions –**
an explanation of the provisions that are to be included in the proposed instrument
- **Part 3 – Justification of strategic and site specific merit –**
justification of strategic and potential site-specific merit, outcomes, and the process for implementation
- **Part 4 - Maps –**
existing and proposed maps, where relevant, to identify the effect of the planning proposal and the area to which it applies
- **Part 5 – Community consultation –**
details of consultation undertaken with Government agencies, council or other authorities, and community consultation that is to be undertaken on the planning proposal post Gateway and during exhibition
- **Part 6 – Project timeline –**
Project timeline to detail the anticipated timeframe for the LEP making process

This Planning Proposal Request has been prepared in a manner consistent with the LEP Plan Making Guidelines, including the specific matters required to be addressed and also the anticipated timeframe.

PART 1 – OBJECTIVES AND INTENDED OUTCOMES

The Planning Proposal Request will provide a land mark tower near the transport interchange. This will facilitate an improved contextual fit with the future character of the Harris Park. The planning proposal request will also activate the area, providing an attractive and safe frontage to the open space, and also for people accessing the transport interchange.

The objective of the Planning Proposal Request is to amend PLEP 2023 to:

- Increase the maximum building height to 103 m (maximum 118.5m with 15% Design Excellence Competition bonus)

The intended outcomes of the Planning Proposal Request are to:

- Deliver additional housing that meets community needs as identified in the Housing Strategy
- Provide a height more consistent with the site's location within the Parramatta City Centre and proximity to transport infrastructure, jobs and services.
- Improve the neighbourhood's overall quality through delivering high-quality public and private domain.
- Complement the economy within the town centre by providing additional opportunities for employment, near a major transit interchange and other public transport modes
- Contribute to a mode shift from private vehicles towards public and active transport modes by linking higher densities with public transport accessibility.
- Support NSW Government strategies and policies that seek to capitalise on existing infrastructure by providing greater housing choice and density near public transport, centres, open space, and employment areas.
- Apply a building height and FSR that supports the NSW Government's vision for a more diverse housing mix, leading to greater choice and, ideally, housing affordability.
- Introduce a building height that supports higher building performance and environmental standards, leading to a more sustainable built environment and better living conditions.

PART 2 – EXPLANATION OF PROVISIONS

Part 2 of the Planning Proposal Request provides an explanation of the provisions that are to be included within the Planning Proposal Request. It includes a written explanation that is supported by mapping where relevant.

Intended provisions

To achieve the objectives and intended outcomes of the Planning Proposal Request at 124 Wigram Street, Harris Park, the following amendment to PLEP 2023 is proposed:

- Amend the PLEP 2023 Height of Building Map from 72 m to a maximum building height of 103m.

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

The strategic merit test is demonstrated through a series of established questions set out in turn below.

SECTION A – NEED FOR THE PLANNING PROPOSAL

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

Yes. A site specific urban design study prepared by PTI has confirmed that the subject site is an isolated site and can comfortably achieve the mapped FSR and building heights of up to 118.5m.

The planning proposal request responds to the context of the site within the Parramatta City Centre, particularly noting its proximity to mass transit infrastructure, public spaces and both Harris Park and the CBD itself.

The proposed amendments facilitated within this Planning Proposal Request are not a specific action within either the Parramatta Local Strategic Planning Statement, Housing Strategy, or other strategy or study, however it is consistent with the long term vision of the Parramatta Local Strategic Planning Statement:

“In 20 years Parramatta will be a bustling, cosmopolitan and vibrant metropolis, the Central City for Greater Sydney. It will be a Smart City that is well connected to the region, surrounded by high quality and diverse residential neighbourhoods with lots of parks and green spaces. It will be innovative and creative and be well supported by strong, productive and competitive employment precincts. It will be a place that people will want to be a part of.”

The Planning Proposal Request is consistent with all relevant strategic plans, with Part B discussing the relationship to the strategic planning framework.

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

Yes. It is considered that the Planning Proposal Request is the best means of achieving the stated objective of urban revitalisation of this land. The Planning Proposal Request is the most efficient mechanism available for stimulating urban renewal and accelerating the delivery of high-density housing in a manner consistent with the strategic directions established in the documents, including A Metropolis of Three Cities – Greater Sydney Region Plan, the Central City District Plan, the LSPS and also the Housing Strategy.

Other options considered include:

a) Formal submission to a principal LEP

PLEP 2023 is a recently made principal LEP, with its review at least five years away. This pathway is, accordingly, not open.

b) Submission on Council's Planning Proposal Request

The Council is not preparing a planning proposal and this pathway is accordingly not open.

c) Cl.4.6 Variation

A Cl.4.6 Variation Request to vary the height to facilitate a 118.5m tall building is not possible.

Accordingly, a proponent-led planning proposal request is the only mechanism for achieving change over the subject site that contributes to providing a building height that meets the FSR capacity of the site, whilst also facilitating a taller and more slender building. Likewise, as the planning proposal confirms that the site is isolated and therefore can benefit from additional height. Overall FSR and height will be dictated by key design considerations such as setbacks, daylight access, solar access, natural ventilation and wind effects. In applying this process, there is no need for the proponent to prosecute why the site is isolated given the surrounding context will not change.

Accordingly, the planning proposal request is the most suitable means of achieving the objectives and intended outcomes for the site.

SECTION B – RELATIONSHIP TO THE STRATEGIC PLANNING FRAMEWORK

3. 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

Metropolis of Three Cities

The Central City District Plan sets out the priorities and actions for this District and these are structured around 3 key themes of a Productive City, a Liveable City and a Sustainable City. As relevant to the subject site the importance of Parramatta's CBD and growing this CBD in terms of both jobs and housing are continually emphasised in the District Plan. Particularly with reference to the 30-minute city. The planning proposal seeks to deliver both additional housing but also jobs within a 30-minute city scenario.

Expediting the delivery of housing brings more dwellings to the market which in turn drives prices down. Delivering more dwellings and within shorter timeframes aims to respond to the current housing crisis in Western Sydney where scarcity has resulted in an affordable housing shortage. The planning proposal seeks to deliver housing to the market quickly and in a highly liveable location which is well within the 30-minute city scenario and in fact within walking/cycling distance of the Parramatta CBD.

In summary, this planning proposal seeks to deliver on the vision set forward in the Central City District Plan by:

- Increasing diversity of housing choice.
- Delivering housing to meet both the need for an additional 207,500 homes in the period between 2016 to 2036. This is an ambitious target that can only be met with significant increases to permitted building heights and FSRs.
- Expediting the delivery of new housing stock to ease the pressure of demand resulting in a generally more affordable housing product.
- Contribution to energy efficiency through aims to deliver a development that meets environmental performance criteria.
- Reduced emissions through both building environmental performance but also through reduction in reliance on private vehicle travel. Focusing increased housing on the subject site which is highly accessible to local bus and train services means that future residents are more likely to walk, cycle and use integrated public transport systems.
- Enhancing the role of Greater Parramatta as the economic anchor within the Greater Parramatta Olympic Peninsula vision by delivering both jobs and housing.
- The objectives of the planning proposal are considered to align closely with the documented priorities for the Central City District.

