

9 REPORTS OF COUNCIL OFFICERS

REPORT NAME	PTE25-7 Post Exhibition: Planning Proposal for the North-East Planning Investigation Area (NEPIA) and draft Development Control Plan (DCP) amendments
REPORT OF	Team Leader Land Use Planning

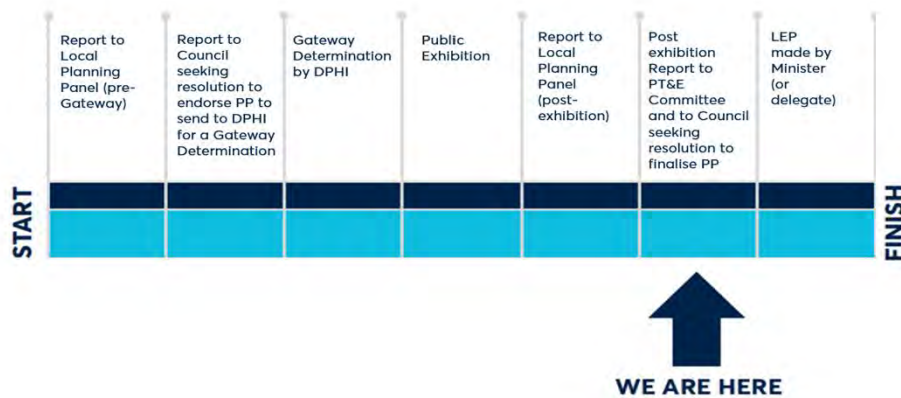
BRIEFING DATE: 24 February 2025

PURPOSE: To finalise the Planning Proposal and draft Development Control Plan (DCP) for the land known as the North-East Planning Investigation Area (NEPIA).

RECOMMENDATION:

- a) That Council approve for finalisation the following for the North-East Planning Investigation Area:
 - i. The Planning Proposal at **Attachment 1** that seeks the following changes to the Parramatta Local Environmental Plan 2023:
 - i. Increase the Maximum Floor Space Ratio from 0.8:1 to a range between 2:1 and 3.6:1.
 - ii. Increase the Maximum Height of Building from 11m to a range between 24m and 40m (approximately 6 – 12 storeys).
 - ii. The supporting draft DCP amendments at **Attachment 2**.
- b) That Council note the Parramatta Local Planning Panel's (LPP) advice to Council (refer to **Attachment 3**) is consistent with Council officers' recommendation in the report.
- c) That Council delegate authority to the Chief Executive Officer to make any minor amendments and corrections of a non-policy and administrative nature that may arise during the plan finalisation process relating to the Planning Proposal and draft DCP.

PLANNING PROPOSAL TIMELINE



BACKGROUND

1. Between 7 November and 19 December 2024, new draft planning controls in the form of a Planning Proposal and draft DCP were placed on public exhibition for the NEPIA precinct (refer to **Figure 1**) consistent with Council's resolution of [27 May 2024](#) and the 10 September 2024 Gateway determination (**Attachment 4**). Seventy-five (75) submissions were received with a list of the key issues provided in this report, and a more detailed analysis provided in **Attachment 5**.
2. On [18 February 2025](#), the Parramatta Local Planning Panel (LPP) considered a report (**Attachment 6**) on the outcome of the public exhibition and supported Council officer's recommendation that Council finalise the Planning Proposal with no amendments to the proposed heights and FSRs (**Attachment 1**) and to finalise the DCP (**Attachment 2**) without policy amendments.

SITE DESCRIPTION

3. The NEPIA is a collection of 25 sites in the suburb of Parramatta adjacent to the east of the Parramatta City Centre boundary as shown in **Figure 1** below:

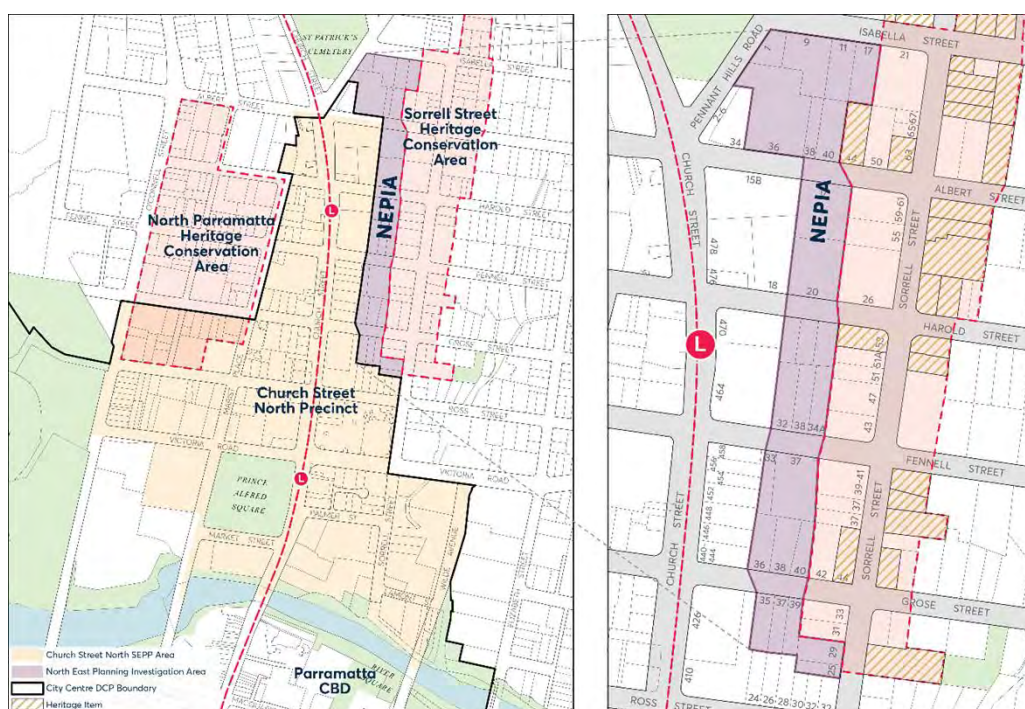


Figure 1: North-East Planning Investigation Area Boundaries

4. No sites within the NEPIA are heritage listed; however, as shown in **Figure 1**, the NEPIA is adjacent to the Sorrell Street Heritage Conservation Area (HCA) which contains Heritage Items under Schedule 5 of the PLEP 2023 (shown with a yellow cross hatch in the right-hand diagram in **Figure 1**).

PLANNING PROPOSAL AND DRAFT DCP

5. The Planning Proposal seeks to facilitate higher density residential development for the NEPIA by amending the Floor Space Ratio (FSR) and Height of Building (HOB) controls in Parramatta LEP 2023 as per **Table 1** below. Refer to the Planning Proposal (**Attachment 1**) for mapping changes.

Table 1: Current and proposed Parramatta LEP 2023 controls for the NEPIA

Controls	Current	Proposed
Zoning	R4 High Density Residential	No change
FSR	0.8:1	2:1, 3:1, and 3.6:1
HOB	11m	24m (6 storeys), 40m (12 storeys)

6. The draft DCP controls support the proposed building height and FSR controls in the Planning Proposal and ensure future development considers heritage sensitivities and transition to the Sorrell Street HCA.
7. Further background and detail on the planning considerations is contained in the 16 April 2024 LPP Meeting Report ([Item 6.2](#)), and 27 May 2024 Council Report ([Item 13.9](#)).

GATEWAY DETERMINATION

8. A Gateway Determination was issued by Department of Planning, Housing, and Infrastructure (DPHI) on 10 September 2024 indicating the Planning Proposal for the NEPIA should proceed subject to conditions with one of the conditions being that Council had plan making delegations should there be no unresolved agency objections (see Table 3 of the LPP report in **Attachment 6** for detail).

PUBLIC EXHIBITION AND KEY MATTERS RAISED IN SUBMISSIONS

9. The Planning Proposal and draft DCP were publicly exhibited from 7 November to 19 December 2024 consistent with the requirements of the Gateway Determination. A summary of the exhibition process and engagement activities is provided at the beginning of **Attachment 5**. Table 4 in **Attachment 6** includes a breakdown of the submissions received.

Community and organisations

10. The LPP report in **Attachment 6** includes a summary of the key matters raised by the community and organisations, along with a Council officer response. The matters include density and scale of development; traffic, transport, parking, heritage, building height, and overshadowing. None of the issues raised warrant any amendment to the Planning Proposal or Draft DCP exhibited. A detailed summary is included in **Attachment 5**.

State agency submissions

11. Heritage NSW and Transport for NSW were two state agencies required to be notified of the public exhibition as per the Gateway Determination. Both agencies made submissions raising the following:

Heritage NSW
Stated some of the draft DCP design measures proposed are an appropriate heritage response to heritage items and HCA. <u>Response</u> : note and agree.
Recommended that a Statement of Heritage Impact (SOHI) & Aboriginal Cultural Heritage Assessment Report (ACHAR) be carried out. <u>Response</u> : As the proposal aligns with the most recent study carried out by the State Government (Church Street North Urban Design Study), these are not needed at this stage.
Transport for NSW
Recommended all setbacks account for active frontages to deliver walking and cycling facilities. <u>Response</u> : Active transport routes are accounted for in the Parramatta Bike Plan; and also have 6m landscaped setbacks in the precinct should additional routes be needed in the future.
Suggested additional priority pedestrian crossings in NEPIA. <u>Response</u> : The north-south Church Street pedestrian route is the desired active transport route and already has facilities, and east-west roads are unlikely to generate enough demand.

12. The LPP report in **Attachment 6** includes further detail on the matters raised by the state agencies and Council officers' response. Council officers are of the view that there are no unresolved objections to the Planning Proposal, and therefore it is consistent with the Gateway Condition and can proceed with Council using its plan making delegation.

PARRAMATTA LOCAL PLANNING PANEL

13. The Parramatta Local Planning Panel (LPP) considered a report on the outcome of the public exhibition of the Planning Proposal and draft DCP for the NEPIA at its meeting on 18 February 2025. The LPP advised that Council support Council officers recommendations (as per resolution (a) to (b) of this Report), and also advised the following:

(c) That Council write to the Department of Planning, Housing, and Infrastructure to request that the NEPIA precinct be excluded from the application of any future Low and Mid Rise Housing Reforms proposed by the State Government as the NEPIA Planning Proposal and draft DCP deliver additional housing while providing

a more appropriate built form and public domain outcome than that achievable under the generic controls proposed under the draft reforms.

14. The State Government [Low and Mid-Rise Housing Reforms](#) were announced on 21 February 2025 and came into force on 28 February 2025. The Housing SEPP amendment and the [indicative maps](#) show that the reforms do not apply to the NEPIA. As such it is recommended that Council not adopt this part of the LPP recommendation as it is no longer relevant.
15. As the announcement was made after the LPP meeting on 18 February 2025, the LPP did not have the State Government's policy position on the Low and Mid-Rise reforms when finalising their advice.
16. Council officers and the LPP recommend the exhibited Planning Proposal and draft DCP for NEPIA has strategic and design merit as it provides:
 - an appropriate design response and transition from the anticipated high-density development along Church Street (introduced by the State Government via the Church Street North SEPP) down towards the existing low density character of the Sorrell Street HCA.
 - an alignment with both State and Council policy on Transit-Orientated Development, by locating additional housing close to public transport (i.e. Parramatta Light Rail).
17. As such it is recommended that Council finalise the Planning Proposal and draft DCP for NEPIA as per the recommendations of this report.

CONSULTATION & TIMING

Stakeholder Consultation

18. The following stakeholder consultation has been undertaken in relation to this matter:

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
Public exhibition between 7 November and 19 December 2024.	Affected landowners, community, and state agencies identified in Gateway Determination	See above under 'Key Matters raised in submissions' and Attachment 6.	See above under 'Key Matters raised in submissions' and Attachment 6.	Group Manager – City Strategic Planning

Councillor Consultation

19. The following Councillor consultation has been undertaken in relation to this matter:

Date	Councillor	Councillor Comment	Council Response	Officer	Responsibility
24 February 2025	Councillor briefing – all invited	Clarification sought about the application of the sliding scale in PLEP 2023 to the NEPIA.	The sliding scale control in Clause 7.3 of PLEP 2023 only applies to land within Parramatta City Centre. The NEPIA is not within the City Centre.		Group Manager – City Strategic Planning
		Advice sought about the need for a traffic study.	The density is less than that tested in recent studies including the State Government's Church Street SEPP and Council's Integrated Transport Plan prepared to support the Parramatta CBD Planning Proposal and therefore a traffic study is not required for Council to finalise the Planning Proposal and Draft DCP.		Group Manager – City Strategic Planning

PLAN MAKING DELEGATIONS

20. Council requested to exercise its plan making delegations for this Planning Proposal. As explained above, plan making delegations were granted subject to the conditions discussed in Table 3 of the LPP Report in **Attachment 6**.
21. Council officers are satisfied the Gateway Determination requirements have been met and Council can use the plan making delegations. Council officers will deal directly with the Parliamentary Counsel on the legal drafting and finalisation of the amendment to the LEP facilitated by this Planning Proposal.

LEGAL IMPLICATIONS FOR COUNCIL

22. There are no legal implications for Council associated with this report.

FINANCIAL IMPLICATIONS FOR COUNCIL

23. A decision to approve this Planning Proposal and draft DCP will have no direct impact on the budget as the cost of processing this Planning Proposal is funded in the 2024/25 operational budget.

Robert Cologna
A/Executive Director City Planning & Design

Gail Connolly PSM
Chief Executive Officer

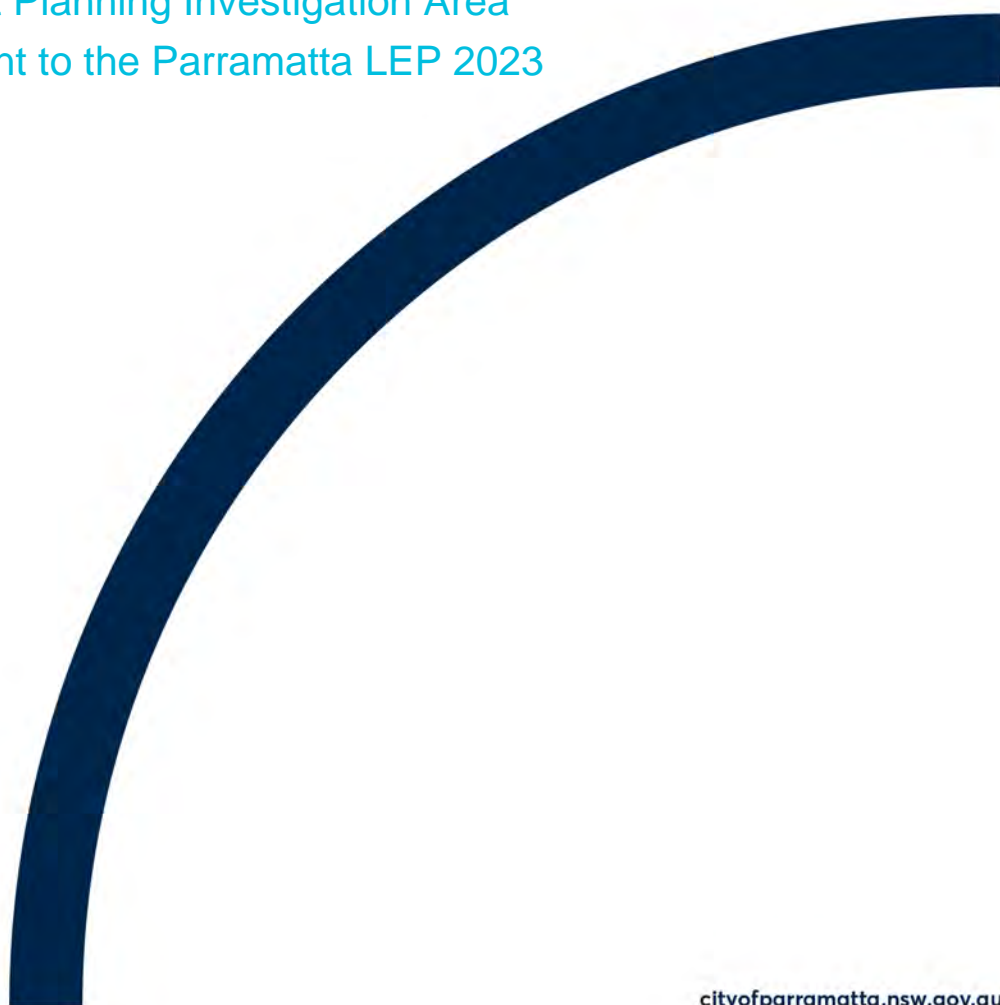
ATTACHMENTS:

1. Planning Proposal for NEPIA [**PTE25-7.1** - 100 pages]
2. Development Control Plan for NEPIA [**PTE25-7.2** - 17 pages]
3. Local Planning Panel Advice 18 February 2025 [**PTE25-7.3** - 1 page]
4. Gateway Determination - NEPIA (PP-2024-1160) [**PTE25-7.4** - 2 pages]
5. Submission Table and Officer Responses [**PTE25-7.5** - 60 pages]
6. Local Planning Panel Report 18 February 2025 [**PTE25-7.6** - 11 pages]



PLANNING PROPOSAL

North-East Planning Investigation Area
Amendment to the Parramatta LEP 2023



cityofparramatta.nsw.gov.au



PLANNING PROPOSAL

North-East Planning Investigation Area
Amendment to the Parramatta LEP 2023

cityofparramatta.nsw.gov.au

TABLE OF CONTENTS

TABLE OF CONTENTS	1
Planning Proposal drafts.....	1
INTRODUCTION	2
Background and context.....	2
PART 1 – OBJECTIVES AND INTENDED OUTCOMES.....	7
PART 2 – EXPLANATION OF PROVISIONS.....	8
Other relevant matters	8
PART 3 – JUSTIFICATION	9
3.1 Section A - Need for the Planning Proposal.....	9
3.2 Section B – Relationship to strategic planning framework.....	9
3.3 Section C – Environmental, social and economic impact.....	25
3.4 Section D – State and Commonwealth Interests.....	33
PART 4 – MAPS.....	35
4.1 Existing controls	35
4.2 Proposed controls.....	44
PART 5 – COMMUNITY CONSULTATION	47
PART 6 – PROJECT TIMELINE.....	48
Appendix 1 – Gateway Determination and Table of Responses to Conditions	49
Appendix 2 – Consolidated Urban Design Report.....	53

PLANNING PROPOSAL – North-East Planning Investigation Area

Summary of post-exhibition changes to the Planning Proposal (February 2025)

Minor non-policy changes were made to the Planning Proposal post-exhibition. These are outlined in the table below, and shown in red in the Planning Proposal:

Section	Details								
3.2 Section B – Relationship to strategic planning framework → Direction 4.1 – Flooding	The Planning Proposal was prepared prior to the finalisation of the <u>2024 Parramatta River Flood Study</u> (adopted on 11 June 2024). Therefore, the exhibited Planning Proposal referred to the superseded Draft Parramatta River Flood Study 2023 and required to be updated as per the below:								
	<table> <tr> <th>Exhibition</th><th>Post-exhibition</th></tr> <tr> <td>Included reference to: Draft Parramatta River Flood Study 2023</td><td>Update reference to: 2024 Parramatta River Flood Study</td></tr> <tr> <td>Used the following terminology: 100 year Annual Recurrence Interval (ARI)</td><td>Updated terminology to align with finalised Flood Study: 1% AEP (Annual Occurrence Probability)</td></tr> <tr> <td>Figure 7 and Figure 14 included maps from draft Flood Study.</td><td>Updated maps as per finalised Flood Study</td></tr> </table>	Exhibition	Post-exhibition	Included reference to: Draft Parramatta River Flood Study 2023	Update reference to: 2024 Parramatta River Flood Study	Used the following terminology: 100 year Annual Recurrence Interval (ARI)	Updated terminology to align with finalised Flood Study: 1% AEP (Annual Occurrence Probability)	Figure 7 and Figure 14 included maps from draft Flood Study.	Updated maps as per finalised Flood Study
Exhibition	Post-exhibition								
Included reference to: Draft Parramatta River Flood Study 2023	Update reference to: 2024 Parramatta River Flood Study								
Used the following terminology: 100 year Annual Recurrence Interval (ARI)	Updated terminology to align with finalised Flood Study: 1% AEP (Annual Occurrence Probability)								
Figure 7 and Figure 14 included maps from draft Flood Study.	Updated maps as per finalised Flood Study								
3.3 Section C – Environmental, social and economic impact → Flooding									
Part 4 – Maps	N/A								
3.4 Section D – State and Commonwealth Interests	Updates to Section 3.4.2 to include outcome of Condition 3 of the Gateway Determination (i.e. consultation with Transport for NSW, and the Department of Climate Change, Energy, the Environment and Water – Heritage NSW).								
Part 5 – Community consultation	Information regarding public exhibition engagement strategy and outcome added.								
'Planning Proposal drafts' & Part 6 – Project Timeline	Updated to reflect current project stage and version.								
Table 16: Table of Gateway Conditions and Council responses	Updates to tense to reflect the post-exhibition stage of the project. Updates to include information on community engagement activities and submissions received from state agencies.								
General	Formatting / typographical / stylisation changes.								