DIRECTION	STRATEGIC ALIGNMENT
Infrastructure and collaboration	
1. A city supported by infrastructure	<p>The subject site is located within the Parramatta City Centre. The city Centre has a myriad of social and public transport infrastructure including heavy rail and bus services, with a metro and light rail also under construction. Likewise, the site benefits from access to ferry services. Along with great active transport links for pedestrians and cyclists alike, the subject site is highly accessible and supports the 15 minute city and 30 minute city ideals.</p> <p>Consolidating a population around an existing Metropolitan Centre supports the existing infrastructure within these areas, including its efficient use, leading to more sustainable and better functioning cities and places.</p>
2. A collaborative city	Not relevant to this proposal.
Liveability	
3. A city for people	<p>An indicator of the success of this direction is whether there has been an increase in the number of people who can walk to local centres. The Planning Proposal achieves consistency with this direction by increasing the population within close proximity to the Parramatta metropolitan centre, including the community, social, and employment benefits it offers.</p>
4. Housing the city	<p>The planning proposal will assist the City of Parramatta in achieving its housing targets, in addition to providing living opportunities close to employment, public transport, active transport opportunities and other services that are essential for socially vibrant and cohesive communities.</p>
5. A city of great places	<p>The planning proposal will enhance accessibility to local open space and other areas by active transport modes. This makes efficient use of infrastructure and improves the equitability of the city.</p>
Productivity	
6. A well connected city	<p>A well connected city seeks to ensure that homes are within 30 minutes by public transport to a metropolitan centre or strategic centre. The subject site is highly accessible to a diverse range of centres, including the Parramatta City Centre. With the introduction of the metro, the subject site will be within 30 minutes of the Sydney CBD.</p> <p>The planning proposal therefore is consistent with this direction.</p>
7. Jobs and skills for the city	<p>This direction relates to developing metropolitan and strategic centres that make the economy stronger. The indicator of success is increased jobs in these locations. The planning proposal will facilitate a mixed use development that provides additional jobs in the Parramatta City Centre.</p>

DIRECTION	STRATEGIC ALIGNMENT
Sustainability	
8. A city in its landscape	Future development of the site can make a positive contribution to water management and urban greening, including the enhancement of local canopy cover. This will provide local cooling benefits, in addition to supporting local biodiversity values. Together, this results in a much more liveable community, with exceptional amenity values.
9. An efficient city	<p>The site is within walking distance of bus, ferry and train services. Likewise, it is within walking distance of the soon to commence light rail and the metro which is currently under construction. This accessibility to transport, jobs and services means that efficiency is increased. Furthermore, as investment in public transport infrastructure continues, public transport use is expected to grow which reduces reliance on private vehicles.</p> <p>Likewise, the proximity to the Parramatta City Centre ensures that people do not need to drive, which contributes to a reduction in greenhouse gases.</p>
10. A resilient City	The proposal can provide for housing that is resilient to climatic extremes, whilst also reducing resource uses. Along with being located in an area that is highly accessible by public and active transport modes which reduces the need for private car trips, and is also close to local services and open space, this can assist in creating a city that is more comfortable and resilient for residents.

Central City District Plan

The Central City District Plan sets out the priorities and actions for this District and these are structured around 3 key themes of a Productive City, a Liveable City and a Sustainable City. As relevant to the subject site the importance of Parramatta’s CBD and growing this CBD in terms of both jobs and housing are continually emphasised in the District Plan. Particularly with reference to the 30-minute city. The planning proposal seeks to deliver both additional housing but also jobs within a 30-minute city scenario.

Expediting the delivery of housing brings more dwellings to the market which in turn drives prices down. Delivering more dwellings and within shorter timeframes aims to respond to the current housing crisis in Western Sydney where scarcity has resulted in an affordable housing shortage. The planning proposal seeks to deliver housing to the market quickly and in a highly liveable location which is well within the 30-minute city scenario and in fact within walking/cycling distance of the Parramatta CBD.

In summary, this planning proposal seeks to deliver on the vision set forward in the Central City District Plan by:

- Increasing diversity of housing choice.
- Delivering housing to meet the need for an additional 207,500 homes in the period between 2016 to 2036. This is an ambitious target that can only be met with significant increases to permitted building heights and FSRs.
- Expediting the delivery of new housing stock to ease the pressure of demand resulting in a generally more affordable housing product.
- Contribution to energy efficiency through aims to deliver a development that meets environmental performance criteria.
- Reduced emissions through both building environmental performance but also through reduction in reliance on private vehicle travel. Focusing increased housing on the subject site which is highly accessible to local bus and train services means that future residents are more likely to walk, cycle and use integrated public transport systems.
- Enhancing the role of Greater Parramatta as the economic anchor within the Greater Parramatta Olympic Peninsula vision by delivering both jobs and housing.
- The objectives of the planning proposal are considered to align closely with the documented priorities for the Central City District.

PLANNING PRIORITY	STRATEGIC ALIGNMENT
Infrastructure and collaboration	
1. Planning for a city supported by infrastructure	<p>This priority area seeks to ensure that the city maximises its efficient use of existing and planned infrastructure. In doing so, it aims to ensure that residents have the facilities and services to lead productive and healthy lives. Importantly, this includes being within 30 minutes of the nearest strategic centre by public transport.</p> <p>The Planning Proposal facilitates this priority by consolidating growth within the Parramatta Metropolitan Centre. This ensures that all residents, regardless of age or ability, can access services within the City Centre, open spaces and public transport comfortably.</p>
2. Working through collaboration	Not relevant to this planning proposal as it contains actions more relevant to public authorities and councils.
Liveability	
3. Providing services and social infrastructure to meet people's changing needs	The planning proposal facilitates this priority by providing housing within an area that is well suited for expanded social infrastructure. Furthermore, the site is located within the Parramatta City Centre, ensuring that people regardless of age or ability can access the necessary services efficiently, thereby contributing to improved liveability.
4. Fostering healthy, creative, culturally rich	The proposal seeks to increase the density of housing within the Parramatta City Centre. This expands the range of housing choice, opening up greater opportunities for a greater diversity of people to live within the City of Parramatta. Likewise, being located within walking distance to a diversity of

PLANNING PRIORITY	STRATEGIC ALIGNMENT
<p>and socially connected communities</p> <p>5. Providing housing supply, choice and affordability with access to jobs, services and public transport</p> <p>6. Creating and renewing great places and local centres, and respecting the District's heritage</p>	<p>public transport services ensures that future residents are connected to other destinations, ensuring that social connectivity outside of the local area is achieved.</p> <p>The proposal increases the housing supply in the Parramatta City Centre providing local jobs, services and entertainment offerings. In addition, the proposal also enhances public transport use through providing more people within a highly accessible location. It is noted that the subject site has bus and train services to key destinations including the Sydney CBD, Castle Hill, Rouse Hill, Blacktown, Epping and more. Accessibility will be further enhanced with the operation of the light rail, in addition to the metro, which is currently under construction.</p> <p>The proposal contributes to the renewal of the Harris Park area and a key site within the Parramatta City Centre. As shown within the attached urban design study, the proposal has applied a place making approach and respects heritage values, particularly the nearby Harris Park Heritage Conservation Area.</p>
Productivity	
<p>7. Growing a stronger and more competitive Greater Parramatta</p> <p>8. Delivering a more connected and competitive GOPP Economic Corridor</p> <p>9. Delivering integrated land use and transport planning and a 30-minute city</p> <p>10. Growing investment, business opportunities and jobs in</p>	<p>This priority is more focused on economic outcomes. The proposal however assists to facilitate its implementation by providing active employment uses at the street level, in addition to increasing the possibility of people to live and work within the same area.</p> <p>The subject site is located within the Parramatta City Centre, a key location within the GOPP Economic Corridor. It will both benefit from and assist the economic activity and resultant benefits of a more connected and competitive GOPP economic corridor.</p> <p>The Planning Proposal facilitates this priority by consolidating growth on land within the Parramatta City Centre. It is within comfortable walking distance of a myriad of transport options including heavy rail, light rail, metro, ferry and bus services. These services provide local and regional connectivity, with the Sydney CBD being within 30 minutes.</p> <p>The planning proposal increases the population within the Parramatta City Centre. This contributes to activity within the centre, and therefore supports its ongoing and long term viability. A ground level active frontage is provided which facilitates more local business opportunities within the City Centre.</p>

PLANNING PRIORITY	STRATEGIC ALIGNMENT
strategic centres	
11. Maximising opportunities to attract advanced manufacturing and innovation in industrial and urbans services land	Not relevant to this proposal
12. Support growth of targeted industry sectors	Not relevant to this proposal
Sustainability	
13. Protecting and improving the health and enjoyment of the District's waterways	Future development of the site will include necessary measures to ensure that the water is appropriately treated, including meeting all pollution reduction targets. This will ensure that waterways are not impacted by the site's future development.
14. Creating a Parkland City urban structure and identity, with South Creek as defining spatial element	Not relevant to this proposal
15. Protecting and enhancing bushland, biodiversity and scenic and cultural landscapes	The site is not identified on any natural resource map of the Parramatta LEP 2023. Accordingly, there are no biodiversity impacts as a result of the proposed amendment to PLEP 2023. Regardless, future development of the site can contribute to improved local biodiversity values.
16. Increasing urban tree canopy cover and delivering Green Grid connections	A future development application will provide additional canopy cover and urban greening. This will enhance cooling of the local environment, in addition to providing valuable habitat which enhances overall biodiversity in the area. A concept plan is provided with the Planning Proposal that outlines how landscaped areas can be provided.

PLANNING PRIORITY	STRATEGIC ALIGNMENT
17. Delivering high quality open space	This priority is more aligned with the provision of public open space. Regardless, future development of the subject site can provide high quality areas of communal open space and improved public domain.
18. Better managing rural areas	Not relevant to this proposal.
19. Reducing Carbon emissions and managing energy, water and waste efficiently	A future development proposal will address all requirements of the Sustainable Buildings SEPP 2022.
20. Adapting to the impacts of urban and natural hazards and climate change	This priority can be adequately addressed during the detailed design phase associated with a future Development Application.

Greater Parramatta and the Olympic Peninsula

The GOP is a significant corridor to drive economic and housing growth within the Central River City. It covers an area of about 6,000 hectares and aims to provide a coordinated growth and infrastructure plan for the city to 2040.

The Parramatta CBD and Westmead Health and Innovation Precinct are key focus precincts within the GOP where urban renewal is to be concentrated. Again, within this Plan the 30-minute city approach is adopted ensuring that access to all modes of transport connections are optimised. The GOP advocates a break in the traditional west to east movement to make Parramatta CBD the central city within Greater Sydney.

The Planning Proposal is aligned with the GOP in that it seeks to deliver a mix of housing, enabling residents of all kinds to settle and move as their needs change from student to entrepreneur, medico or executive. The planning proposal is also closely aligned with the desire to deliver new dwellings within the so called 30-minute city (with the proposed new dwellings within the central core of the Parramatta CBD).

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

Parramatta 2038 Community Strategic Plan

Published in 2013, The Parramatta 2038 Community Strategic Plan is a 25 year Plan with six strategic objectives. It seeks to formalise ideas that will shape and transform the local government area by 2038. Ultimately, the plans seek to provide a pathway to manage growth and liveability, whilst providing additional jobs for residents. The Planning Proposal is consistent with the themes identified in the Community Strategic Plan. It will facilitate jobs and activated streets, with housing concentrated in an areas close to key public transport infrastructure.

Parramatta Local Strategic Planning Statement

The Parramatta Local Strategic Planning Statement came into effect on 31 March 2020 and this document sets out the 20-year vision for land use planning for the City of Parramatta. The LSPS contains 16 planning priorities under 4 key themes which are:

- Local planning priorities.
- Liveability planning priorities.
- Productivity planning priorities.
- Sustainability planning priorities

The Parramatta CBD is identified as a Growth Precinct, a key area for the consolidation of growth in the LGA. At the time of writing, the LSPS anticipated about 7,180 dwellings and an additional 34,500 jobs in the Parramatta CBD Growth Area. The LSPS notes that the growth precincts are important in consolidating housing growth in specific areas, rather than expanding into more traditional residential areas, resulting in a change in character.

The planning principles relevant to the proposal are addressed below.

LOCAL STRATEIC PLANNING STATEMENT	
VISION	STRATEGIC ALIGNMENT
<i>In 20 years Parramatta will be a bustling, cosmopolitan and vibrant metropolis, the Central City for Greater Sydney. It will be a Smart City that is well connected to the region, surrounded by high quality and diverse residential neighbourhoods with lots of parks and green spaces. It will be innovative and creative and be well supported by strong, productive and competitive</i>	The planning proposal will assist with the realisation of the vision through providing both jobs and housing within the Parramatta City Centre. A future development on the site will be of high quality and make a significant improvement to both the site's current condition and also the public domain, making streets a more desirable place for interaction and social engagement. It will encourage use of nearby parks and open spaces, along with reducing private vehicle trips though its proximity to ferry, bus, light rail, metro and heavy rail services.

employment precincts. It will be a place that people will want to be a part of.