Planning Proposal drafts

No.	Author	Version
1.	City of Parramatta Council	Report to Local Planning Panel (14 April 2024) and Council (27 May 2024) on the assessment of Planning Proposal and submission to Department of Planning, Housing and Infrastructure for Gateway Determination
2	City of Parramatta Council	Updated to respond to conditions of Gateway Determination
3	City of Parramatta Council	Report to Local Planning Panel (18 February 2025) on the public exhibition outcomes of Planning Proposal.

INTRODUCTION

This Planning Proposal explains the intended effect of, and justification for, the proposed amendment to the *Parramatta Local Environmental Plan 2023* (LEP) relating to the land identified as the North-East Planning Investigation Area (NEPIA) in the City of Parramatta.

The proposal has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* and the Department of Planning, Housing and Infrastructure's (the Department) *Local Environmental Plan Making Guideline* (August 2023).

Background and context

The Planning Investigation Areas (PIAs) were originally identified as possible expansions to the City Centre in the *Parramatta CBD Planning Strategy* (2015). Strategic work associated with the PIAs have been subject to numerous Council resolutions that have impacted the boundaries between 2015 and 2021. These changes have influenced the progression of strategic planning work for the NEPIA.

Summary of the key decisions related to the NEPIA are outlined below in **Table 1**:

Table 1: Summary of the key decisions related to the NEPIA

Date of decision	Key outcome
April 2015	The Parramatta CBD Planning Strategy was adopted by Council.
April 2016	Council endorsed the Parramatta CBD Planning Proposal (CBD PP) which included the NEPIA for forwarding to the Department seeking Gateway Determination, the CBD PP proposed potential investigation for expansion of boundaries to the City Centre boundary.
December 2018	Gateway Determination for the Parramatta CBD Planning Proposal (CBD PP) was issued by the Department which included the NEPIA.
November 2019	Council resolved to defer a number of areas from the CBD PP, including the NEPIA.
November 2020	Council resolved to prepare a Planning Strategy for the NEPIA, Council's response is detailed further below in this report and in Attachment 3.
October 2022	The Department removed the area north of the Parramatta River (known as North Parramatta) from the CBD PP.
October 2023	The Department committed to pursue planning controls for the area identified as Church Street North.
November 2023	Council resolved to endorse a work program from the 'Planning Investigation Areas', with the NEPIA forming 'Phase 1'.
December 2023	The Department finalised the State Environmental Planning Policy (Church Street North Precinct) ('CSN SEPP') to commence on 1 July 2024.
May 2024	Council resolved to endorse the NEPIA Planning Proposal to be forwarded to the Department for Gateway Determination and subsequent exhibition alongside DCP amendments.
September 2024	The Department issued a Gateway Determination for NEPIA Planning Proposal to proceed to public exhibition subject to conditions (see Appendix 1).

Figure 1 illustrates the context of the NEPIA and its relationship to the Parramatta City Centre.

PLANNING PROPOSAL – North-East Planning Investigation Area

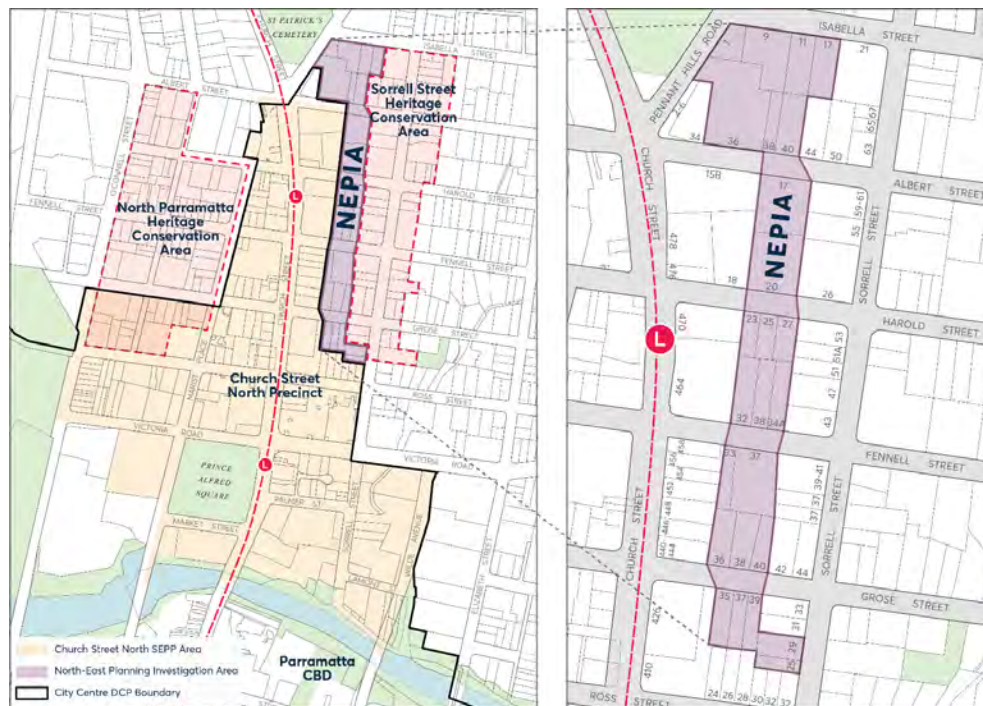
The *Parramatta LEP 2011 (Amendment No 56)* was notified on the NSW Legislation website on 6 May 2022 which came into effect on 14 October 2022. *Parramatta LEP 2023* as finalised by the Department deferred the area north of the CBD.

Council resolved to progress a phased work program to review the planning controls for the planning investigation areas that were excised from the CBD PP with this Planning Proposal forming the first phase to commence in early 2024.

The Area identified by this Planning Proposal

The subject area of this planning proposal is known as the North-East Planning Investigation Area identified in **Figure 2** which includes twenty-five (25) allotments in the suburb of Parramatta comprising of the following parcels of land shown below.

Figure 1: Left - The North-East Planning Investigation Area adjoins the Parramatta City Centre to the west and south; Right – The subject sites that form the North-East Planning Investigation Area

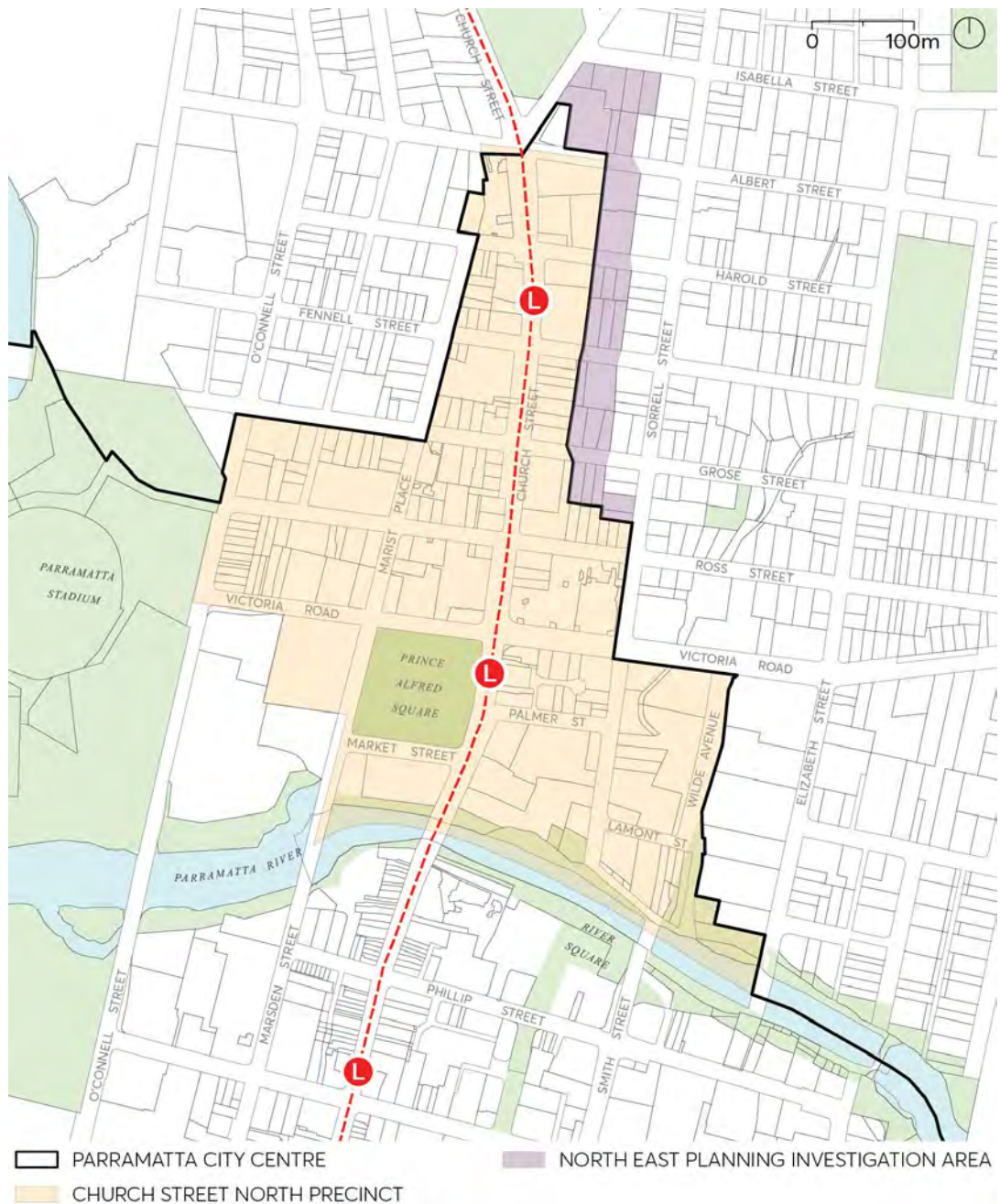


The sites included are,

- 17, and 36, 38 and 40 Albert Street
- 1, 9, 11 and 17 Isabella Street
- 20, 23, 25 and 27 Harold Street
- 32, 33, 34, 34A and 37 Fennell Street
- 35, 36, 37, 38, 39 and 40 Grose Street
- 25 and 29 Sorrell Street

PLANNING PROPOSAL – North-East Planning Investigation Area

Figure 2: Map showing the relationship between the NEPIA, CSN Precinct and City Centre Boundary



The properties making up the NEPIA are located between the land parcels fronting Church Street to the west and the Sorrell Street Heritage Conservation Area (HCA) (displayed in **Figure 3** below) and extends from Isabella Street in the north to Ross Street in the south.

As outlined above, in June 2020, Council resolved to prepare a Planning Strategy for the NEPIA in response to a number of planning proposals that were submitted in the area.

PLANNING PROPOSAL – North-East Planning Investigation Area

In November 2020, the [NEPIA Planning Strategy](#) was endorsed by Council for exhibition which sought feedback from the community on six built form options for the area. Public exhibition of the Planning Strategy occurred from 16 March to 15 April in 2021 and an overview of submissions received, and Council's response is discussed in **Attachment 3** to the Local Panel Report.

A total of 194 submissions were received in response to the public exhibition with a stakeholder breakdown of:

- **Landowners, Residents and Individuals:** 181 Submissions
- **Planning Consultants:** 5 Submissions
- **Public Authorities, Institutions and Interest Groups:** 8 Submissions

Table 2: Submitter preferred NEPIA Planning Strategy Options

Option	FSR and height proposed in Option for the entire NEPIA	Number in support	Percentage
Option 1	(0.8:1, 11m)	94	46.1%
Option 2	(2:1, 28m)	17	8.3%
Option 3	(3:1, 40m)	6	2.9%
Option 4	(4:1, 54m)	1	0.5%
Option 5	(5:1, 67m)	4	2.0%
Option 6	(6:1, 80m)	34	16.7%
Not Indicated	N/A	48	23.5%
Total		204	100%

Note: The total number of preferred options (204) is larger than the number of submissions (194) due to recording submitters who expressed their support for more than one option.

Key themes in the submissions included heritage impacts, scale and density, infrastructure pressures, traffic/ parking, character and overshadowing. **Attachment 3** to the Local Planning Panel Report dated 16 April 2024 provides an analysis of the submissions and Council officer responses to the key themes.

The themes and issues raised in the submissions to this non-statutory exhibition were used to inform the key design aspects of the proposed changes to the NEPIA.

Current Planning Controls

The following provisions of the *Parramatta Local Environmental Plan 2023* (LEP) apply:

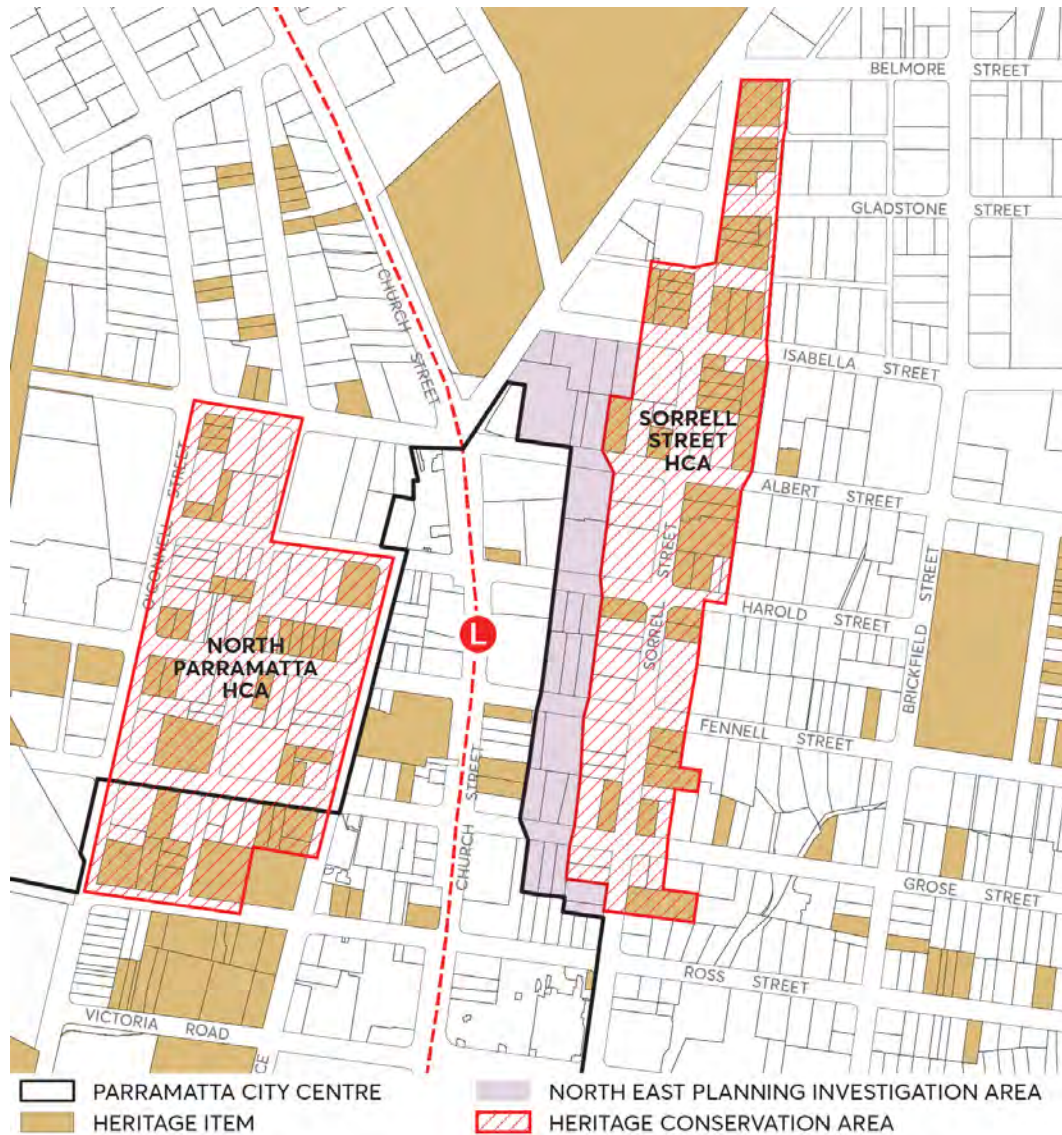
- R4 High Density Residential zone;
- Maximum building height of 11 metres; and
- Maximum floor space ratio (FSR) of 0.8:1.

Heritage context and site surrounds

No sites within the NEPIA are heritage listed; however, as shown in **Figure 3** below, the NEPIA is adjacent to several heritage items and the Sorrell Street Heritage Conservation Area under Schedule 5 of the PLEP 2023.

PLANNING PROPOSAL – North-East Planning Investigation Area

Figure 3: NEPIA Heritage Relationships



Previous Council commissioned heritage studies (as discussed in the [NEPIA Planning Strategy](#)) are superseded by the SEPP process for the Church Street North precinct and the recommended principles and strategies in the Department's *Finalisation Report 2023* developed by specialist urban design and heritage input. For the NEPIA the relevant principles and strategies include responding to the adjoining HCAs and low scale residential uses by transitioning building heights downwards towards them and protecting view corridors.

PART 1 – OBJECTIVES AND INTENDED OUTCOMES

The objective of this Planning Proposal is to amend the *Parramatta LEP 2023* to provide for the North-East Planning Investigation Area the appropriate development standards that allows redevelopment to respond to CSN SEPP recently introduced by the State Government. The proposed changes to the development standards for the NEPIA align with the Department's *Finalisation Report for Church Street North 2023* and the outcomes from the NEPIA Planning Strategy exhibition, providing a transition in heights and density from the Church Street North Precinct to the Sorrell Street Heritage Conservation Area to the east.

The objectives of the Planning Proposal are to:

- Provide diverse and increased dwellings in high density residential apartments that are within walking distance of major transport infrastructure;
- Enhance heritage values by facilitating renewal and maintaining the existing character of North Parramatta;
- Integrate benefits to productivity and sustainability within North Parramatta and the wider LGA by proposing increased density alongside the Parramatta Light Rail and setting maximum rates for private vehicle parking;
- Provide dwellings closer to employment opportunities and services;

The intended outcomes of the Planning Proposal are to:

- Increase housing diversity and availability of housing within the precinct (approximately 515 dwellings);
- Expand the supply and offerings of housing within an existing high density residential zone;
- Reinforce the NEPIA as a distinct precinct that interfaces with key residential, commercial and heritage areas;
- Provide certainty around future development within the NEPIA and to ensure the impacts upon the surrounding built form and heritage are minimised;
- Respond to the Department's *Finalisation Report 2023* and related State Environmental Planning Policy (Church Street North Precinct)
- Complete 'Phase 1' of Council's Planning Investigation Areas phased work program.

The review of planning controls is in accordance Council's resolution from [November 2023](#), a phased work program was reported to Council and subsequently endorsed a continuation of the Planning Investigation Areas which came out of the Parramatta CBD Planning Framework. The Planning Proposal forms part of 'Phase 1' of the work program.

The planning controls that should apply to the NEPIA have been a matter under consideration by Council since the inception of the Parramatta CBD Planning Review. The finalisation of the State Environmental Planning Policy (Church Street North Precinct) 2023 ('CSN SEPP') by the State Government and will commence on 1 July 2024 now allows Council to determine the appropriate transition between Church Street and the Sorrell Street HCA. The controls outlined in this planning proposal will respond to the surrounding area by emphasising the preservation of heritage conservation areas, view corridors, reducing bulk and creating appropriate transitions from Church Street down to the existing HCA.

The Planning Proposal seeks to achieve these intended outcomes through amendments to the LEP Floor Space Ratio Map and to the Height of Buildings Map as detailed below.

PART 2 – EXPLANATION OF PROVISIONS

This Planning Proposal seeks to amend *Parramatta Local Environmental Plan 2023 (LEP)* in relation to the height and floor space ratio controls for land known as the North-East Planning Investigation Area (NEPIA) which is a collection of 25 sites in the suburb of Parramatta (see **Figure 1** above).

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

1. The **Floor Space Ratio (FSR) Map** be amended from 0.8:1 to apply a range between 2:1 and 3.6:1. Refer to **Figure 10 & 15** in Part 4 of this Planning Proposal.
2. The **Height of Buildings (HOB) Map** be amended from 11m to apply a combination of heights of 24m and 40m which equate to approximately 6 and 12 storeys respectively. Refer to **Figure 11 & 16** in Part 4 of this Planning Proposal.

The increase in FSR and HOB is to facilitate an uplift in density in the NEPIA more suitable for the R4 High Density Residential zoning in proximity to transport infrastructure and the City Centre; and to provide a transition between the Sorrell Street HCA and the forthcoming LEP controls in the Church Street North Precinct.

Other relevant matters

Draft DCP

Amendments to the DCP are proposed to provide area specific controls for the NEPIA to be inserted into the existing DCP. These controls respond to the outcomes intended for the Church Street North precinct and site conditions exclusive to the NEPIA including heritage, flooding, traffic, parking and other matters guided through DCP provisions. The intention of this Planning Proposal is to amend Part 8 of the DCP by inserting a new section called 8.3.10 North-East Parramatta in 8.3 Neighbourhood Precincts.

PART 3 – JUSTIFICATION

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

3.1 Section A - Need for the Planning Proposal

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

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

Yes

This Planning Proposal is an outcome from the Parramatta CBD PP planning framework and the State Environmental Planning Policy (Church Street North Precinct) (CSN SEPP). Finalisation report. The Planning Proposal interlinked with numerous Council resolutions, proponent-initiated Planning Proposals and State and Local strategic plans starting from 2015 through to 2023, see 'Introduction' above for more detail.

The most recent and relevant Council resolution resulting in the preparation of this Planning Proposal was the 20 November 2023 resolution to progress with a phased work program of the Planning Investigation Areas that were excised from the CBD PP. This Planning Proposal additionally builds upon the work that was exhibited in 2021 for the draft North-east Planning Investigation Area Planning Strategy.

This Planning Proposal is consistent with the planning changes that have occurred in the area adjacent to the NEPIA which were introduced by the State Government through the CSN SEPP. The heritage technical studies carried out for the CBD PP have been superseded by the studies carried out as part of the CSN SEPP process. The studies carried out to inform the CSN SEPP have informed this Planning Proposal.

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

Yes

This Planning Proposal is necessary to amend the HOB and FSR controls in the *Parramatta LEP 2023* and responds to Council's resolution from November 2023 to review the planning controls for the NEPIA as 'Phase 1' of the Planning Investigation Areas work program. It is also to ensure compatibility with the finalised controls of the CSN SEPP.

The finalisation of the CSN SEPP reinforces the built form outcomes approach for the NEPIA, which is to provide a 'transition' from the higher density Church Street Spine to the low-density Sorrell Street HCA. A Planning Proposal is required to amend the LEP to enable Council to guide the built form to respond appropriately to achieve the desired outcome. This provides certainty around future development within the NEPIA and also ensures the impacts upon the Sorrell Street HCA are minimised.

3.2. Section B – Relationship to strategic planning framework

This section assesses the relevance of the Planning Proposal to the directions outlined in key

PLANNING PROPOSAL – North-East Planning Investigation Area

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

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

This Planning Proposal has strategic merit with both State and local planning frameworks. Amending the controls in the NEPIA supports Parramatta as Greater Sydney's second city by leveraging recent infrastructure projects, such as the Parramatta Light Rail, Sydney Metro and the recent planning changes made to the Church Street North Precinct.

Housing Crisis

Recent communication from the State Government regarding the current 'housing crisis' identifies the need to factor housing delivery into planning decisions including when assessing Planning Proposals. The subject proposal will facilitate the delivery of an estimated 515 dwellings contributing toward the overall goal of housing delivery.

A Metropolis of Three Cities

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

The GSRP is structured under four themes: Infrastructure and Collaboration, Liveability, Productivity and Sustainability. Within these themes are 10 directions that each contain potential indicators and, generally, a suite of objective/s supported by a Strategy or Strategies. This planning proposal is consistent with the vision and directions of the GSRP.

The controls proposed as part of this Planning Proposal address numerous Directions from the GSRP in relation to:

- Providing an increase in diverse dwelling supply in a high-density residential setting that is within walking distance of major transport infrastructure;
- Enhancing heritage values by facilitating renewal and maintaining the existing character of North Parramatta; and
- Integrating benefits to productivity and sustainability within North Parramatta and the wider LGA by proposing increased density alongside the Parramatta Light Rail and setting maximum rates for private vehicle parking.

The uplift that will be provided by this Planning Proposal will expand the supply and offerings of housing within an existing high density residential zone. It will additionally reinforce the NEPIA as a distinct precinct that interfaces with key residential, commercial and heritage areas proximate to the Parramatta City Centre.

Infrastructure and Collaboration

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

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

PLANNING PROPOSAL – North-East Planning Investigation Area

Infrastructure and Collaboration Direction	Relevant Objective	Comment
A city supported by infrastructure	<p>O1: Infrastructure supports the three cities</p> <p>O2: Infrastructure aligns with forecast growth – growth infrastructure compact</p> <p>O3: Infrastructure adapts to meet future need</p> <p>O4: Infrastructure use is optimised</p>	<p>The Planning Proposal aligns with these objectives by facilitating an increase in residential dwellings within proximity to transport infrastructure, employment opportunities and existing services in Parramatta City Centre.</p> <p>The resultant increase in density makes use of existing State Government infrastructure investment including the nearby Parramatta Light Rail with two stations within proximity to the NEPIA. Connections to the City Centre and alternative modes of transport allows for the NEPIA to easily access other town centres putting it in line with the Region Plan.</p> <p>The resultant development from the provision of higher FSR and HOB will be subject to the 'Outside CBD s7.11 Development Contributions Plan 2021 – Amendment No.1'. This will provide for the capacity to fund more local infrastructure in accordance with the Community Strategic Plan (CSP), ensuring the community continues to be serviced by an adequate level of infrastructure which supports the intended growth.</p>

Liveability

An assessment of the Planning Proposal's consistency with the GSRP's relevant Liveability objectives is provided in Table 4, below.

Table 4 – Consistency of Planning Proposal with relevant GSRP Actions – Liveability

Liveability Direction	Relevant Objective	Comment
A city for people	<p>O6: Services and infrastructure meet communities' changing needs</p> <p>O7: Communities are healthy, resilient and socially connected</p> <p>O8: Greater Sydney's communities are culturally rich with diverse neighbourhoods</p> <p>O9: Greater Sydney celebrates the arts and supports creative industries and innovation</p>	<p>The Planning Proposal enables utilisation of rapid transit that has been implemented as part of the Parramatta Light Rail. The Light Rail will provide residents with an efficient and accessible public transport option connected to key destinations such as the Westmead Health Precinct and the Parramatta CBD.</p> <p>Provisions are contained in the DCP to provide for Lot amalgamation and desirable lot configuration to facilitate opportunities for maximising open green space to residents.</p> <p>The changes proposed by this Planning Proposal are to enhance the liveability of North Parramatta with greater consideration to its existing character and its relationship with adjoining areas. The proposed amendments will promote heritage-compatible redevelopment to maintain the historic significance of North Parramatta.</p> <p>The NEPIA will contribute towards the urban renewal of the precinct which will provide a transition to the Sorrell Street HCA and provide a vibrant place for residents to live near a high level of services.</p>
Housing the city	O10: Greater housing supply	The Planning Proposal enables additional scale and density to be achieved whilst maintaining a transition to

PLANNING PROPOSAL – North-East Planning Investigation Area

A city of great places	O11: Housing is more diverse and affordable	the Sorrell Street HCA and higher density spine on Church Street in North Parramatta. The proposed plan leverages the existing R4 High Density zoning making provisions for better built form outcomes of larger scale buildings to accommodate more dwellings within proximity to the City Centre. The proposal intends to provide approximately 515 residential dwellings within the precinct. Increasing the planning controls to 3:1 and 40m heights in general in conjunction with a DCP requirement for lot amalgamation will facilitate potential for increased dwelling numbers boosting housing supply. The proposed height and FSR controls will also increase the potential for creative designs and diverse housing.
	O12: Great places that bring people together	Parramatta Light Rail is within 80m to 350m walking distance from all sites within the NEPIA.
	O13: Environmental heritage is identified, conserved and enhanced	<p>The Planning Proposal recognises the NEPIA's proximity to the adjoining Sorrell Street HCA and other key heritage listed sites. The importance of heritage to the NEPIA and North Parramatta is a consistent theme of this Planning Proposal informing the proposed controls.</p> <p>One of the primary objectives of this Planning Proposal is to emphasise the NEPIA's role as a transition area for the built form from Church Street to the Sorrell Street HCA and vice versa. Using the 'viewshed' approach detailed in the Department-commissioned consultant study that informed mapped building heights in the CSN SEPP, the Planning Proposal seeks to protect heritage views as well as maintaining views to sky above buildings providing a transition in height and protecting the setting of the heritage conservation area.</p> <p>Council's Consolidated Urban Design Report in Appendix 2 discusses the design principles used to preserve heritage values and to deliver a transition in built form to the adjacent Sorrell Street HCA.</p>

Productivity

An assessment of the Planning Proposal's consistency with the GSRP's relevant Productivity objectives is provided in Table 5, below.

Table 5 – Consistency of Planning Proposal with relevant GSRP Actions – Productivity

Productivity Direction	Relevant Objective	Comment
A well-connected city	O14: The plan integrates land use and transport creates walkable and 30 minute cities	<p>Increases to density from this Planning Proposal aligns with the GSRP's objective of a 30-minute city. The NEPIA is within walking distance to the Parramatta Light Rail which will offer services between 7am to 7pm and there will be light rail every 7.5 minutes.</p> <p>Frequent light rail connections to and from the CBD will promote modal shifts from private vehicle use to public transport and improve connectivity to other economic corridors within Greater Sydney.</p>
	O15: The Eastern, GPOP and Western Economic Corridors	Furthermore, these additional transport connections to heavy rail and the future

PLANNING PROPOSAL – North-East Planning Investigation Area

	are better connected and more competitive	Parramatta Metro station improve connectivity to other parts of Greater Sydney. Stage 2 of the Parramatta Light Rail will further improve connectivity to the eastern part of the LGA allowing for public connections to other major precincts such as Melrose Park, Wentworth Point and Sydney Olympic Park.
--	-------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Sustainability

An assessment of the Planning Proposal's consistency with the GSRP's relevant Sustainability objectives is provided in Table 6, below.

Table 6 – Consistency of Planning Proposal with relevant GSRP Actions – Sustainability

Sustainability Direction	Relevant Objective	Comment
A city in its landscape	O28: Scenic and cultural landscapes are protected	The Planning Proposal seeks to provide a transition down in scale from the higher density on Church Street to the HCA and low-scale residential areas of North Parramatta by using the viewshed analysis described above, and a mapped skyline strategy as can be seen in Figure 5 . This approach mitigates environmental impacts on heritage items and the HCA and protects the existing character of North Parramatta.
	O31: Public open space is accessible, protected and enhanced	<p>The Planning Proposal aligns with this objective and maximises the use of existing open space. The NEPIA is located within 200-800m walking distance to</p> <ul style="list-style-type: none"> - The Parramatta River, which includes cycleway links east and west, - Doyle Ground which includes a play ground and sporting facilities - Rosslyn Blay Park which includes a children's play ground - Belmore Park which includes sporting facilities and amenities - Sherwin park which includes children's play ground, - CommBank Stadium which hosts major sporting events and has outdoor gym equipment and courts, <p>The proposed amendments through this Planning Proposal provide for more dwellings within established public open spaces, existing walking and cycling links, and sporting and recreational facilities.</p> <p>Council's Consolidated Urban Design Report in Appendix 2 illustrates there is no additional overshadowing to public open spaces due to the NEPIA Planning Proposal.</p>

Implementation

An assessment of the Planning Proposal's consistency with the GSRP's relevant Implementation objectives is provided in Table 7, below.

Table 7 – Consistency of Planning Proposal with relevant GSRP Actions – Implementation

Implementation Direction	Relevant Objective	Comment
--------------------------	--------------------	---------

PLANNING PROPOSAL – North-East Planning Investigation Area

Implementation

O39: A collaborative approach to city planning

This Planning Proposal aims to facilitate carefully planned outcomes that are compatible with surrounding area and respond to the recent State Government led changes to the Church Street North Precinct. The Planning Proposal will take into consideration its proximity to heritage conservation areas, mass transit and the City Centre to deliver the goals of the '30-minute city' objective within the GSRP.

Central City District Plan

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

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

Infrastructure and Collaboration

An assessment of the Planning Proposal's consistency with the CCDP's relevant Infrastructure and Collaboration Priorities and Actions is provided in Table 8, below.

Table 8 – Consistency of Planning Proposal with relevant CCDP Actions – Infrastructure and Collaboration

Infrastructure and Collaboration Direction	Planning Priority/Action	Comment
<p>A city supported by infrastructure</p> <p>O1: Infrastructure supports the three cities</p> <p>O2: Infrastructure aligns with forecast growth – growth infrastructure compact</p> <p>O3: Infrastructure adapts to meet future need</p> <p>O4: Infrastructure use is optimised</p>	<p>PP C1: Planning for a city supported by infrastructure</p> <ul style="list-style-type: none"> A3: Align forecast growth with infrastructure A4: Sequence infrastructure provision using a place based approach A6: Maximise the utility of existing infrastructure assets and consider strategies to influence behaviour changes to reduce the demand for new infrastructure, supporting the development of adaptive and flexible regulations to allow decentralised utilities 	<p>The changes to the Church Street North Precinct by the NSW Government, which aims to increase the supply of housing that is supported by nearby public transit.</p> <p>This Planning Proposal would enable approximately 515 additional dwellings to access the newly developed Parramatta Light Rail infrastructure improving the areas access to both the Parramatta CBD and other locations along the railway line from Westmead to Carlingford through the Parramatta CBD and Camellia with a 2-way track spanning 12 kilometres.</p> <p>Local attractions and key sites such as the Parramatta CBD, Westmead Health Precinct, Parramatta Park and Western Sydney University will all be easily accessible for people utilising the Light Rail from the NE PIA.</p> <p>Additionally, the Sydney Metro West project which has recently resumed development by the NSW Government will accommodate the transport needs of people within the NE PIA.</p>

Liveability

An assessment of the Planning Proposal's consistency with the CCDP's relevant Liveability Priorities and Actions is provided in Table 9, below.