LOCAL PLANNING PRIORITIES

PLANNING PRIORITY STRATEGIC ALIGNMENT

Local

1. Expand Parramatta's economic role as the Central City of Greater Sydney	The subject site is within the Parramatta City Centre. It will provide additional housing and employment floor space at street level. This will contribute to the strengthening of the Parramatta City Centre by providing jobs and also housing within a highly accessible area.
2. Grow Parramatta as a Smart City	A future development application can incorporate smart technology to improve liveability and sustainability.
3. Advocate for improved public transport connectivity to Parramatta CBD from the surrounding district	The site is close to significant public transport infrastructure including bus, ferry and train services. Likewise, the light rail which will commence in 2024 is within walking distance, as is the Metro which is currently under construction. This high level of public transport accessibility provides future residents and workers exceptional transport opportunities and connections.
4. Focus housing and employment growth in the GPOP and Strategic Centres; as well as stage housing release consistent with the Parramatta Local Housing Strategy	The subject site is Phase 1 area of the GPOP. It is consistent with this priority by providing both housing and jobs within the Parramatta City Centre growth area.
5. Support and enhance the low- scale character and identity of suburban Parramatta outside of the GPOP area and Epping Strategic Centre	The subject site is a Phase 1 area of the GPOP, being located in the Parramatta City Centre. This is an area identified as suitable for tall buildings, which is necessary to protect the low scale character of the wider city. Shadow diagrams provided with this Planning Proposal confirm that there is no impact on the low scale Harris Park Heritage Conservation Area.
6. Provide for community infrastructure and recreation opportunities	Not relevant to this proposal, noting that this infrastructure is provided in the Parramatta City Centre.

Livability

7. Provide for a diversity of housing types and sizes to meet community needs into the future	The proposal will result in about 175 dwellings, with a mix of studio, 1, 2 and 3 bedroom apartments. This will contribute to the diversity of housing available in the LGA.
8. Incentivise affordable rental housing delivery and provide for	The proposal includes a diverse mix of units that can contribute to the range of housing available, therefore increasing affordable options.

permanent affordable housing

- | | |
|--------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 9. Enhance Parramatta's heritage and cultural assets to maintain our authentic identity and deliver infrastructure to meet community needs | The main consideration in terms of heritage is the shadow impact on the Harris Park Heritage Conservation Area. As shown in the attached plans, the resultant shadow cast from the proposal has no significant impacts, with appropriate levels of solar and daylight access retained. |
| 10. Improve active walking and cycling infrastructure and access to public and shared transport | The subject site is close to bus, ferry and train services that are accessible by walking. Likewise, the site is within walking distance to the Parramatta Light Rail and future metro. The proposal shows that a through site link is possible which expands the local active transport network. In addition the site is very close to the existing active transport network in Parramatta, including cycleways. |

Productivity

- | | |
|--------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 11. Build the capacity of the Parramatta CBD, Strategic Centres, and Employment Lands to be strong, competitive and productive | The subject site is within the Parramatta City Centre. It will provide additional housing and employment floor space at street level. This will contribute to the strengthening of the Parramatta City Centre by providing jobs and also housing within a highly accessible area. |
| 12. Retain and enhance Local Urban Service Hubs for small industries, local services and last-mile freight and logistics | Not relevant |

Sustainability

- | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 13. Protect and improve the health and swimmability of the Parramatta River, its waterways and catchment | The concept plan includes generous areas of deep soil and landscaping. This along with future water treatment measures will enhance the water quality of the Parramatta River and its catchment more broadly. |
| 14. Protect and enhance our trees and green infrastructure to improve liveability and ecological health | The concept plan includes generous areas of deep soil and landscaping. |
| 15. Reduce emissions and manage energy, water, and waste efficiently to create better buildings and precincts and solve city planning challenges | This can be actioned in a future development application. |

16. Increase resilience of people and infrastructure against natural and urban hazards	This can be addressed in a future development application. More sustainably designed buildings will provide protection against climatic extremes.
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Parramatta Local Housing Strategy

The Local Housing Strategy (LHS) seeks to provide direction at the local level about when and where future housing growth will occur.

The key findings of the LHS relating to this proposal are reflected below.

Parramatta is one of the fastest-growing LGAs in Greater Sydney

The City's growth rate is a product of sustained strategic planning over many years, and in recent years the LGA has seen some of the most dwelling completions of any LGA in Greater Sydney.

It already has a larger population than the City of Sydney and is expected to grow more than the City of Sydney over the next 20 years, reflecting the growing role of Parramatta as Sydney's second CBD. As the City—particularly the CBD and Westmead Innovation District—continues to strengthen economically, people will be attracted to living close to these important employment agglomerations.

The City of Parramatta is an LGA undergoing unprecedented change and transition. The population of the City is anticipated to grow by between 74% - 77% over the next 20 years (depending upon use of ABS or DPIE forecasts), making it more populous than the City of Sydney.

Not only will the City of Parramatta grow more than the City of Sydney; the population is anticipated to grow the most in absolute numbers by 2036 of any LGA in Greater Sydney - by over 175,000 people to a total of over 416,000 people (DPIE forecast figures, 2016).²⁷ That would make Parramatta the third most populous LGA behind Blacktown and Canterbury-Bankstown.

On the basis of DPIE 2016 demographic projections alone, the City is anticipated to need an additional 77,000 dwellings to accommodate this population growth, which represents an increase of around 3,850 dwellings a year. However, it should be noted, the investigation outcomes of this Strategy indicate that the population is likely to increase even more substantially.

Every age group is set to grow in Parramatta

Unlike the City of Sydney, where the younger working age population is the dominant demographic (which is in a relatively mature state in terms of economic versus

residential function) (see Figure 8), Parramatta's population spans every service age group, and every age group is growing (see Figure 9). The City's anticipated growth to 2036 will include an additional:

- 69,200 additional workers with a 233,200 total workforce – 30% growth
- 12,951 young workforce (25-34) - 21% growth
- 39,546 parents and homebuilders (35-49) and corresponding growth in dependents - 44% growth
- 8,599 tertiary / early career (20-24) - 34% growth
- 34,317 seniors (70-84) and elderly (85+) - 64% growth.

Future housing supply will need to:

- **Accommodate older and less able residents such as seniors and elderly residents.**

The key findings of the LHS show that, by 2036, the population of the City of Parramatta LGA is anticipated by over 175,000 people to a total of over 416,000 people and is expected to need an additional 77,000 dwellings to accommodate this population growth. The LHS notes that the investigation outcomes of this Strategy indicate that the population is likely to increase even more substantially. Furthermore, seniors and elderly are expected to grow by 34,317 or 64%. As a result, the LHS identified that future housing supply needs to be addressed.

The Planning Proposal will encourage diversity and liveability of places and will enhance the status of Harris Park as a village in which people want to reside, work and visit. The Vision, specific actions and priorities that are relevant are addressed in the table below.

OBJECTIVES	JUSTIFICATION
Liveability	
1. Community infrastructure is adequately funded and delivered in alignment with homes	This planning proposal assists the City of Parramatta in achieving its modal shift from private vehicles to public and active transport modes.
2. Housing delivery is aligned and sequenced with existing transport	This planning proposal assists the City of Parramatta in achieving the majority of new housing within walking catchments of public and active transport modes.