PLANNING PROPOSAL – North-East Planning Investigation Area

Table 9 – Consistency of Planning Proposal with relevant CCDP Actions – Liveability

Liveability Direction	Planning Priority/Action	Comment
A city for people O6: Services and infrastructure meet communities' changing needs	PP C3: Provide services and social infrastructure to meet people's changing needs <ul style="list-style-type: none"> A8: Deliver social infrastructure that reflects the need of the community now and in the future A9: Optimise the use of available public land for social infrastructure 	<p>This Planning Proposal provides additional housing capacity for the City of Parramatta and is located within close proximity of the Parramatta Light Rail. This allows for people of all ages and abilities to access public transport infrastructure in addition to being able to access their employment centres and other lifestyle amenity services.</p> <p>The minimisation of impacts on heritage are also essential to developing a City that values the retention of heritage and the character of the precinct.</p> <p>The urban design outcomes outlined in the Planning Proposal aim to preserve as much open space as possible which maintains tree canopy and green space as key forms of environmental and social infrastructure.</p> <p>This NEPIAs proximity to the Parramatta Light Rail reflects the delivery of infrastructure that provides for the needs of residents in North Parramatta.</p> <p>The Community Infrastructure Strategy outlines requirements for community infrastructure in Parramatta CBD that is provided within private developments, and ensures the infrastructure will support the needs of residents and help meet the demand for local community. The controls proposed as part of this PP aim to expand and maintain the existing green space and canopy cover existing within NEPIA and ensure adequate access to green spaces for residents.</p>
O7: Communities are healthy, resilient and socially connected O8: Greater Sydney's communities are culturally rich with diverse neighbourhoods O9: Greater Sydney celebrates the arts and supports creative industries and innovation	PP C4: Working through collaboration <ul style="list-style-type: none"> A10: Deliver healthy, safe and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities by (a-d). A15: Strengthen social connections within and between communities through better understanding of the nature of social networks and supporting infrastructure in local places 	<p>This PP intends to provide walkable places at a human scale with an active street life and an appropriate response to the surrounding heritage context. It also prioritises opportunities for people to walk, cycle and use public transport due to its proximity to the Parramatta Light Rail and City Centre.</p> <p>The area subject to this PP was identified as a potential extension of the Parramatta City Centre boundary and the initial intention was to include it as part of the City Centre and its resultant function as part of the CBD. As a result, this PP aims to continue this with a detailed approach to planning its relationship to the CBD, the Sorrell Street HCA and North Parramatta holistically.</p>
Housing the city O10: Greater housing supply O11: Housing is more diverse and affordable	PP C5: Providing housing supply, choice and affordability, with access to jobs, services and public transport <ul style="list-style-type: none"> A16: Prepare local or district housing strategies 	<p>The Planning Proposal intends to amend the LEP for higher FSR and HOB controls. The majority of the NEPIA will experience an uplift in planning controls up to a maximum FSR of 3.6:1 and maximum height of 40m. Considering this higher development potential and desired lot amalgamation</p>

PLANNING PROPOSAL – North-East Planning Investigation Area

	that address housing targets [abridged version]	patten Planning Proposal will also facilitate increases to housing diversity. In combination with the R4 zoning within the area, the capacity for new dwellings will increase provisioning for contributions to increased housing supply.
<p>A city of great places</p> <p>O12: Great places that bring people together</p> <p>O13: Environmental heritage is identified, conserved and enhanced</p>	<p>PP C6: Creating and renewing great places and local centres, and respecting the District's heritage</p> <ul style="list-style-type: none"> • A19: Identify, conserve and enhance environmental heritage by (a-c) 	<p>There are no heritage listed sites within the NEPIA boundary. However, heritage is a primary consideration of this Planning Proposal due to its interface with the Sorrell Street HCA. The proposed controls will facilitate a 'transition' from the Church Street spine eastward to the Sorrell Street HCA and nearby heritage items.</p> <p>Amendments to the Parramatta DCP 2023 will accompany this Planning Proposal to achieve appropriate built form outcomes to ensure compatibility between the NEPIA, the CBD and the Sorrell Street HCA. The DCP will contain controls relating to the minimisation of overshadowing to heritage sites. Council's Consolidated Urban Design Report in Appendix 2 provides further shadow analysis, and discusses the design principles used to preserve heritage values and to deliver a transition in built form to the adjacent Sorrell Street HCA,</p>

Productivity

An assessment of the Planning Proposal's consistency with the CCDP's relevant Productivity Priorities and Actions is provided in Table 10, below.

Table 10 – Consistency of Planning Proposal with relevant CCDP Actions – Productivity

Productivity Direction	Planning Priority/Action	Comment
<p>A well-connected city</p> <p>O19: Greater Parramatta is stronger and better connected</p>	<p>PP C7: Growing a stronger and more competitive Greater Parramatta</p> <ul style="list-style-type: none"> • A23: Strengthen the economic competitiveness of Greater Parramatta and grow its vibrancy [abridged] • A26: Prioritise infrastructure investment [abridged] 	<p>The Parramatta Light Rail allows for easy travel from North Parramatta to both the Westmead Health District and the Parramatta CBD. This reduces the use of private vehicles and creates opportunities for economic activity along the corridor.</p> <p>The Planning Proposal leverages the Light Rail as a key transport node improving connectivity across key centres of Parramatta. Stage 2 of the Parramatta Light Rail will further improve connectivity to the east towards precincts such as Melrose Park, Wentworth Point and Sydney Olympic Park.</p>
<p>Jobs and skills for the city</p> <p>O15: The Eastern, GPOP and Western Economic Corridors are better connected and more competitive</p>	<p>PP C8: Delivering a more connected and competitive GPOP Economic Corridor</p> <ul style="list-style-type: none"> • A29: Prioritise public transport investment to deliver the 30-minute city objective for strategic centres along the GPOP Economic Corridor • A30: Prioritise transport investments that enhance access to the GPOP 	<p>The Planning Proposal intends to make use of the Parramatta Light Rail to connect priority precincts within the GPOP.</p> <p>The NEPIA will be able to access the Parramatta Light Rail to travel to key destinations such as the Westmead Health and Education Precinct and the Parramatta CBD.</p> <p>Usage of the PLR will encourage modal shifts from private vehicles to public transport.</p>

PLANNING PROPOSAL – North-East Planning Investigation Area

O14: The plan integrates land use and transport creating walkable and 30-minute cities

between centres within GPOP

PP C9: Delivering integrated land use and transport planning and a 30-minute city

- **A32:** Integrate land use and transport plans to deliver a 30-minute city

The PLR Stage 1 provides an accessible method of public transport for people in the NEPIA to reach the Parramatta CBD within 30 minutes. The nearest Light Rail stations at Fennell Street and Prince Alfred Square are both within walking distance (within 400m) to all locations in the NEPIA.

Furthermore, the PLR connects to major transport nodes with connections to Parramatta Railway Station and the Bus Interchange. The future Parramatta Metro connection will further increase the NEPIA's connectivity in the 30-minute city.

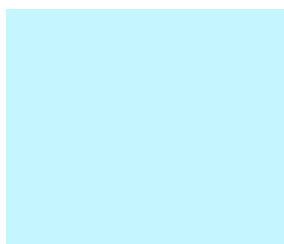
Sustainability

An assessment of the Planning Proposal's consistency with the CCDP's relevant Productivity Priorities and Actions is provided in Table 11, below.

Table 11 – Consistency of Planning Proposal with relevant CCDP Actions – Sustainability

Sustainability Direction	Planning Priority/Action	Comment
A city in its landscape O27: Scenic and cultural landscapes are protected	PP C15: Protecting and enhancing bushland, biodiversity and scene and cultural landscapes <ul style="list-style-type: none"> • A66: Identify and protect scenic and cultural landscapes • A67: Enhance and protect views of scenic and cultural landscapes from the public realm 	<p>The Planning Proposal makes recommendations based on a comprehensive approach to transition as required by the Department that includes a combination of both building height and site planning.</p> <p>This includes maximising separation between towers where increased views to sky can be observed from the HCA and encouraging slender built forms and finer grain street wall typologies compatible with the lower scale context of North Parramatta. These proposed changes can protect and enhance scenic landscapes and views to the sky.</p>
A city in its landscape O30: Urban tree canopy cover is increased O32: The Green grid links Parks, open spaces, bushland and walking and cycling paths	PP C16: Increasing urban tree canopy cover and delivering Green grid connections <ul style="list-style-type: none"> • A68: Expand urban tree canopy in the public realm 	<p>The Planning Proposal seeks to retain vegetated corridors and encourage large tree plantings to improve canopy amidst the increase to density in the NEPIA.</p> <p>Design principles from the NEPIA DCP will introduce amalgamation patterns that maintain existing canopy cover and encourage tree plantings.</p>
O31: Public open space is accessible, protected and enhanced	PP C17: Delivering high quality open space <ul style="list-style-type: none"> • A71: Maximise the use of existing open space and protect, enhance and expand public open space by (a-g) [abridged] 	<p>The Planning Proposal and its amendments to the Parramatta DCP 2023 will provide controls to include open green space between lots following amalgamated development patterns.</p> <p>View lines are to be protected through the proposed planning controls at a human scale from HCAs and surrounding areas as discussed in Council's</p>

PLANNING PROPOSAL – North-East Planning Investigation Area



Consolidated Urban Design
Report in Appendix 2.

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

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

Parramatta 2038 Community Strategic Plan

Parramatta 2038 is a long term Community Strategic Plan (CSP) for the City of Parramatta and it links to the long-term future of Sydney. The plan formalises several big and transformational ideas for the City and the region.

The Planning Proposal is considered to meet the strategies and key objectives identified in the plan including:

- Supporting the delivery of housing within Parramatta
- Connecting housing to well-designed integrated transport networks
- Enhancing connectivity within Parramatta to key destinations such as the CBD and Westmead Innovation Precinct
- Respecting and protecting the history and heritage of North Parramatta
- Promote modal shift from private vehicles to public transport

Parramatta Local Strategic Planning Statement

The Parramatta Local Strategic Planning Statement (LSPS) came into effect on 31 March 2020, becoming the primary strategic planning document for guiding and monitoring Council's long term vision for land use and infrastructure provision within the LGA. The LSPS outlines considerations for housing, economic growth, heritage protection, local character whilst ensuring sustainable growth within Parramatta and its role as Greater Sydney's Central City.

The progression of this Planning Proposal is consistent with the priorities described within the LSPS with particular focus on the following:

- Encouraging a more diverse range of housing, focusing on medium density housing for new growth and defining areas that meet the criteria to be a Housing Diversity Precinct.
- Provide for a diversity of housing types and sizes to meet community needs into the future.
- Enhance Parramatta's heritage and cultural assets to maintain our authentic identity and deliver infrastructure to meet community needs.
- Protect and enhance our trees and green infrastructure to improve liveability and ecological health.

Parramatta Local Housing Strategy

The Parramatta Local Housing Strategy (LHS) was adopted by Council in July 2020 and approved by the Secretary of the Department of Planning, Industry and Environment on 29 July 2021.

PLANNING PROPOSAL – North-East Planning Investigation Area

The proposed controls as part of this Planning Proposal aims to target the LHS objectives in relation to:

- Encouraging a more diverse range of housing, focusing on medium density housing for new growth.
- Housing growth is supported by the local infrastructure needed to service that growth.
- The City of Parramatta's residential neighbourhoods retain their character, provide housing diversity and preserve future housing opportunity.

This Planning Proposal is consistent with the objectives of the LHS in addition to increasing housing supply by approximately 515 extra dwellings.

Parramatta CBD Planning Strategy

Council adopted the "Parramatta CBD Planning Strategy" at its meeting of 27 April 2015. The Strategy is the outcome of detailed technical studies which reviewed the current planning framework and also a significant program of consultation with stakeholders and the community. The objectives of the Strategy are as follows:

1. To set the vision for the growth of the Parramatta CBD as Australia's next great city.
2. To establish principles and actions to guide a new planning framework for the Parramatta CBD.
3. To provide a clear implementation plan for delivery of the new planning framework for the Parramatta CBD.

This Planning Proposal is a result of the Parramatta CBD Planning Strategy and its original identification of the Planning Investigation Areas with subsequent changes made to the PIAs through Council resolutions and the finalisation of the CBD PP.

The intended outcomes of this Planning Proposal are to finalise the planning work required from the identification of the PIAs in the Parramatta CBD Planning Strategy to determine appropriate planning controls for the NEPIA.

Parramatta CBD Planning Proposal (endorsed 20 November 2019)

On 20 November 2019, Council resolved to remove three areas zoned R4 High Density Residential from the Parramatta CBD Planning Proposal and that these areas be included in the future work on the 'Planning Investigation Areas' as per the Parramatta CBD Planning Strategy. This resolution removed the NEPIA from the City Centre boundary and was to be progressed as a separate Planning Proposal.

This Planning Proposal provides updated controls that respond to the current planning and environmental context. Progressing with this Planning Proposal is consistent with the objectives of the CBD PP and other related Council resolutions to plan for a key interface area between the Parramatta CBD and North Parramatta.

Parramatta CBD Planning Proposal (as finalised by DPE on 6 May 2022)

In finalising the CBD Planning Proposal (CBD PP) now formally known as Parramatta Local Environmental Plan 2011 (Amendment No 56), the Department removed the area north of the Parramatta River (known as the Church Street North Parramatta from the CBD PP to undertake a State-led planning process. The Department's finalisation report for the CBD PP cited the need for suitable controls that balance heritage values, the protection of open space and the proximity to the Parramatta Light Rail as the reasons for the removal of the CSN area.

As a result, the Council planning work for the NEPIA was put on hold and the controls for the NEPIA remained at a maximum FSR of 0.8:1 and the HOB control remained at a

PLANNING PROPOSAL – North-East Planning Investigation Area

maximum of 11m. In December 2023, the Department finalised a State Environmental Planning Policy (Church Street North Precinct) ('CSN SEPP') for the land north of the river that was previously removed from the CBD PP. The NEPIA is not subject to planning work by the State Government and thus Council can re-commence planning and technical investigation for the NEPIA.

This PP proposes controls which are more akin to the R4 High Density Residential zone within proximity to a City Centre and suitable infrastructure to accommodate a higher density.

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

This Planning Proposal is consistent with the State and Regional strategic planning framework. Further discussion is provided below.

State Environmental Planning Policy (Church Street North Precinct)

The State Environmental Planning Policy (Church Street North Precinct) (CSN SEPP) was finalised in December 2023 and set to commence on 1 July 2024. The land associated with the NEPIA is not subject to the CSN SEPP, however it must respond appropriately to the changes proposed by the SEPP.

The CSN SEPP will change the maximum heights along Church Street to 63m and the floor space ratio at 5:1 with the possibility of additional bonuses to height and FSR. These controls will allow for relatively large built forms along Church Street in North Parramatta and has informed the design principles of this Planning Proposal for the NEPIA to function as a transition to the nearby Sorrell Street HCA.

3.2.4. Is the Planning Proposal consistent with the applicable State Environmental Planning Policies?

The following State Environmental Planning Policies (SEPPs) are of relevance to the site (refer to Table 12 below).

Table 12 – Consistency of Planning Proposal with relevant SEPPs

PLANNING PROPOSAL – North-East Planning Investigation Area

State Environmental Planning Policies (SEPPs)	Consistency: Yes = ✓ No = x N/A = Not applicable	Comment
SEPP No 1 Development Standards	✓	This Planning Proposal does not contain provisions that contradict or would hinder the application of these SEPPs.
SEPP (Exempt and Complying Development Codes) 2008	✓	May apply to future developments on the site.
SEPP (Sustainable Buildings) 2022	✓	Detailed compliance with SEPP (Sustainable Buildings) will be demonstrated at the time of making a development application for any site facilitated by this Planning Proposal.
SEPP (Housing) 2021	✓	For developments that provide at least 10% of GFA as affordable housing, Chapter 2 of SEPP (Housing) will apply providing developments with additional FSR and HOB bonuses. Detailed compliance with Chapter 4 of SEPP (Housing) will be demonstrated at the time of making a development application for the site facilitated by this Planning Proposal. During the design development phase, detailed testing of the requirements in Chapter 4 and the Residential Flat Design Code was carried out, and the indicative scheme is capable of demonstrating compliance with the SEPP.
SEPP (Resilience and Hazards) 2021	N/A	Consistent. This planning proposal does not contain provisions that contradict or would hinder the application of this SEPP. The existing residential zoned sites which make up the NEPIA are not mapped as contaminated sites.
SEPP (Industry and Employment) 2021	N/A	Not relevant to proposed amendment.
SEPP (Transport and Infrastructure) 2021	✓	May apply to future development of the site.
SEPP (Biodiversity and Conservation) 2021	N/A	Any potential impacts as a result of development on the site, such as stormwater runoff, will be considered and addressed appropriately at DA stage.
SEPP (Planning Systems) 2021	✓	This Planning Proposal does not contain provisions that contradict or would hinder the application of the SEPP.
SEPP (Precincts – Central River City) 2021	N/A	Not relevant to the proposed amendments as the site is not contained in one of the precincts of the SEPP.