OBJECTIVES	JUSTIFICATION
and capacity improvements	
3. Funding is secured through State and robust local contributions frameworks	A future development application will make appropriate development contributions.
4. Growth precincts innovate excellence in placed-based outcomes with diverse and affordable housing to suit residents' needs	The proposal will provide for a diversity of housing that meets the needs of people, regardless of age or ability. It will provide an appropriate mix of dwellings, including adaptable housing. Furthermore, the yield and mix of dwellings can assist affordability by providing a range of homes at various price points.
5. Parramatta's low density residential neighbourhoods to retain local character, provide housing diversity and preserve future housing opportunity	The urban design study submitted within this Planning Proposal confirms that there is no impact on surrounding areas.
Productivity	
1. Housing delivery complements, not compromises, the economic significance of both the Central City and the City of Parramatta	The planning proposal provides ground level employment as originally envisioned by Council.
2. Additional housing is focused on growth precincts, aligned with transport infrastructure delivery to facilitate residents' access to facilities, services, social connections and jobs	This planning proposal assists the City of Parramatta in achieving the majority of new housing within walking catchments of public and active transport modes.
3. Housing delivery is efficiently sequenced to best	The planning proposal supports this objective.

OBJECTIVES	JUSTIFICATION
<p>use State and local resources and investments</p> <p>4. Commercial opportunities are enhanced in conjunction with growth precinct delivery</p> <p>5. Housing supports the key essential services in the City of Parramatta through striving for housing affordability</p>	<p>The planning proposal supports ground level employment to activate the public domain.</p> <p>The planning proposal facilitates additional housing supply which supports the services offered in the Parramatta City Centre, in addition to providing a diversity of housing for different price points in the market. Additional supply may also contribute to meeting market demand for housing, thereby potentially contributing to improved affordability.</p>
Sustainability	
<p>1. Advocating for the wholesale improvement of residential built form performance improvement through State frameworks and utilities provision</p> <p>2. Pioneering local mechanisms to improve built form environmental performance and reduce urban heat impacts</p> <p>3. Protect the local character of low density residential neighbourhoods and optimise their environmental performance to benefit the whole of City of Parramatta</p>	<p>Future development can comply with relevant sustainability initiatives in the Sustainable Buildings SEPP 2022.</p> <p>Future development can comply with relevant sustainability initiatives in the Sustainable Buildings SEPP 2022.</p> <p>The urban design study submitted within this Planning Proposal confirms that there is no impact on surrounding areas.</p>

Local Framework Summary

In summary, a significant volume of strategic planning work indicates a growing need for diverse residential apartments within this locality. The proposal will allow for the construction of high-density apartments, which assist with fulfilling the housing needs of the locality as identified by the LHS. Likewise, the planning proposal request is consistent with the overarching objectives of the CBD DCP.

The planning proposal request in summary makes an essential and valuable contribution to meeting not only the demand for housing but also the mix and diversity within Parramatta CBD.

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

The planning proposal request is consistent with all relevant studies and strategies prepared by the NSW Government, as discussed in the table below.

Table 7: Consistency with relevant studies and strategies

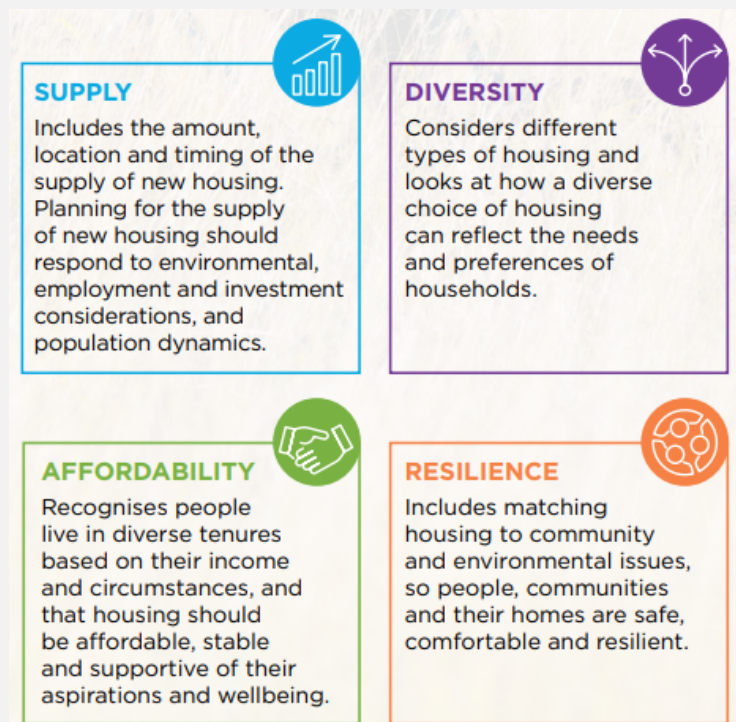
Document	Discussion
Future Transport Strategy 2056	<p>The Future Transport Strategy sets the direction of the NSW Government to improve the transport system across the State. It intends to make decisions by putting people and places at the centre to ensure that customers, the community and the economy experience maximum benefits.</p> <p>The planning proposal request over the subject site is consistent with key strategic directions within the strategy, including:</p> <ul style="list-style-type: none"> - C1.1 Enhance 30-minute metropolitan cities - C2.1 Support car-free, active, sustainable transport options - C3.1 Provide transport choices for people no matter where they live - P1.2 Support growth around public transport - P2.1 Support thriving and healthy 15-minute neighbourhoods
Staying Ahead: State Infrastructure Strategy 2022 – 2042	<p>The State Infrastructure Strategy provides a 20-year plan for the NSW Government for strategic investment decisions. The strategy aims to provide recommendations that aid the growth and productivity of the State to improve living standards for the community.</p> <p>Chapter 4, Service Growing Communities, is relevant to this Planning Proposal request. Key Strategic directions include:</p> <ul style="list-style-type: none"> - <i>Deliver housing in great neighbourhoods for all parts of the community</i>

- *Improve Access to efficient, quality services through better use of assets and a better mix of physical infrastructure and technology-enabled solutions*

The proposal satisfies the above strategic directions by providing housing within a highly accessible location, adjacent to a town centre, and within a location previously identified by Council as suitable for higher-density housing.

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. There are four pillars of housing supply in the strategy, with the diagram reproduced below:



The Planning Proposal Request is consistent with these pillars.

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.

A future Development Application will be subject to the provisions within the Sustainable Buildings SEPP 2022, which comes into effect on 1 October 2023. This SEPP will ensure that development over the subject site is sustainable and resilient, making a valuable contribution to NSW being a net zero emitter.

6. Is the planning proposal consistent with applicable State Environmental Planning Policies?

The following table briefly assesses consistency against each State Environmental Planning Policy (SEPP) relevant to the planning proposal request.

Table 8: SEPP compliance table

Consideration of relevant SEPPs	Strategic alignment
State Environmental Planning Policy (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. Regardless, any future development application over the subject site will make a full consideration of the SEPP and include if necessary, any relevant design mitigation measures.
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008	Not applicable.
State Environmental Planning Policy (Housing) 2021	Not applicable. The proposal will however contribute to housing diversity and affordability by providing an appropriate mix of unit sizes.
State Environmental Planning Policy (Industry and Employment) 2021	The proposal is consistent with the intent of this SEPP. A future development application can address relevant parts.
State Environmental Planning Policy No. 65 - Design Quality of Residential Apartment Development	The concept plans submitted with this proposal confirm that a future development can be implemented in a manner consistent with SEPP 65. It is noted that the concept plan provided is consistent with the ADG.
State Environmental Planning Policy (Planning Systems) 2021	Not applicable.
State Environmental Planning Policy (Precincts—Central River City) 2021	Not applicable
State Environmental Planning Policy (Precincts—Eastern Harbour City) 2021	Not applicable
State Environmental Planning Policy (Precincts—Regional) 2021	Not applicable
State Environmental Planning Policy (Precincts—Western Parkland City) 2021	Not applicable

State Environmental Planning Policy (Primary Production) 2021	Not applicable
SEPP (Resilience and Hazards) 2021	<p>The subject site is zoned for residential development with this planning proposal seeking to change the height and confirm the maximum FSR only. The existing uses of the site include residential development which are unlikely to result in contamination of the land. The planning proposal is consistent with the aims and provisions of this SEPP. In any case, future redevelopment of the site will need to address the requirements of the SEPP. The proposal is consistent with the provision of this SEPP.</p> <p>The subject site is not within the vicinity of a coastal area or environment. No further consideration is necessary.</p>
State Environmental Planning Policy (Resources and Energy) 2021	Not applicable
State Environmental Planning Policy (Sustainable Buildings) 2022	Not applicable. Can be addressed in a future development application.
SEPP (Transport and Infrastructure) 2021	<p>Consistent. Any referrals to TfNSW can be appropriately addressed during the development application stage. Likewise any potential noise mitigation measure to dwellings can also be resolved at the DA stage.</p>

Draft State Environmental Planning Policy (Environment SEPP)

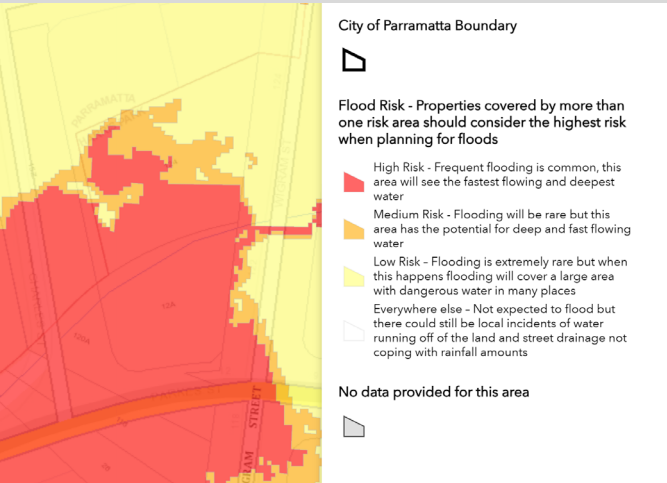
The draft Environment SEPP aims to protect and manage the natural environment. Since its exhibition between 31 October 2017 and 31 January 2018, the SEPP has not been finalised and remains in draft form. Since this time, the DPE has consolidated a number of SEPPs, with the Biodiversity and Conservation SEPP consolidating many of the SEPPs that had been addressed in the draft Environment SEPP. Whilst the Environment SEPP status is unknown, it does not appear as if it will be made imminently. Regardless, any future development of the subject site is likely to be consistent with the draft SEPP and a more detailed assessment can occur at the DA stage.

7. Is the planning proposal consistent with applicable Ministerial Directions (section 9.1 Directions) or key government priority?

The following table provides a brief assessment of consistency against each s.9.1 direction that is relevant to the Planning Proposal Request.

Table 9: Consistency with Ministerial Directions

Ministerial Directions	Consistency	Comments
Focus Area 1: Planning Systems		
1.1 Implementation of Regional Plans	Yes	<p>This proposal is consistent with the objectives and strategies of A Metropolis of Three Cities as outlined in the Planning Proposal request.</p> <p>The planning proposal request achieves the overall intent of the Plan. It seeks to implement the achievement of its vision, land use strategy, policies, outcomes or actions.</p>
1.2 Development of Aboriginal Land Council Land	N/A	Aboriginal and archaeological investigations will be completed in the future with detailed design and development application documentation. A review of the Aboriginal Sensitivity Map of the DCP indicates the site is subject to a 'Low Risk' classification.
1.3 Approval and Referral Requirements	N/A	The Planning Proposal Request does not introduce provisions requiring additional concurrence, consultation, or referral.
1.4 Site Specific Provisions	Yes	The Planning Proposal Request does not propose any unnecessarily restrictive site-specific planning controls.
Focus Area 1: Planning Systems – Place-Based	N/A	Not relevant to the subject planning proposal request.
1.7 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Yes	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 the planned Parramatta Light Rail with swift connections and access to Westmead, Silverwater and Olympic Park.
Focus Area 2: Design and Place	N/A	Directions not made
Focus Area 3: Biodiversity and Conservation		
3.2 Heritage Conservation	Consistent	<p>No heritage items, areas, objects or places of environmental and indigenous heritage significance exist on the subject site.</p> <p>Accordingly, there is no impact on any areas requiring heritage conservation. Shadow diagrams submitted with the planning proposal confirm that the proposed heights are appropriate as there is no impact on the Harris Park Heritage Conservation Area.</p>

3.6 Strategic Conservation Planning	N/A	Not relevant to the subject planning proposal request.
3.7 Public Bushland	Consistent	There are no areas of public bushland on the subject site
Focus Area 4: Resilience and Hazards		
4.1 Flooding	Consistent	<p>The site is flood prone as shown on the draft flood map. The site is within part High, Medium and Low Risk categories. There is no change to existing controls that the City of Parramatta use to manage flood risk. A future development application can provide the detailed flood risk planning for the subject site.</p>
 <p>City of Parramatta Boundary</p> <p>Flood Risk - Properties covered by more than one risk area should consider the highest risk when planning for floods</p> <ul style="list-style-type: none"> ■ High Risk - Frequent flooding is common, this area will see the fastest flowing and deepest water ■ Medium Risk - Flooding will be rare but this area has the potential for deep and fast flowing water ■ Low Risk - Flooding is extremely rare but when this happens flooding will cover a large area with dangerous water in many places ■ Everywhere else - Not expected to flood but there could still be local incidents of water running off of the land and street drainage not coping with rainfall amounts <p>No data provided for this area</p>		
<p>It is noted that other areas in the Parramatta City Centre are similarly flood affected. The suitability of the site for mixed use development has therefore been appropriately considered and addressed in the CBD planning proposal which was made in December 2022.</p>		
4.2 Coastal Management	N/A	Not relevant to the subject planning proposal request.
4.3 Planning for Bushfire Protection	Consistent	The site is not identified as bushfire-prone land.
4.4 Remediation of Contaminated Land	Consistent	<p>The subject site is zoned for residential development with this planning proposal seeking to change the height and confirm the maximum FSR only. The existing uses of the site include residential development which are unlikely to result in contamination of the land.</p> <p>A future development application can include a PSI to confirm that the site is suitable, noting the age of the existing buildings may cause contamination via asbestos.</p>