3.2.5. Is the Planning Proposal consistent with applicable Ministerial Directions (s9.1 Directions)

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

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

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

PLANNING PROPOSAL – North-East Planning Investigation Area

Table 13 – Consistency of Planning Proposal with relevant Section 9.1 Directions

Relevant Direction	Comment	Compliance
1. Planning Systems and Planning Systems – Place Based		
Direction 1.1 – Implementation of Regional Plans The objective of this direction is to give legal effect to the vision, land use strategy, goals, directions and actions contained in Regional Plans.	The Planning Proposal applies to land within Sydney's Central City. The Planning Proposal is consistent with the goals, directions and actions contained in the Greater Sydney Region Plan as discussed in Section 3.2.1 and 3.2.2 of this Planning Proposal, respectively.	Yes
Direction 1.3 – Approval and Referral Requirements The objective of this direction is to ensure that LEP provisions encourage the efficient and appropriate assessment of development.	The Planning Proposal does not introduce any provisions that require any additional concurrence, consultation or referral.	Yes
Direction 1.4 – Site Specific Provisions The objective of this direction is to discourage unnecessarily restrictive site specific planning controls.	The Planning Proposal does not introduce any site specific provisions.	Yes
2. Design and Place		
This Focus Area was blank at the time the Directions were made.	This Direction was blank when made.	
3. Biodiversity and Conservation		
Direction 3.1 – Conservation Zones The objective of this direction is to protect and conserve environmentally sensitive areas.	The Planning Proposal is consistent with this direction, in that it does not apply to environmentally sensitive areas or alter provisions for land in a conservation zone.	Yes
Direction 3.2 – Heritage Conservation The objective of this direction is to protect and conserve environmentally sensitive areas.	The unique and differing development contexts surrounding NEPIA were considered by Council when preparing the draft NEPIA Planning Proposal and draft DCP. Finer grain controls were prepared to allow for a suitable transition in height and density between the Church Street North Precinct to the west and the Sorrell Street Heritage Conservation Area to the east. Principles contained in the Department's Finalisation Report 2023 for the Church Street North Precinct and the Department-commissioned consultant study that informed mapped building heights in the CSN SEPP were utilised in the NEPIA Planning Proposal. This was to determine the appropriate scale and height for NEPIA, and to deliver a suitable transition between the anticipated higher density on Church Street to the low-scale development within the HCA that is to be retained.	Yes

PLANNING PROPOSAL – North-East Planning Investigation Area

A **Consolidated Urban Design Report (Appendix 2)** has been prepared to support the NEPIA Planning Proposal and draft DCP controls. The Consolidated Urban Design Report demonstrates that the proposed controls for the NEPIA deliver the following outcomes:

- An appropriate height transition from the taller buildings anticipated along Church Street to the low-scale development within the Sorrell Street HCA.
- Minimise visual impacts from new development to the HCA by:
 - having more open space at the ground level,
 - orientating the short edge of buildings to the HCA to maximise the separation between buildings and views to the sky, and
 - accommodating for more landscaping and tree planting.
- A suitable response to the topography of the NEPIA.
- Minimise shadow to surrounding development.

All the above help provide a more appropriate setting for heritage items.

The **Consolidated Urban Design Report** discusses the above planning considerations and outcomes in more detail (see **Appendix 2** to this Planning Proposal).

The urban design principles underpinning the proposed built form controls include a series of key strategies and outcomes to safeguard heritage values therefore the Planning Proposal is consistent with this direction.

Direction 3.5 – Recreation Vehicle Areas

The objective of this direction is to protect sensitive land or land with significant conservation values from adverse impacts from recreation vehicles.

The Planning Proposal is consistent with this direction, in that it is not proposing to enable land to be developed for the purpose of a recreation vehicle area.

Yes

4. Resilience and Hazards

PLANNING PROPOSAL – North-East Planning Investigation Area

Direction 4.1 – Flooding

The objectives of this direction are to:

- (a) Ensure that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005, and
- (b) Ensure that the provisions of an LEP that apply to flood prone land are commensurate with flood behaviour and includes consideration of the potential flood impacts both on and off the subject land.

The current adopted flood maps indicate that the ~~developable~~ land within the NEPIA is not affected by the 1% AEP (Annual Occurrence Probability) ~~100 year Annual Recurrence Interval (ARI)~~ flood and however, is affected by the Probable Maximum Flood (PMF).

~~The draft Parramatta River Flood study 2023 shows Figure 14 below illustrates~~ that the majority of the NEPIA is unaffected by flooding except for a part of Fennell Street and Sorrell Street which are subject to increased risk of Probable Maximum Flood (PMF) and increased hazard risk, ~~compared to current flood information.~~

Potential for lot amalgamation and existing access to public roads with rising access outside the PMF significantly reduces the impact of flooding within the NEPIA.

Any potential impacts as a result of development on the site, such as flooding and stormwater runoff, will be considered and addressed appropriately at DA stage.

Impacts from flooding are to be mitigated through the application of Standard Clause 5.1 in PLEP 2023 and the provisions in Parramatta DCP 2023.

Yes

Direction 4.3 Planning for Bushfire Protection

The objectives of this direction are to:

- (a) Protect life, property and the environment from bush fire hazards, by discouraging the establishment of incompatible land uses in bush fire prone areas, and
- (b) Encourage sound management of bush fire prone areas.

The land is not identified as bush fire prone land under Section 10.3 of the Environmental Planning and Assessment Act.

Yes

Direction 4.4 – Remediation of Contaminated Land

The objective of this direction is to reduce the risk of harm to human health and the environment by ensuring that contamination and remediation are considered by Planning Proposal authorities.

The land is not within an investigation area within the meaning of the Contaminated Land Management Act 1997 and has not been subject to development as described in Table 1 of the contaminated land planning guidelines.

Yes

Direction 4.1 – Acid Sulfate Soils

The objective of this direction is to avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulfate soils.

The site is identified as Class 5 on the Acid Sulfate Soils Map in Parramatta Local Environmental Plan 2023. Acid sulfate soils are generally not found in Class 5 areas however this will be addressed further at the development application stage. In any event, PLEP 2023 cl. 6.1 appropriately addresses acid sulfate soils.

Yes

5. Transport and Infrastructure

Direction 5.1 – Integrating Land Use and Transport

The objective of this direction is to ensure that development reduces

The Planning Proposal is not directly providing any new development of infrastructure although it is located within proximity to the Parramatta Light Rail and frequent bus services.

Yes

PLANNING PROPOSAL – North-East Planning Investigation Area

dependence on cars, increases the choice of available transport and improves access to housing, jobs and services by walking, cycling and public transport.	<p>The proximity to light rail infrastructure will provide an alternative mode of transport to private car usage and reduce the dependency on cars for access to housing, jobs and services with the residents being serviced by the stations Prince Alfred Square and Fennell Street.</p> <p>The light rail will also be extended via the Parramatta Light Rail Stage 2 which will open up more transport and accessibility options across the LGA. The planning proposal is considered consistent with this Direction as it delivers integrated land use and transport outcomes.</p> <p>Supporting DCP controls also include reduced car parking provision as part of development sites.</p>	
<p>Direction 5.2 – Reserving Land for Public Purposes</p> <p>The objectives of this direction are to facilitate the provision of public services and facilities by reserving land for public purposes and facilitate the removal of reservations where the land is no longer required for acquisition.</p>	<p>The Planning Proposal does not require any identification of or removal of any land for the purposes of acquisition. It does not require the reservation of land for acquisition of any land for public purposes.</p>	Yes
<p>Direction 5.3 – Development Near Regulated Airports and Defence Airfields</p>	<p>This planning proposal is not next to any existing or proposed regulated airport or known defence airfield and does not include provisions which permit towers greater than 100m or more above ground.</p> <p>The proposed controls do not provide for development that would need to be reported to Civil Aviation Safety Authority (CASA) as a 'tall structure' as per 'Reporting of tall structures' CASA advisory circular December 2021.</p>	Yes

6. Housing

<p>Direction 6.1 – Residential Zones</p> <p>The objectives of this direction are to encourage a variety and choice of housing types, make efficient use of existing infrastructure and services and minimise the impact of residential development.</p>	<p>The Planning Proposal is consistent with this direction, in that it aims to retain the R4 High Density Residential zoning whilst increasing housing yield through increasing maximum FSR to 3.6:1 and HOB to 40m.</p> <p>The area's proximity to the Parramatta Light Rail and connection to other forms of rapid transit (Sydney buses, Sydney Trains and Sydney Metro West) makes it well placed to utilise nearby infrastructure that will provide critical services for the population increase.</p>	Yes
----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----

7. Industry and Employment – *not applicable*

8. Resources and Energy – *not applicable*

9. Primary Production – *not applicable*

3.3. Section C – Environmental, social and economic impact

This section considers the potential environmental, social and economic impacts which may result from the Planning Proposal.

3.3.1. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a

PLANNING PROPOSAL – North-East Planning Investigation Area

result of the proposal?

No, the site is located within a highly urbanised environment, and is not mapped to contain critical habitat or threatened species, populations or ecological communities, or their habitats. The site is unlikely to impact on any threatened flora or fauna species or threatened habitats. The NEPIA site does not coincide with any land identified as “Biodiversity” on the Natural Resources Map in the PLEP 2023.

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

The main potential environmental impacts to be examined in detail with any future development proposal for the site are:

- Heritage impacts
- Urban Design and Built Form
- Flooding
- Transport, Traffic, Accessibility and Parking

Heritage impacts

Previous heritage studies commissioned by Council for the CBD PP that at the time included the NEPIA have been superseded by the SEPP process for the Church Street North Precinct. The Department’s *Finalisation Report 2023* recommended strategies and principles developed by input from urban design and heritage specialists. For the NEPIA the relevant principles and strategies include responding to the adjoining HCAs and low scale residential uses by transitioning building heights downwards towards them and protecting view corridors.

The recommendations that have been applied by this Planning Proposal are based on a comprehensive approach to transition as required by the Department using a combination of height of building and FSR controls in the LEP and site planning controls in the (draft) DCP controls for the precinct. Stepped building heights and building alignment controls are utilised to provide for a design method to maintain and enhance existing heritage values. Furthermore, the NEPIA will enhance surrounding heritage value through framing the Sorrell Street HCA with large deep soil zones and vegetated setbacks to accommodate canopy tree plantings and allowing the landscape to act as a backdrop to heritage buildings.

Design Response and Built Form

The Planning Proposal seeks an amended to the LEP Height of Buildings Map and to the Floor Space Ratio Map to provide an increase in height from 11m to a range of 24m to 40m and an increase in FSR from 0.8:1 to a range of 2:1 to 3.6:1. The proposed increase is considered an appropriate transition in the context of concentrated height on Church Street towards the Sorrell Street HCA.

The recommended height of building controls for the NEPIA were determined using the ‘viewshed’ approach detailed in the Department-commissioned consultant study that informed mapped building heights in the CSN SEPP; as well as a mapped skyline strategy and acknowledgement of sites within the CSN precinct north of Harold Street that are unlikely to redevelop due to large 6- to 8-storey residential strata subdivisions.

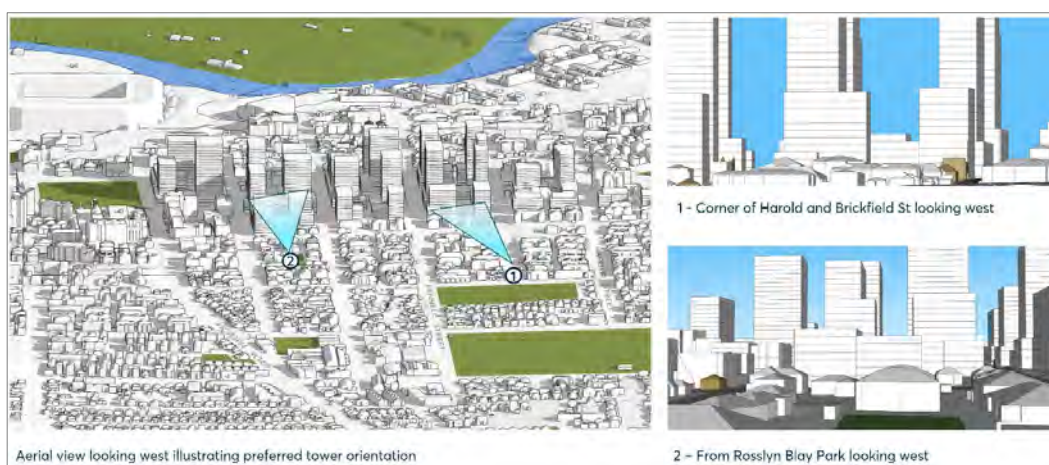
The recommended FSR controls for the NEPIA are based on achieving workable FSRs that align with the proposed height of building controls and creating workable residential floor plates within a slender tower form and podium, with space for deep soil and communal open space.

Appendix 2 – Consolidated Urban Design Report below includes further information on the approach taken to determine the proposed building controls for the NEPIA.

PLANNING PROPOSAL – North-East Planning Investigation Area

The recommended FSR and height limit for the site at 23-27 Harold Street, Parramatta (which is currently subject to a rezoning review), was determined using the same built form principles and outcomes-based approach for the NEPIA. The maximum FSR of 3.6:1 and a 40m height limit is proposed for the site noting this slightly higher FSR reflects the efficiencies of a smaller sized site.

Figure 4: Council officer modelling showing how the stepped height of buildings as well as the inter building separation with views to sky creates the transition between the Church Street North precinct and the sites within the NEPIA. Note that sites on Church Street North have been modelled to include potential design excellence and place based bonuses. View 1 and 2 are taken from the public domain using 60 degree human view cone and illustrate that when bonuses are applied, the tops of towers can no longer be perceived. This reinforces the importance of combining principles of height transition with other methods of transition in the NEPIA.



Associated Development Control Plan (DCP)

To support the proposed amendments to the LEP outlined above, amendments are proposed to Part 8, Section 8.3 Neighbourhood Precincts in Parramatta DCP 2023.

Area specific DCP controls are considered necessary for the NEPIA primarily due to the heritage sensitivities and need to provide transition between the HCA and forthcoming new LEP controls for the Church Street North precinct. This new section of the Parramatta DCP is recommended to include objectives and controls for:

- The desired future character of the area, with consideration for existing context and how this precinct will redevelop incrementally over time,
- Minimum site requirements and preferred site amalgamation to ensure the objectives of future development in the area can be met,
- Heritage transition achieved through specified setbacks, street wall heights and building orientation,
- Deep soil and landscaping requirements for future amenity and to create a vegetated heritage setting,
- Consistent street setbacks that maintain heritage items as the dominant features of the streetscape and enable large canopy tree planting within the front setback zone,
- Tower separation to enable views to sky when observed from the Sorrell Street HCA (east), and
- Bespoke car parking rates that respond to the proximity to the City Centre and light rail infrastructure (see further discussion below).

PLANNING PROPOSAL – North-East Planning Investigation Area

Figure 5: Area specific DCP controls are proposed to achieve the Structure Plan for the North East PIA (buildings coloured yellow) and part of the Church Street North precinct (buildings coloured pink).



D09391328 (F2020/01908)

53

PLANNING PROPOSAL – North-East Planning Investigation Area

Given the NEPIA consists only of R4 High Density Residential zoned land, the following Parts of the DCP will continue to apply in addition to the new site specific provisions proposed in Part 8: Part 2: Design in Context, Part 3: Residential Development, Part 5: Environmental Management, Part 6: Traffic and Transport and Part 7: Heritage and Archaeology.

Design Context

The design process for the NEPIA has been carried out concurrent with the drafting of DCP controls for part of the Church Street North precinct where new LEP controls will soon take effect. Consequently, these precincts and their surrounds have been treated as a whole to determine a recommended outcome. Based on a spatial analysis of the area, several key design objectives have been established to guide the design approach. These are related to:

- Creating continuity between the City Centre from south of the river, northwards along the Church.
- Considering a more residential focus for future development outcomes in North Parramatta.
- Providing transition to heritage conservation areas to be achieved through both stepped building heights and space between buildings through setbacks and building separation.
- Maintaining the highly vegetated character of North Parramatta for tree canopy within street setbacks and rear gardens at mid-block.
- Establishing building alignments that respond to the prevailing alignment of heritage items in the area.
- Responding to the landscape and river setting with a skyline that follows the topography along the ridge.

Although the design objectives and principles were developed for the whole area, the proposed LEP and DCP controls for the NEPIA are drafted so that they apply independently of the CSN SEPP area.

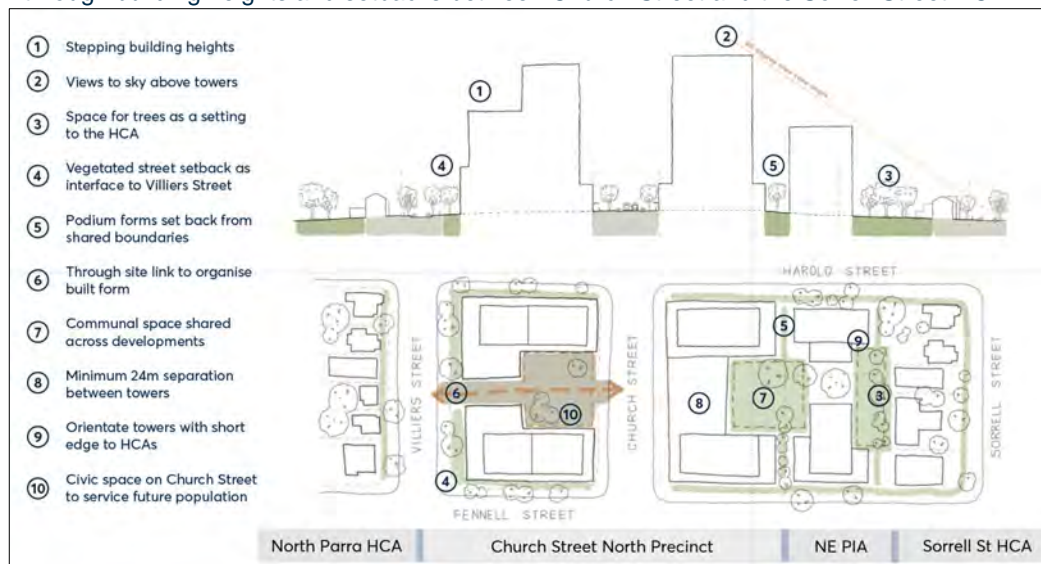
The recommendations for NEPIA are based on **comprehensive approach to transition** as required by the Department in the Church Street North SEPP Finalisation Report that includes a combination of both building height and site planning. The method for transition includes stepping in building height from Church Street properties to the Sorrell Street HCA, but also includes:

- Utilising detached buildings to mediate between perimeter block, podium tower development along Church Street and existing apartments and houses within the HCA,
- Locate vegetated setbacks and communal open space on the ground to provide landscape space as a frame/backdrop to heritage buildings and the HCA,
- Supporting deep soil zones on development sites, which enables canopy tree planting to be a setting to heritage,
- Ensuring any future development is setback from the prevailing heritage alignment on the street and that front setback zones support large canopy tree planting,
- Orientating the short edge of towers towards the HCA to minimise the bulk of towers perceived from the HCA,
- Maximising separation between towers where it can increase views to sky when observed from the HCA, and
- Encouraging slender tower forms and finer grain street wall typologies to tie into the surrounding lower scale context of North Parramatta.

PLANNING PROPOSAL – North-East Planning Investigation Area

This multifaceted approach to transition that has been applied to NEPIA sites is illustrated in **Figure 6** below and is explained further in **Appendix 2 – Consolidated Urban Design Report**.

Figure 6: Methods for achieving transition and unifying development across the precinct through building heights and setbacks between Church Street and the Sorrell Street HCA.