4.5 Acid Sulfate Soils	Consistent	Identified on the Acid Sulfate Soils Map as Class 4. Regardless, this can be addressed in a future development application with appropriate management measures identified as necessary.
4.6 Mine Subsidence and Unstable Land	N/A	Not relevant to the subject planning proposal request.
Focus Area 5: Transport and Infrastructure		
5.1 Integrating Land Use and Transport	Consistent	The Planning Proposal is consistent with this Direction and meets the objectives as it: <ul style="list-style-type: none"> • provides new dwellings in close proximity to existing public transportation links on Victoria Avenue • provides new dwellings adjacent to the future Parramatta Light Rail • permits residents to walk or cycle to work if employed within the future Melrose Park Precinct • provides and support additional commercial premises in proximity to existing and future transport links • improves use of space and infrastructure by increasing densities on an underutilised site
5.2 Reserving Land for Public Purposes	N/A	Not relevant to the subject planning proposal request.
5.3 Development Near Regulated Airports and Defence Airfields	N/A	Not relevant to the subject planning proposal request.
5.4 Shooting Ranges	N/A	Not relevant to the subject planning proposal request.
Focus Area 6: Housing		
6.1 Residential Zones	Consistent	The planning proposal request seeks to increase the residential land supply within a highly accessible, transit-oriented centre.
6.2 Caravan Parks and Manufactured Home Estates		Not relevant to the subject planning proposal request.
Focus Area 7: Industry and Employment		
7.1 Employment zones	N/A	The zoning of the subject site will not change, with it remaining MU1 Mixed Use.
7.2 Reduction in non-hosted short-term rental	N/A	Not relevant to the subject planning proposal request.

accommodation period		
7.3 Commercial and Retail Development along the Pacific Highway, North Coast	N/A	Not relevant to the subject planning proposal request.
Focus Area 8: Resources and Energy		Not relevant to the subject planning proposal request.
Focus Area 9: Primary Production		Not relevant to the subject planning proposal request.

SECTION C – ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT

8. 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?

The subject site does not contain habitat of any description.

There is no likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the planning proposal request. No further assessment is considered necessary at this stage of the planning proposal request.

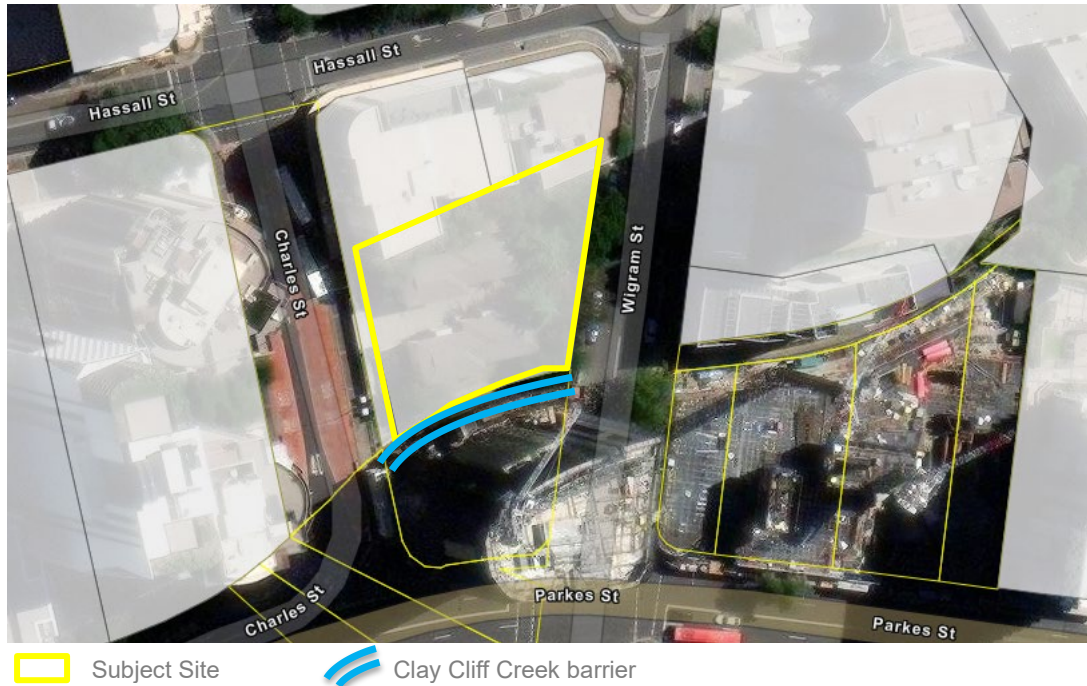
9. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

The Planning Proposal Request seeks to revise the maximum permitted building height. It is an agreed position that the site is isolated due to the surrounding context, including recent development pattern. These changes aim to facilitate a development of the site for a mixed use building including higher density housing. Importantly, the subject site includes architectural testing that confirms to realise the FSR permitted on the site (10:1), then the height of the buildings must be adjusted accordingly. This testing has confirmed that a slender residential tower up to 118.5m including design competition bonus is possible without impacting on the residential or conservation status of the Harris Park HCA.

It is an agreed position that the site is isolated because of stormwater features and recently developed strata sites within its immediate vicinity. Amalgamation of the site to the south is not “physically possible” as it is separated by a stormwater open culvert.

Similarly, the site cannot be amalgamated with land to its north as both sites have recently been developed and are in strata ownership.

Figure 11: To the northern boundary are recently developed strata sites, with Clay Cliff Creek along the southern boundary.



The Land and Environment Court of NSW has established a practice of setting out general “planning principles” that are intended to be applied to particular cases to promote consistency. The Court suggests that the planning principle assists when making a planning decision including:

- Where there is a void in policy
- Where policies expressed in qualitative terms allow for more than one interpretation
- Where policies lack clarity.

In the case of site amalgamation in the Parramatta CBD, there is no void in policy, nor is there any lack of clarity in the policy. However, as the intent of amalgamation is a qualitative outcome, there is scope for more than one interpretation as to what is the better planning outcome for the development of 124 Wigram Street and the adjoining sites. Therefore, the Planning Principle published by the NSW Land and Environment Court is considered below.

Karavellas v Sutherland Shire Council [2004] NSWLEC 251

In analysing the Karavellas judgment the consideration for site isolation relates only to the subject site and the two land parcels that adjoin the sites northern boundary. The site to the south is separated by a stormwater channel.

17. The general questions to be answered when dealing with amalgamation of sites or when a site is to be isolated through redevelopment are:

- **Firstly, is amalgamation of the sites feasible?**

It is evident the proposed site is of sufficient size and scale to accommodate a high scale development.

Amalgamation of the 21 Hassall St is not feasible currently as the site is recently developed and in strata ownership.

Any short term amalgamation would only be possible by amalgamating 124 Wigram with 17-19 Hassall Street. Such amalgamation is illogical and without urban design merit, given the poor urban form that would result and the long term impact on any redevelopment of 21 Hassall Street.

- **Secondly, can orderly and economic use and development of the separate sites be achieved if amalgamation is not feasible?**

Yes, the subject land parcel does not result in isolating neighbouring developments. It is clear that orderly and economic use and development of the sites can be achieved without amalgamation with 124 Wigram Street.