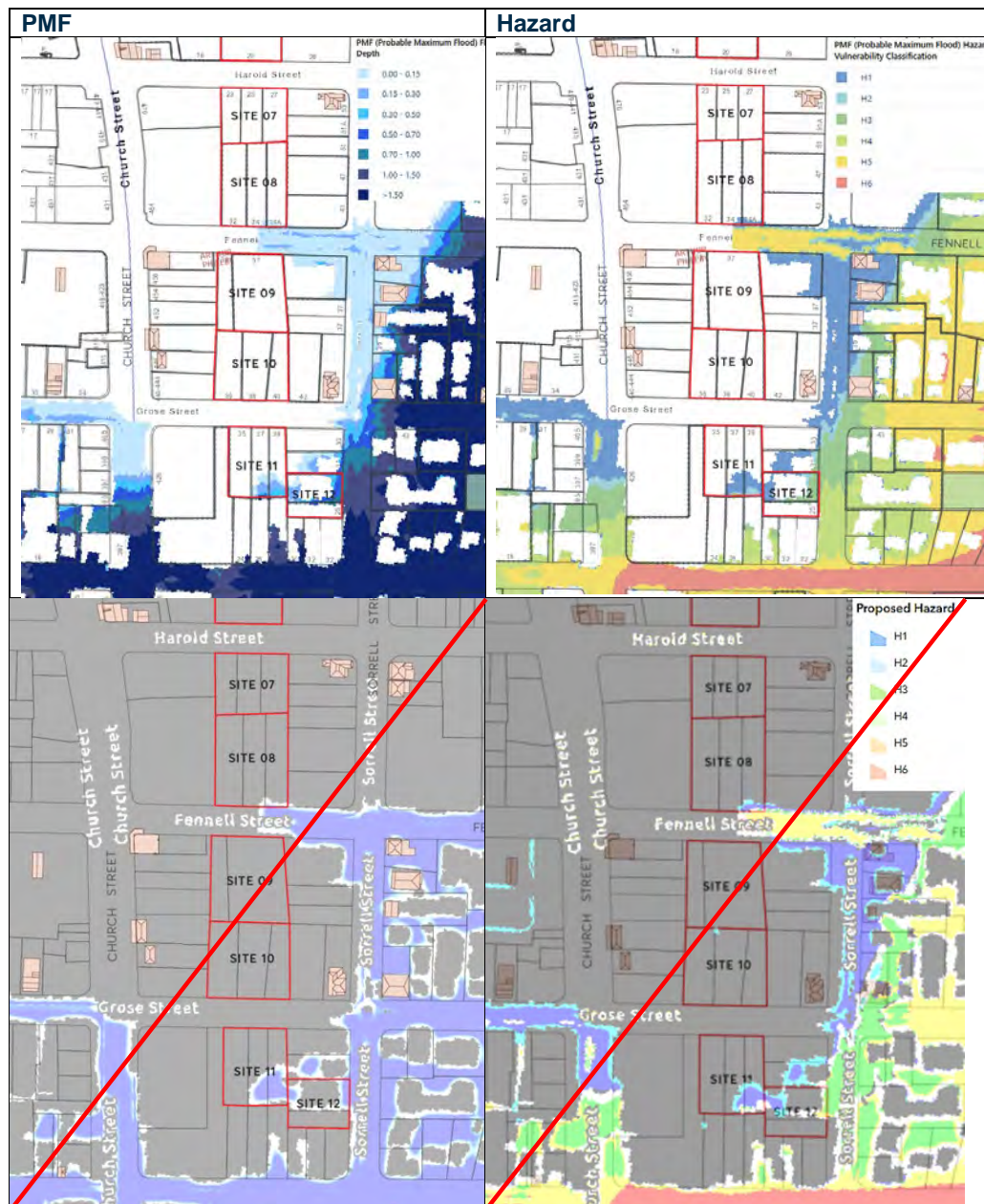
Flooding

Preparation of this Planning Proposal has considered the ~~current~~ adopted flooding maps for the NEPIA, ~~and the Council endorsed exhibition draft of the Parramatta River Flood Study (2023)~~. The ~~current~~ adopted flood maps indicate that the land within the NEPIA is not affected by the 1% AEP (Annual Occurrence Probability) 400-year Annual Recurrence Interval (ARI) flood however, is affected by ~~and~~ the Probable Maximum Flood (PMF). The ~~draft Parramatta River Flood study shows that the~~ majority of the NEPIA is unaffected by flooding except for a part of Fennell Street and Sorrell Street which are subject to increased risk of Probable Maximum Flood (PMF) ~~and increased hazard risk~~ (see **Figure 7**), ~~compared to current flood information as shown in Section 4.4.~~

Any future development on the site will need to respond to the Flood Risk Development Manual and the relevant controls contained within the PLEP 2023 and the Parramatta Development Control Plan 2023.

PLANNING PROPOSAL – North-East Planning Investigation Area

Figure 7: Extract of the NEPIA consolidation/structure plan showing the sites under the adopted 2024 Parramatta River Flood Study maps ~~draft Parramatta Flood Study 2023~~ affected by the PMF and the hazard affection.



Transport, Traffic, Accessibility and Parking

Preparation of this Planning Proposal has considered Council's Integrated Transport Plan 2021 (ITP) which at the time included the NEPIA. The ITP considered growth as a result of the CBD PP and modelled residential parking rates delineating the difference between locations that are within 800m or a 10-minute walk approximately from

PLANNING PROPOSAL – North-East Planning Investigation Area

Parramatta train station (Category A) and other locations at the CBD fringes considered remote from heavy rail (Category B) as shown in **Figure 8**.

At the time of writing, a separate Planning Proposal is being prepared to request a Gateway to implement the recommendations of the ITP, and specifically applying the 'Category B' parking rates as outlined in **Table 14** to part of the adjacent Church Street North precinct.

While not within the 'City Centre' boundary, the Category B car parking rates are recommended by Council to be applied to the NEPIA via an area specific DCP control for the following reasons:

- the areas proximity to the City Centre and existing and future public transport and generally subject to the same traffic conditions as the Church Street precinct; and
- anticipated development typology (tower and podium with basement car parking) is the same as Church Street.

There are no other transport, traffic, accessibility and parking issues as a result of this Planning Proposal.

Figure 8: Parramatta Residential Parking Rate Categories (Source: [Parramatta Integrated Transport Plan 2021](#)), the NEPIA is within the red circle.

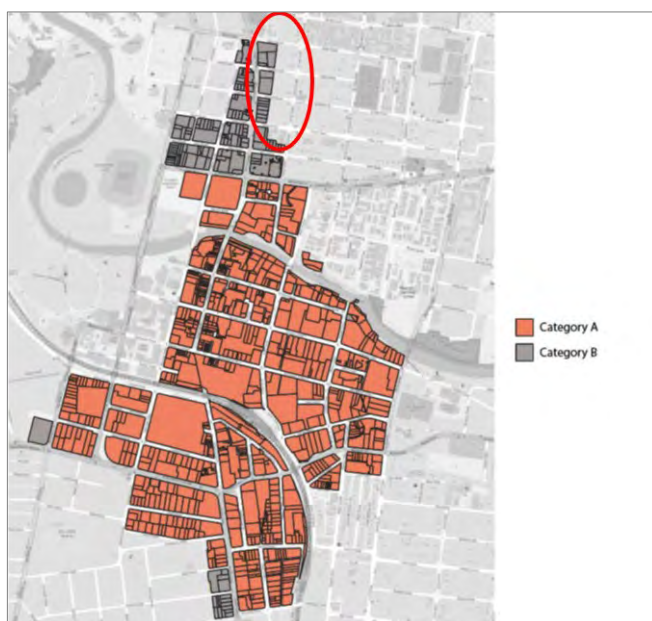


Table 14: Comparison of number of car parking space requirements

Residential Parking Rate	Parramatta DCP current general controls that apply to the NEPIA – Minimum required number of spaces	ITP 'Category A' controls in PLEP 2023 Part 7 City Centre – Maximum required number of spaces	ITP 'Category B' recommended controls for inclusion in PDCP 2023 Part 8 precinct controls for the NEPIA– Maximum required number of spaces (proposed)
Studio	0.6	0.1	0.2
1 bedroom	0.6	0.3	0.4
2 bedroom	0.9	0.7	0.8
3+ bedroom	1.4	1.0	1.1

PLANNING PROPOSAL – North-East Planning Investigation Area

3.3.3. Has the Planning Proposal adequately addressed any social and economic effects?

Council's Community Infrastructure Strategy identifies a new community hub to be delivered as part of redevelopment of the area to service the north of the Parramatta CBD, close by to a light rail stop, including approximately 1,500m² of multi-purpose community space that can be used for a range of programs and activities.

City of Parramatta's Development Contributions Plan will be used to manage any required contributions as part of any future development for the delivery of any community infrastructure. Increased dwelling numbers will assist with improved social outcomes providing people with housing and access to public transport, education services, open space, health services, community services, employment and recreational facilities.

3.4. Section D – State and Commonwealth Interests

3.4.1. Is there adequate public infrastructure for the Planning Proposal?

The PIA is within proximity to the Parramatta Light Rail Stage 1 with the closest stations being Prince Alfred Square and Fennell Street.

Additional connections from Parramatta's CBD to Sydney Olympic Park via Camellia, Rydalmere, Melrose Park and Wentworth Point will be delivered through the Parramatta Light Rail Stage 2 which has recently been expedited to begin construction in 2025.

The State Government has recommitted to the Sydney Metro West, a 24km underground railway that will connect Greater Parramatta and the Sydney CBD with stations confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont and Hunter Street in the Sydney CBD. After a recent independent review into Sydney Metro, scoping studies were prepared for up to two potential stations locations west of Sydney Olympic Park including one at Rosehill Gardens.

Both projects will further increase the site's accessibility via public transport from the Sydney CBD to Greater Parramatta.

The PIA is also within walking distance from local schools, shopping centres and public open space.

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

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

Condition 3 of the Gateway Determination (see Appendix 1) required consultation with the following public authorities: Transport for NSW (TfNSW); and the Department of Climate Change, Energy, the Environment and Water (DCCEEW)- Heritage NSW. Submissions from both public authorities were received.

PLANNING PROPOSAL – North-East Planning Investigation Area

The issues raised by the public authorities are not objections to the Planning Proposal, with DPHI confirming with Council that the matters raised by Heritage NSW were not objections.

Feedback received and Council Officer response is detailed in the report to the Local Planning Panel meeting on 18 February 2025

PLANNING PROPOSAL – North-East Planning Investigation Area

PART 4 – MAPS

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

The following section illustrates the current *PLEP 2023* controls which apply to the site. The following maps are provided:

- Land Use Zoning Map
- Floor Space Ratio Map
- Height of Buildings Map
- Heritage Map
- Acid Sulfate Soils Map
- Flooding

PLANNING PROPOSAL – North-East Planning Investigation Area

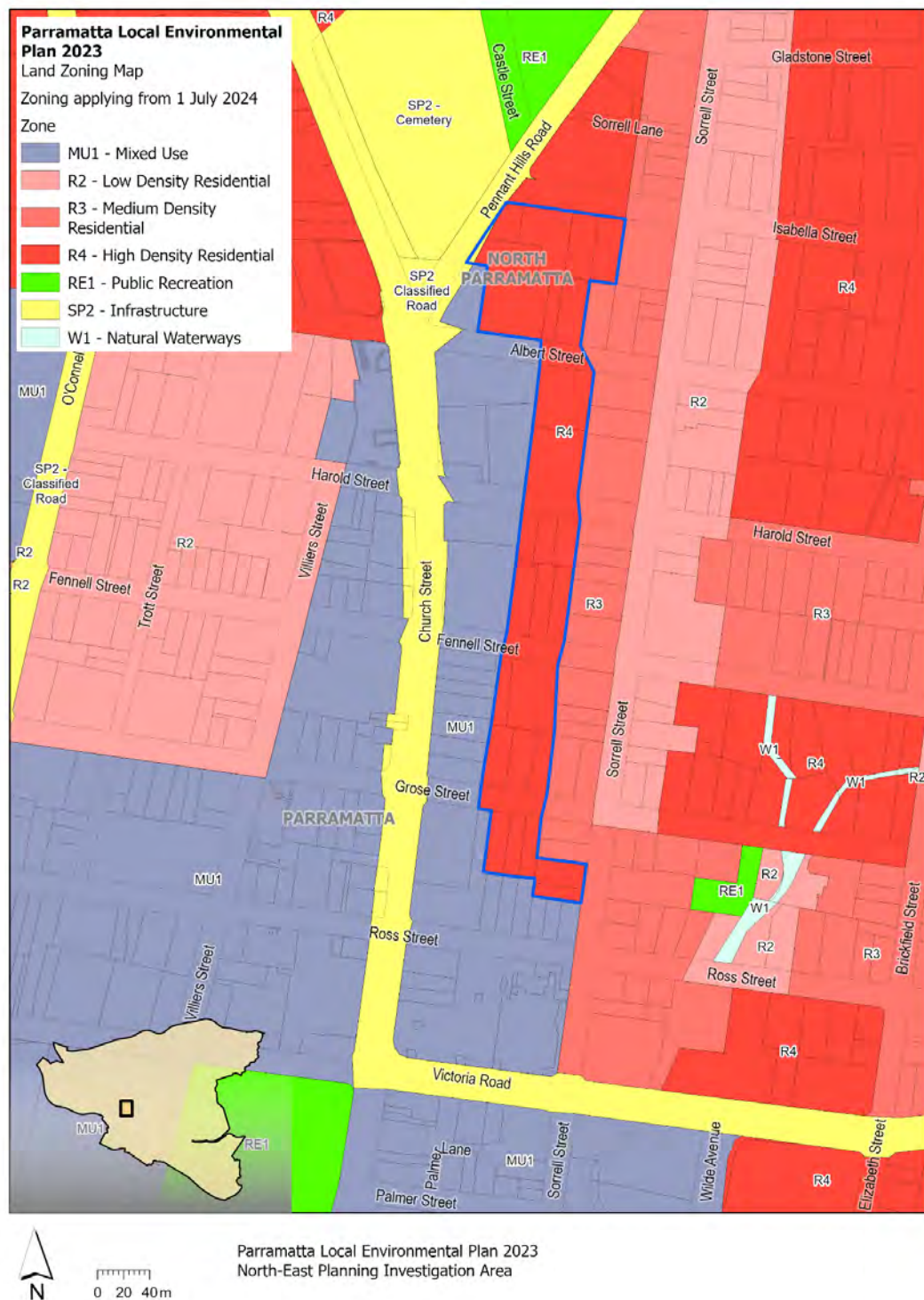


Figure 9 illustrates the existing Land Use Zoning controls for the NEPIA, the map includes zoning changes to the Church Street North Precinct which will apply from 1 July 2024.

D09391328 (F2020/01908)

53

PLANNING PROPOSAL – North-East Planning Investigation Area

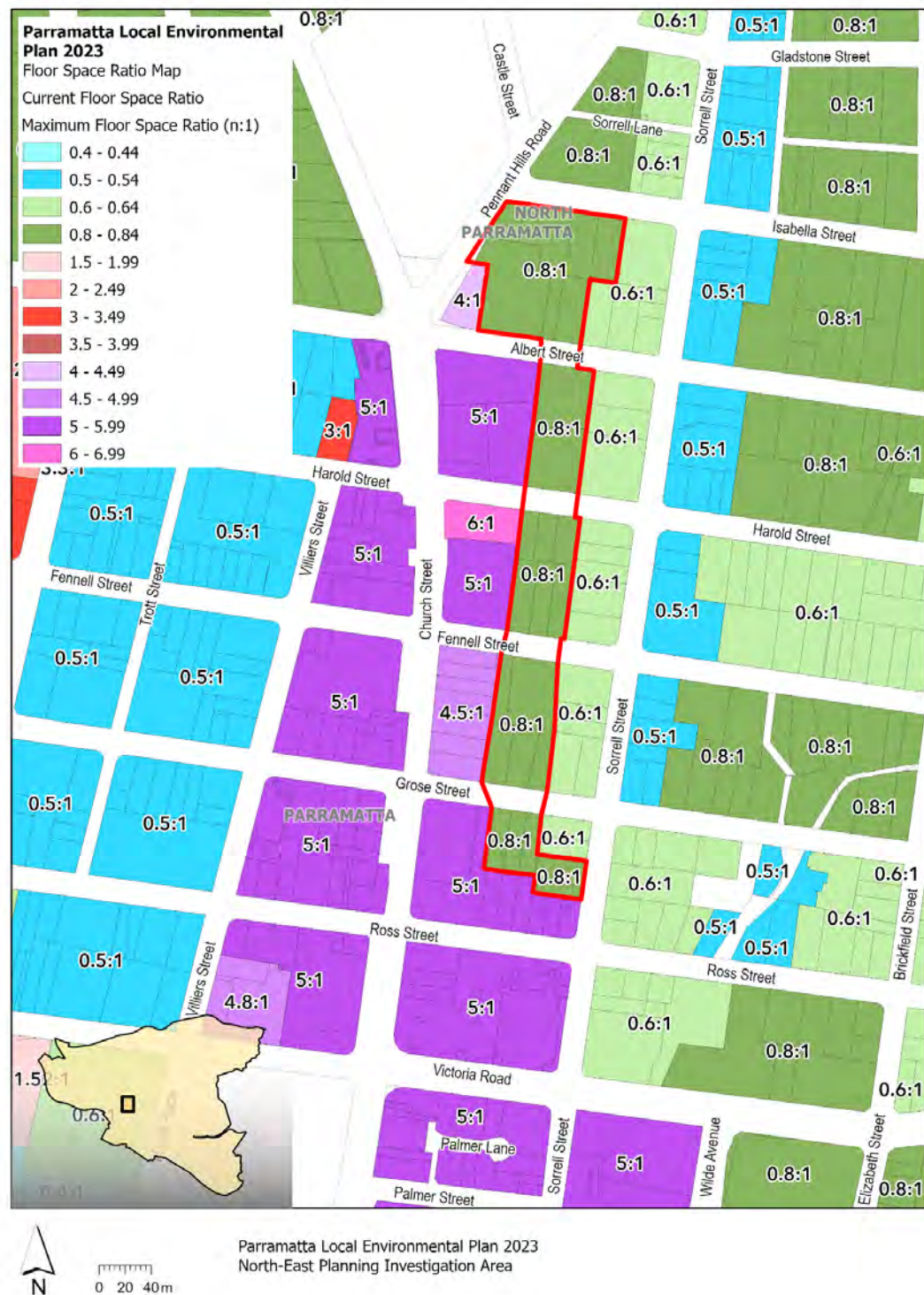


Figure 10 illustrates the existing Floor Space Ratio (FSR) controls for the NEPIA with a consistent 0.8:1 across the site.

D09391328 (F2020/01908)

53

PLANNING PROPOSAL – North-East Planning Investigation Area

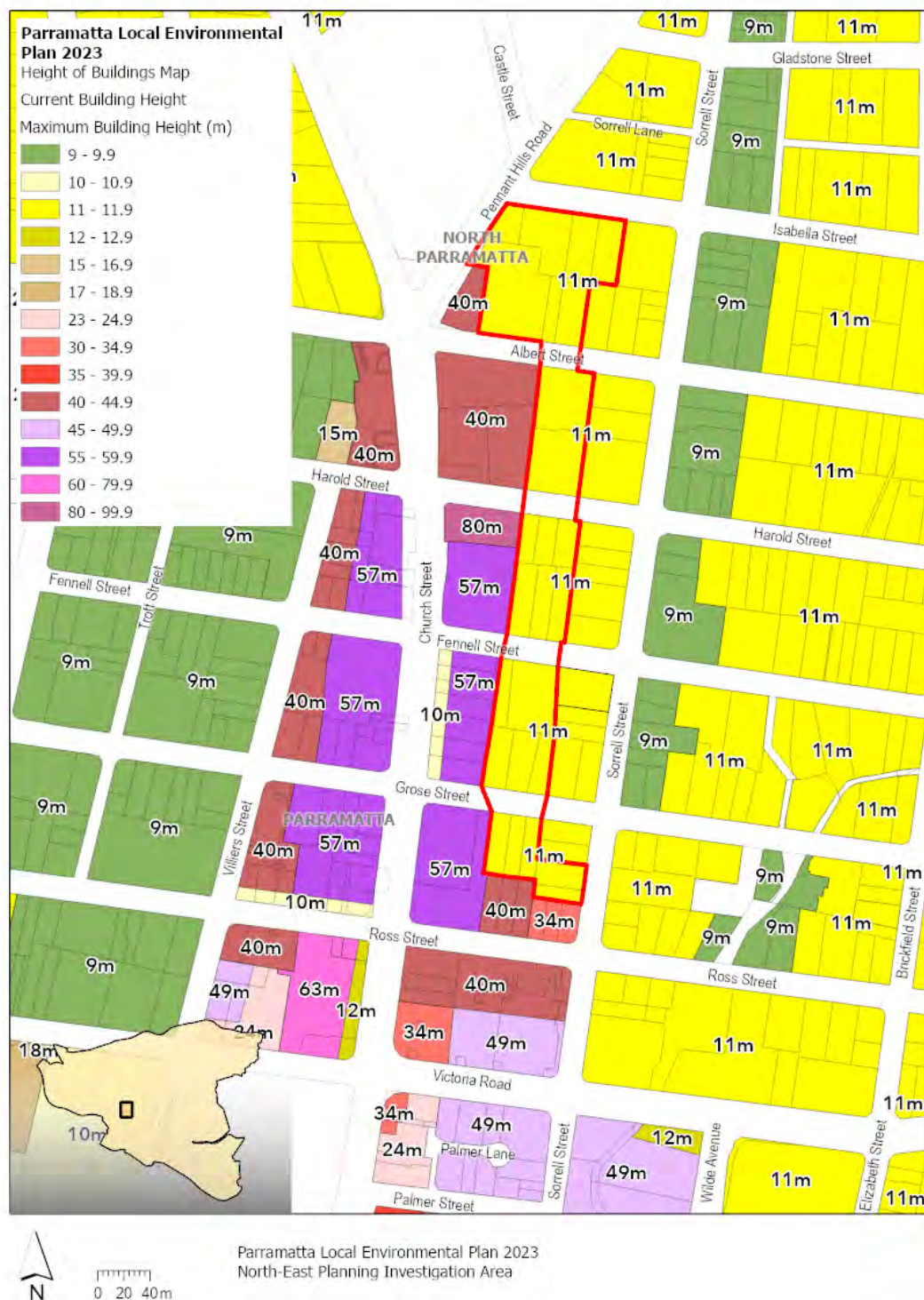


Figure 11 illustrates the existing Height of Buildings (HOB) control for the NEPIA with a consistent 11m across the site.

D09391328 (F2020/01908)

53

PLANNING PROPOSAL – North-East Planning Investigation Area

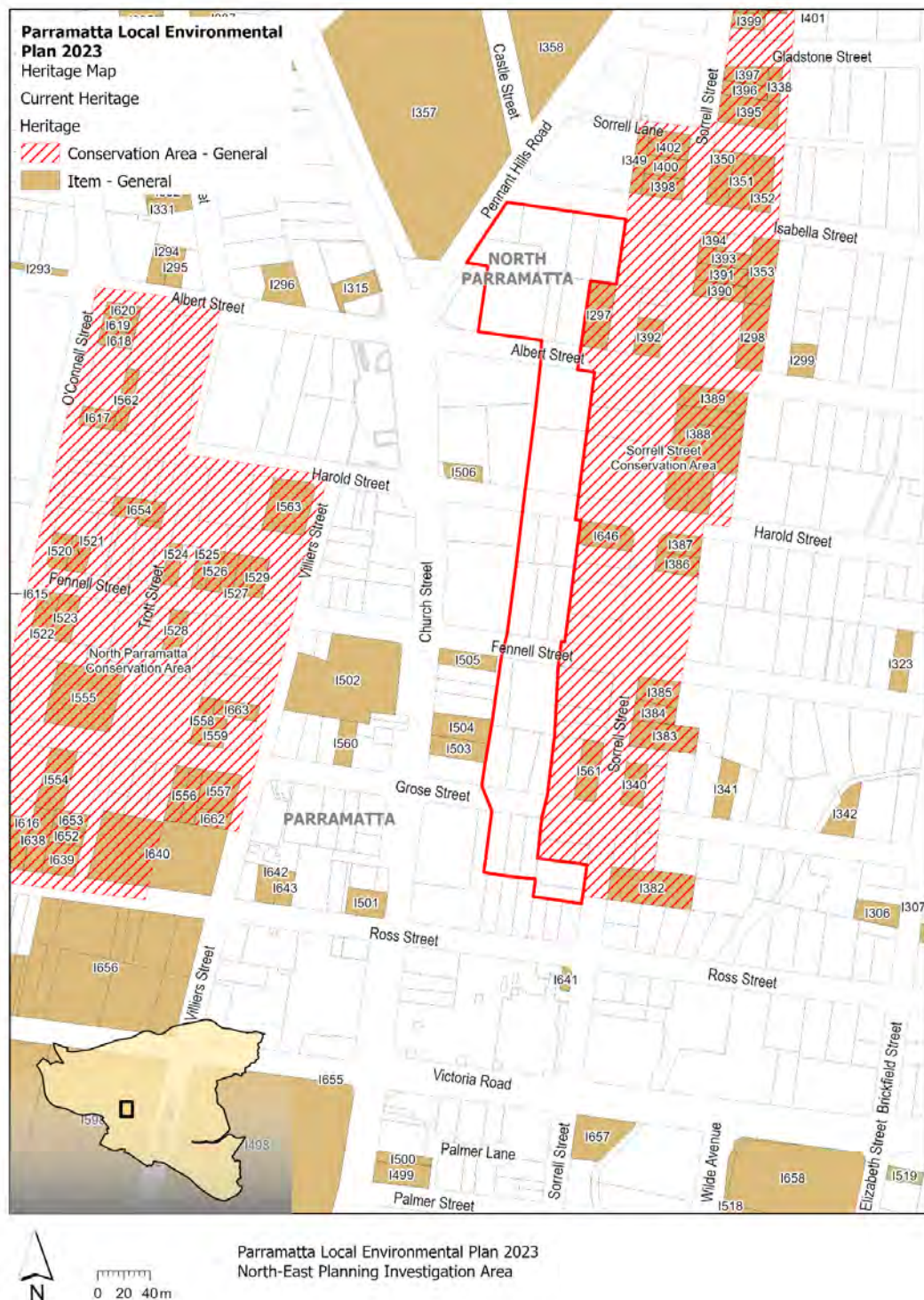


Figure 12 illustrates the existing Parramatta LEP 2023 heritage items and conservation areas in and proximate to the NEPIA.

D09391328 (F2020/01908)

53

PLANNING PROPOSAL – North-East Planning Investigation Area



Figure 13 illustrates the existing Acid Sulfate Soils classification for the NEPIA with a consistent Class 5 of land across the site.

D09391328 (F2020/01908)

53

PLANNING PROPOSAL – North-East Planning Investigation Area

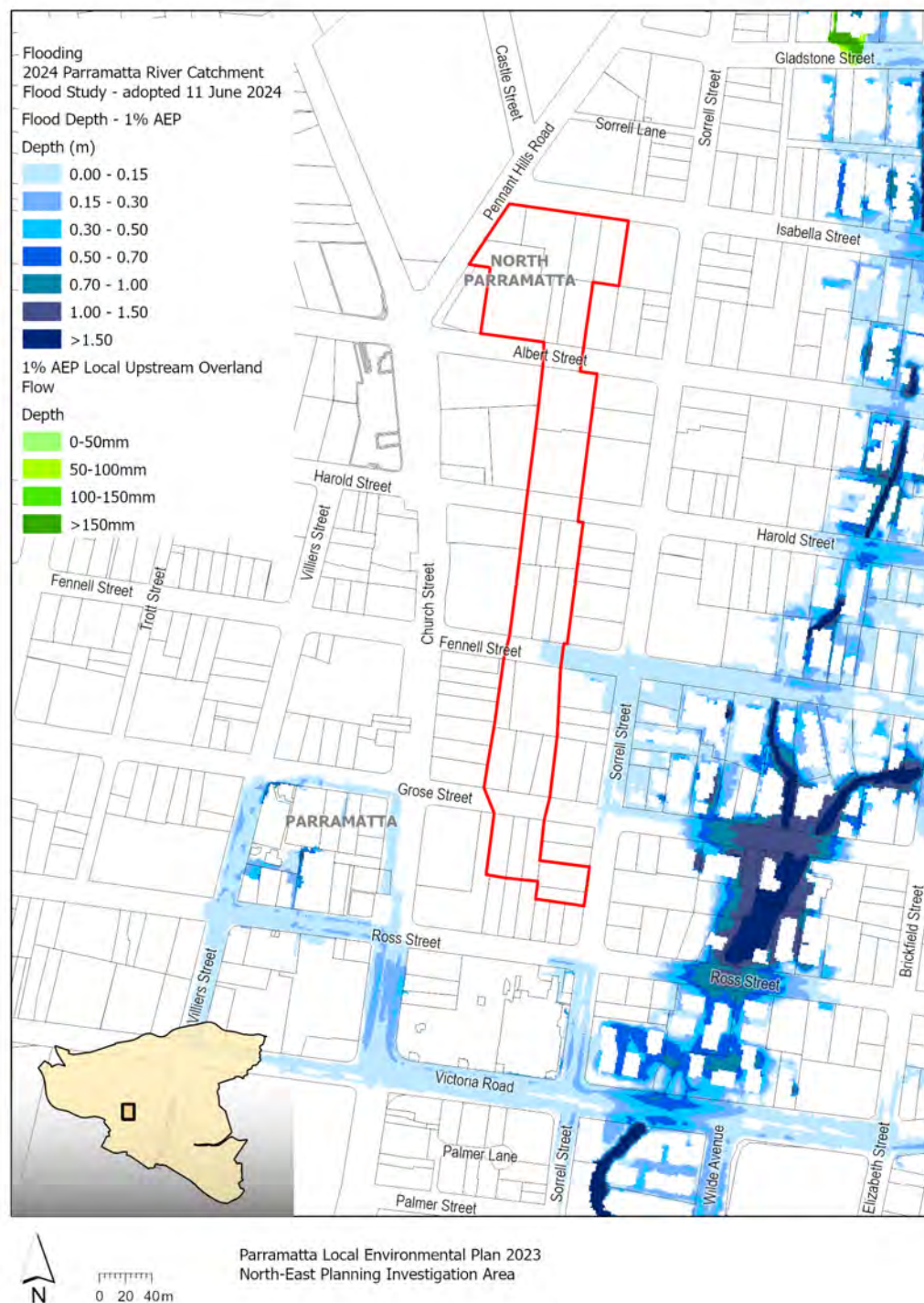
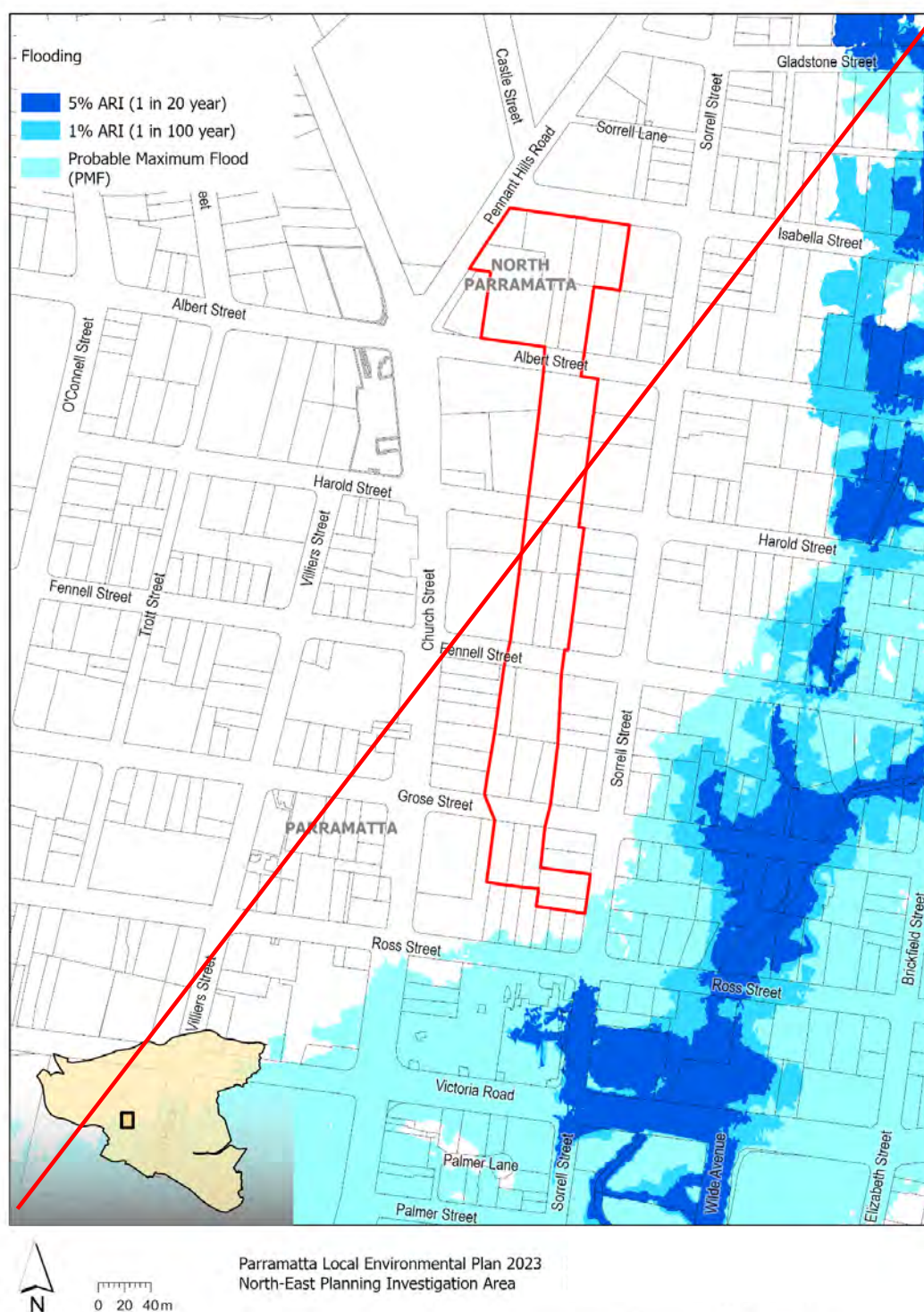


Figure 14 illustrates Council's ~~existing~~ flood mapping for the NEPIA displaying the affected areas for ~~5% and 1% Annual Exceedance Probability (AEP) in the finalised 2024 Parramatta River Flood Study Average Recurrence Intervals and the Probable Maximum Flood.~~

D09391328 (F2020/01908)

53

PLANNING PROPOSAL – North-East Planning Investigation Area



D09391328 (F2020/01908)