It is important to note that the Reference Designs for the adjoining sites have been prepared cognisant and compliant with –

- The Parramatta DCP that requires an effective 8 storey street wall; and
- The Apartment Design Guide solar access requirement for 70% to not only 17-21 Hassall, but also to 124 Wigram.

Address	Comment	Amalgamation
17-19 Hassall Street, Harris Park	A contemporary development comprising approximately 42 strata units which are unable to be consolidated with the subject site, and result in an appropriate urban design outcome. Any consolidation with 124 Wigram would compromise the future redevelopment of 21 Hassall Street.	Not possible to amalgamate
21 Hassall Street, Harris Park	Recently completed mixed use development. The development is strata titled and not available for purchasing.	Not possible to amalgamate

12A Parkes Street, Harris Park This site is commonly known as Charlie Parker which is No physically separated from 124 Wigram Street by the Clay Cliff amalgamation Creek concrete channel. Physically there is no opportunity to potential amalgamate the subject site with this land.

Furthermore, the site is currently undergoing construction meaning that amalgamation is not possible.

The better urban design outcome for this street block is that 124 Wigram Street be developed as a single slender tower, and this will not prejudice the future redevelopment of 17-21 Hassall Street, which is the better and more logical outcome for the block. The site cannot be amalgamated due to the poor outcome that would arise.

The anticipated environmental effects associated with the higher-density development that will be permitted by the amendment are discussed below.

Refer to the attached urban design report for a detailed proposal analysis.

Shadow analysis

The PTI Urban Design Study includes a shadow analysis of a potential 118.5m building over the subject site. The tower floor plates are shallow, leading to a narrow tower form that creates fast-moving shadows. It is evident, the majority of land affected by overshadowing are commercial premises interspersed by residential allotments. It is also evident that on June 21st both commercial and residential development are affected by some overshadowing, but that substantial periods of solar access are available to these properties throughout the day.

Regarding the Harris Park Conservation Area, the attached shadow diagrams provided by PTI confirm that there is no impact on the Harris Park Conservation Area, with daylight and solar access achievable on 21 June and for at least 2 hours. This supports the findings of the City of Parramatta as part of their City Centre LEP.

Transport

The Parramatta CBD Strategy identifies this site as suitable for high density residential development due to its superior access to transport and employment opportunities in the Parramatta CBD. The site is located not only within the Parramatta CBD but also is within 400m walking distance to Parramatta train station and an 700m walking distance to Harris Park Train Station.

Given the proximity of the subject site to public transport services including bus services it is anticipated that a significant proportion of new residents would opt to use public transport rather than private vehicle.

Flooding

Whilst the site is flood affected as shown in the draft flood study, the impacts of flooding have been adequately considered in the CBD Planning Proposal. This confirmed areas that are suitable for residential land uses, with the zoning and heights reflecting this.

A future development application can provide the relevant information to address flooding and safety matters.

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

The social and economic effects of the Planning Proposal are most appropriately described in the context of the challenges associated with a growing population as described in the State Government document the Metropolis of Three Cities. Among other things, the Plan explains that to meet the needs of a larger population and to maintain economic growth, urban renewal in combination with infrastructure delivery must occur in strategic urban centres.

As previously described, the objective of the Planning Proposal aligns closely with the strategic direction identified in the Metropolis of Three Cities. The delivery of high-density housing in a location that is well serviced by infrastructure and where there are minimal existing environmental site constraints is considered to represent a positive social outcome.

The Planning Proposal will facilitate future development that will result in higher population densities in Parramatta. In this regard, the Planning Proposal will support the emergence of Parramatta as Sydney's Central City which will in turn contribute to continued economic growth.

SECTION D – INFRASTRUCTURE (LOCAL, STATE AND COMMONWEALTH)

11. Is there adequate public infrastructure for the planning proposal?

Yes, existing public infrastructure can comfortably accommodate the demand generated by this planning proposal request.

The Parramatta CBD Strategy identifies this site as suitable for high density residential development due to its superior access to transport and employment opportunities in the Parramatta CBD. The site is located not only within the Parramatta CBD but also is within 400m walking distance to Parramatta train station and an 700m walking distance to Harris Park Train Station.

Given the proximity of the subject site to public transport services including bus services it is anticipated that a significant proportion of new residents would opt to use public transport rather than private vehicle.

The subject site is within the Parramatta CBD which has a variety of public spaces, open space, health, education and emergency services. In a broader context, the subject site is proximate to Westmead Hospital and the Western Sydney University which are regional institutions.

SECTION E – STATE AND COMMONWEALTH INTERESTS

12. What are the views of the State and Commonwealth public authorities consulted in accordance with the Gateway determination?

The Planning Proposal Request has not yet received Gateway Determination and consultation with the public authorities has not yet commenced.

PART 4 – MAPS

To ensure consistency with standard mapping requirements, the City of Parramatta Council will prepare the maps.

PART 5 – COMMUNITY CONSULTATION

Community consultation will be undertaken following the requirements prescribed by the Gateway determination. The Local Environmental Plan Making Guidelines set recommended exhibition periods for basic, standard, complex and principal planning proposals.

A review of this Guideline indicates that it is a 'major' planning proposal and should be subject to a public exhibition period of minimum 28 days.

PART 6 – PROJECT TIMELINE

A project timeline is yet to be determined. It will be formulated following discussions with Cumberland City Council and confirmation of any additional information required to allow consideration of the Planning Proposal request.

An indicative timeline for the planning proposal includes:

Table 10: Project Timeline

Milestone	Timeframe
Consideration by Council	December 2023
Council decision	February 2024
Gateway determination	April 2024
Pre-exhibition	April 2024
Commencement and completion of public exhibition period	April/May 2024
Consideration of submissions	June 2024
Post-exhibition review and Report to Council	July 2024
Submission to the Department for finalisation (where applicable)	September 2024
Gazettal of LEP amendment	November 2024

CONCLUSION

This Planning Proposal request explains the intended effect and justifies a proposed amendment to the *Parramatta Local Environmental Plan 2023* (PLEP 2023). The Planning Proposal request has been prepared under Section 3.33 of the *Environmental Planning and Assessment Act 1979* and the Department of Planning and Environment's document *Local Environmental Plan Making Guideline* (August 2023).

The Planning Proposal request relates to land at 124 Wigram Street, Harris Park and seeks to amend Parramatta Local Environmental Plan 2023 by:

- Increasing the Height of Building Map from 72 m to a maximum building height of 103 m with 15% Design Competition Bonus available in addition.

The Planning Proposal request describes how the intended outcome of the proposed LEP amendments aligns closely with the strategic directions established in State Government documents, as demonstrated below:

- A Metropolis of Three Cities – Greater Sydney Region Plan,
- The Central City District Plan,
- Parramatta Local Strategic Planning Statement
- Parramatta Housing Strategy

It is considered that the LEP amendments sought by the planning proposal request will allow for the accelerated delivery of high-density residential development in an area well-served by public transport and infrastructure and identified as an area suitable for intensification. The planning proposal request is considered to have substantial merit based on a sound analysis of relevant planning considerations. It is submitted to the City of Parramatta for consideration.