53

PLANNING PROPOSAL – North-East Planning Investigation Area

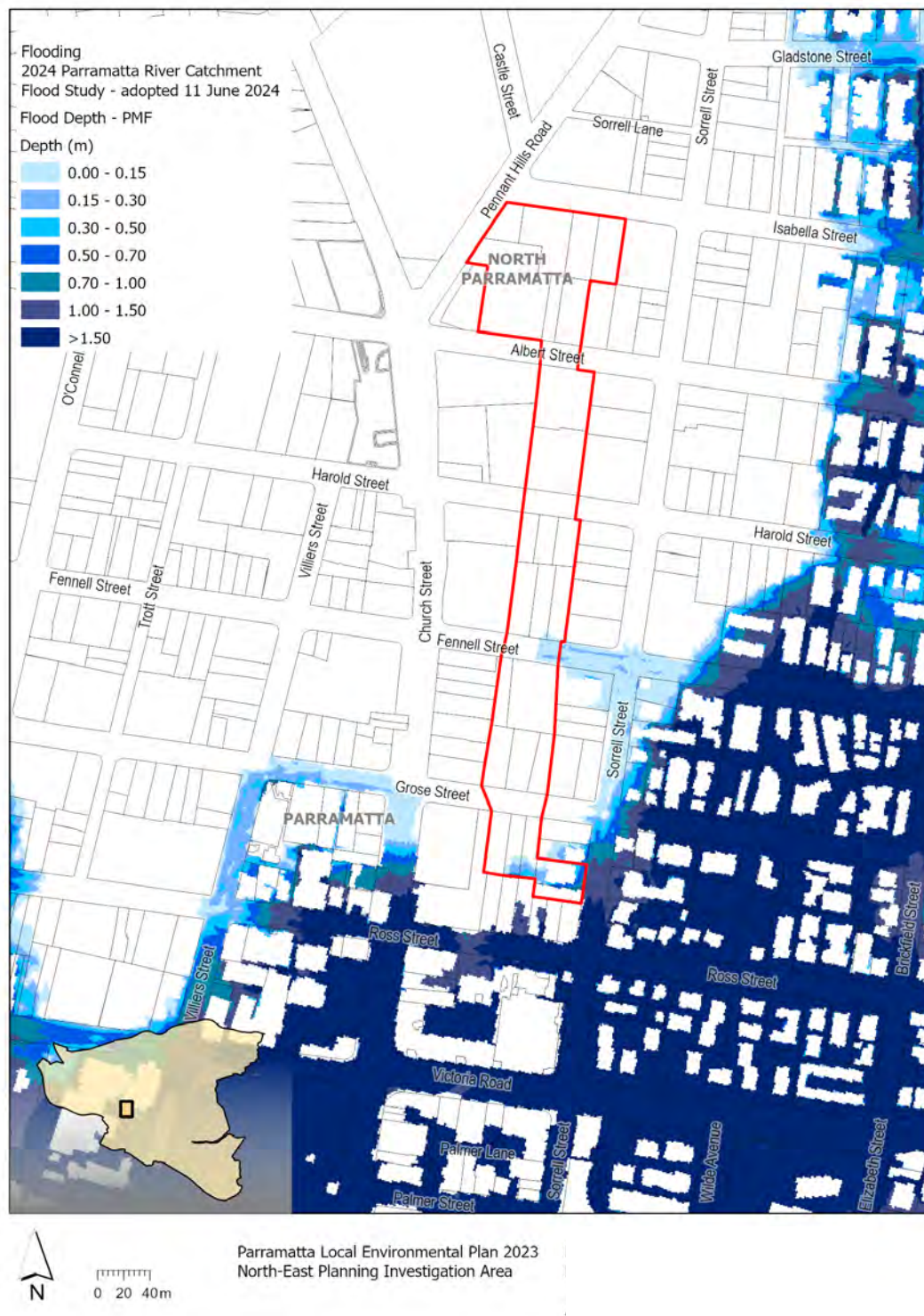


Figure 15 displays the affected areas for the Probable Maximum Flood (PMF) in NEPIA in the adopted 2024 Parramatta River Flood Study

D09391328 (F2020/01908)

53

PLANNING PROPOSAL – North-East Planning Investigation Area

4.2 Proposed controls

The figures in this section illustrate the proposed amendments to the following maps:

- Floor Space Ratio Map
- Height of Buildings Map

PLANNING PROPOSAL – North-East Planning Investigation Area

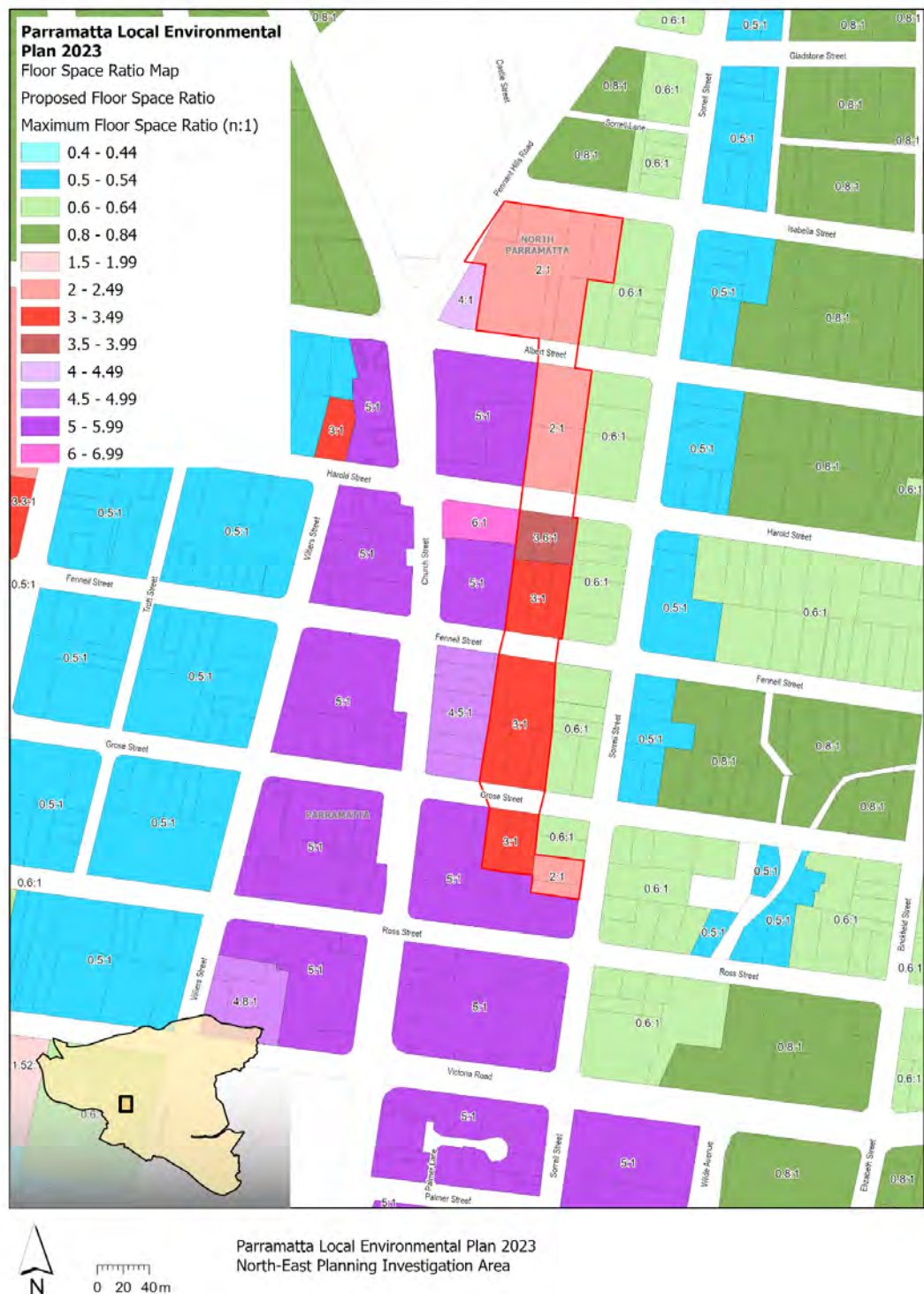


Figure 16 illustrates the proposed Floor Space Ratio (FSR) controls as recommended for the NEPIA from this Planning Proposal.

D09391328 (F2020/01908)

53

PLANNING PROPOSAL – North-East Planning Investigation Area

PART 5 – COMMUNITY CONSULTATION

Consistent with sections 3.34(4) and 3.34(8) of the *EP&A Act 1979*, and the Gateway Determination of 10 September 2024, the Planning Proposal was publicly exhibited from 7 November to 19 December 2024. Public exhibition included:

- Frequently asked questions, including
- Public notice and social media,
- Webpage promotion via Participate Parramatta,
- Letters to landowners situated within the precinct,
- Notification email to identified stakeholders
- Online submission portal and formal submission process.

Feedback received is detailed in the report to the Local Planning Panel meeting on 18 February 2025. In summary,

- 71 submissions were received from individuals, residents, and landowners
- 2 submissions were received from public agencies
- 2 submissions were received from other Organisations and Businesses

Details on the matters raised and a response from Council Officers can be found in Attachment 1 of the report to the Local Planning Panel on 18 February 2025.

PART 6 – PROJECT TIMELINE

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

Table 15 below outlines the anticipated timeframe for the completion of the Planning Proposal.

Table 15 – Anticipated delivery of the Planning Proposal

Milestone	Anticipated Timeframe
Report to LPP on the assessment of the PP	April 2024
Report to Council on the assessment of the PP	May 2024
Referral to Minister for review of Gateway determination	May 2024
Date of issue of the Gateway determination	September 2024
Commencement and completion dates for public exhibition period	November - December 2024
Consideration of submissions	January - February 2025
Consideration of Planning Proposal post exhibition and associated report to the LPP and Council	February / March 2025
Submission to the Department to finalise the LEP	April 2025
Notification of instrument	May 2025

PLANNING PROPOSAL – North-East Planning Investigation Area

Appendix 1 – Gateway Determination and Table of Responses to Conditions

D09391328 (F2020/01908)

53

PLANNING PROPOSAL – North-East Planning Investigation Area

Table 16: Table of Gateway Conditions and Council responses

Condition No.	Gateway Condition	Council Response
1.	The planning proposal is to be updated to:	
	(a) Address Section 9.1 Direction 3.2 Heritage Conservation;	<p>The Planning Proposal has been was updated prior to public exhibition with further details on how the proposed controls respond to the heritage context of the NEPIA satisfying this Gateway condition.</p> <p>Further details can be found above in response to Direction 3.2 Heritage Conservation and within Appendix 2 – Consolidated Urban Design Report.</p>
	(b) Provide a consolidated supporting urban design analysis for the proposal, including the following matters:	<p>A Consolidated Urban Design Report has been was prepared prior to public exhibition and is attached at Appendix 2 which addresses condition 1.(b).</p> <ul style="list-style-type: none"> • Demonstrates an appropriate height transition to the adjacent HCA that minimises any potential visual and solar impacts. • Cross sections that address the topography of the NEPIA and its relationship to surrounding areas. • Justification for any overshadowing impact to properties on Sorrell Street. Shadow analysis should include the time of year the proposed controls apply. • Justification of potential overshadowing impact from the proposed LEP controls on public open space areas compared to the existing controls.
	(c) Include an updated timeline in line with the Gateway determination.	<p>The timeline has been was prepared prior to public exhibition in Part 6 – Project Timeline of the Planning Proposal.</p>

D09391328 (F2020/01908)

PLANNING PROPOSAL – North-East Planning Investigation Area

	Draft maps and the planning proposal should be updated as required.	Maps in Part 4 - Maps have been were updated prior to public exhibition to reflect the commencement of the State Environmental Planning Proposal (Church Street North) 2023 satisfying this Gateway condition.
2	Public exhibition is required under section 3.34(2)(c) and clause 4 of Schedule 1 to the EP&A Act as follows: <ul style="list-style-type: none"> (a) the planning proposal is categorised as complex as described in the <i>Local Environmental Plan Making Guideline</i> (Department of Planning and Environment, August 2023) and must be made publicly available for a minimum of 30 working days; and (b) the planning proposal authority must comply with the notice requirements for public exhibition of planning proposals and the specifications for material that must be made publicly available along with planning proposals as identified in <i>Local Environmental Plan Making Guideline</i> (Department of Planning and Environment, August 2023). 	<p>The Planning Proposal will be was placed on public exhibition from 7 November 2024 to 19 December 2024 (30 working days) satisfying this Gateway Condition.</p> <p>The relevant material identified in <i>Local Environmental Plan Making Guideline</i> (Department of Planning and Environment, August 2023) will be made publicly available for the duration of the public exhibition period satisfying this Gateway condition.</p> <p>Attachment 1 to the Local Planning Panel Report 18 February 2025 includes a detailed outline of the engagement activities and material available during the public exhibition.</p>
3	Consultation is required with the Department of Climate Change, Energy, the Environment and Water (DCCEEW) and Transport for New South Wales (TfNSW) under section 3.34(2)(d) of the Act. DCCEEW and TfNSW are to be provided with a copy of the planning proposal and any relevant supporting material and given at least 30 working days to comment on the proposal.	<p>Council will provided the Department of Climate Change, Energy, the Environment and Water (DCCEEW) and Transport for New South Wales (TfNSW) the relevant exhibition material for the purposes of consultation for the period of 30 working days satisfying this Gateway condition.</p> <p>Both DCCEEW and TfNSW provided a submission during the public exhibition. The submission summary and Council officer response is contained in Attachment 1 to the Local Planning Panel Report 18 February 2025.</p>
4	A public hearing is not required to be held into the matter by any person or body under section 3.34(2)(e) of the Act. This does not discharge Council from any obligation it may otherwise have to conduct a public hearing (for example, in response to a submission or if reclassifying land).	Noted.

D09391328 (F2020/01908)

PLANNING PROPOSAL – North-East Planning Investigation Area

D09391328 (F2020/01908)

PLANNING PROPOSAL – North-East Planning Investigation Area

Appendix 2 – Consolidated Urban Design Report

CITY OF PARRAMATTA

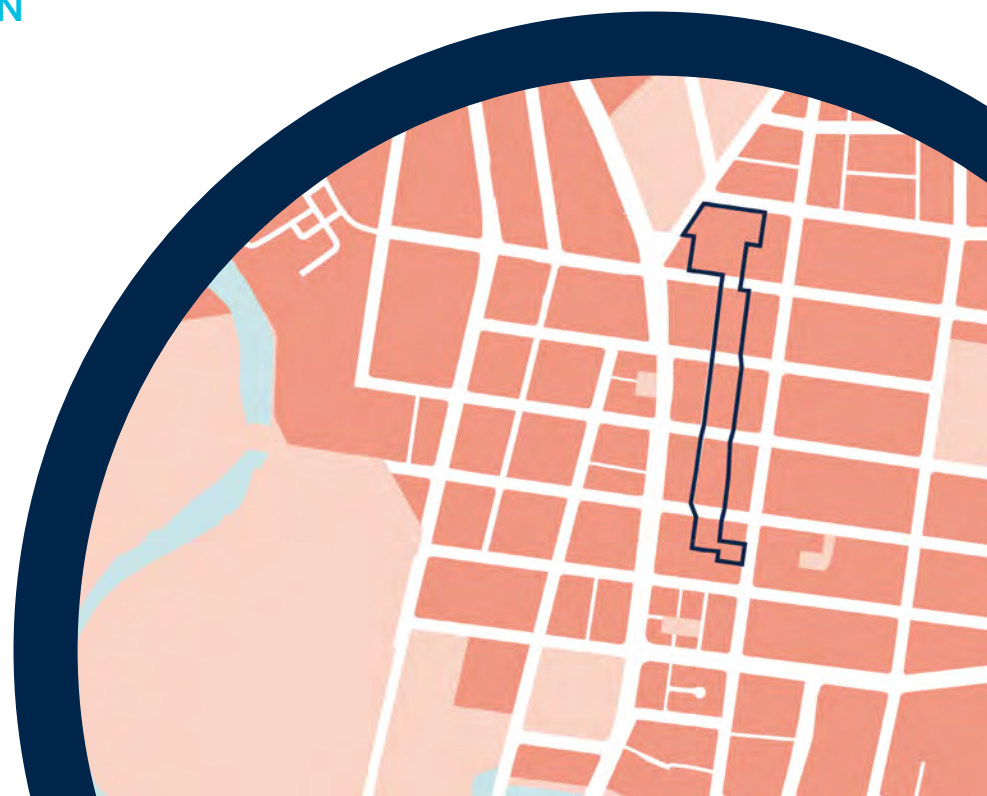
NORTH-EAST

PLANNING INVESTIGATION AREA

CONSOLIDATED URBAN DESIGN REPORT:
RESPONSE TO GATEWAY DETERMINATION
REF: PP-2024-1160

CITY PLANNING & DESIGN

NOVEMBER 2024





ACKNOWLEDGMENT OF COUNTRY

We respectfully acknowledge the traditional owners and custodians of the land and waters of parramatta, the Dharug peoples.

Nunanglanungdyu baramada gulbanga
mawa naa baramadagal dharug ngurrawa
badura baramada dharug yura



EXECUTIVE SUMMARY

On 10 September 2024 the Department of Planning, Housing & Infrastructure (DPHI) issued the Gateway Determination to amend Height of Buildings (HOB) and Floor Space Ratio (FSR) controls in the Parramatta LEP 2023 to facilitate high density housing in the North-East Planning Investigation Area (North-East PIA).

Subject to Gateway Conditions the planning proposal is required to be updated with consolidated supporting urban design analysis for the proposal, including the following matters:

- Demonstrated appropriate height transition to the adjacent HCA that minimises any potential visual and solar impacts.
- Cross sections that address the topography of the North-East PIA and its relationship to surrounding areas.
- Justification for any overshadowing impact to properties on Sorrell Street. Shadow analysis should include the time of year the proposed controls apply.
- Justification of potential overshadowing impacts from the proposed LEP controls on public open space areas compared to the existing controls.

This document presents the consolidated supporting urban design analysis to accompany the LEP amendments proposed, and forms the basis for Draft DCP controls in the North-East PIA. The analysis within the report demonstrates that the proposed controls satisfy the relevant Gateway Conditions in the following ways:

Appropriate Height Transition

The proposal for the North-East PIA is underpinned by design principles that consider a whole of place approach to the blocks bound by Church Street to the West and Sorrell Street to the East. It is underpinned by a transition in scale and built form from the future high density development and taller built form along the Church Street North (CSN) spine, to the lower scale of the Sorrell Street Heritage Conservation Area (HCA) to the East.

Built form in the North-East PIA extends the City Centre north of Parramatta River, however transitions to more residential character and diverse typologies rather than unbroken podiums. The proposed built form outcomes utilise a lower height datum combined with block specific site planning strategies for setbacks, a coordinated orientation to the massing and form, as well as building separation strategies to facilitate the transition.

Minimisation of Visual Impacts

The combination of co-located communal open spaces on the ground floor, using space as an organising element, and orientating short edges of towers towards the HCA, maximises separation between buildings.

This has the effect of maximising views to sky, maintaining views to heritage items and reducing hard, unbroken wall lengths. In addition, slender tower forms, finer grain street walls, and vegetated green links and laneways allow greater opportunities for canopy coverage.

This provides a more appropriate setting for heritage items, contributes to a more human-scale interface, and assist with interrupting views to taller tower typologies in CSN from Sorrell Street.

Addressing Topography

In an east-west direction the height remains consolidated around the Church St axis before transitioning down towards the lower valleys of Brickfields Creek and the Parramatta River.

In a north-west direction this same transitioning occurs between St Patricks Cemetery and the Parramatta River, which is why more modestly scaled 6-storey forms have been recommended for the northern most sites of the North-East PIA.

Shadow Analysis (Winter Solstice & Spring Equinox) and Solar Access

During both midwinter and the spring equinox, there is no overshadowing from the North-East PIA Planning Proposal on Sorrell Street in the morning.

Additional overshadowing to the east beyond the CSN profile occurs from early afternoon, however it is expected most north and east facing buildings within the HCA and the North-East PIA should continue to receive a minimum of 3 hours of sunlight during the course of the day.

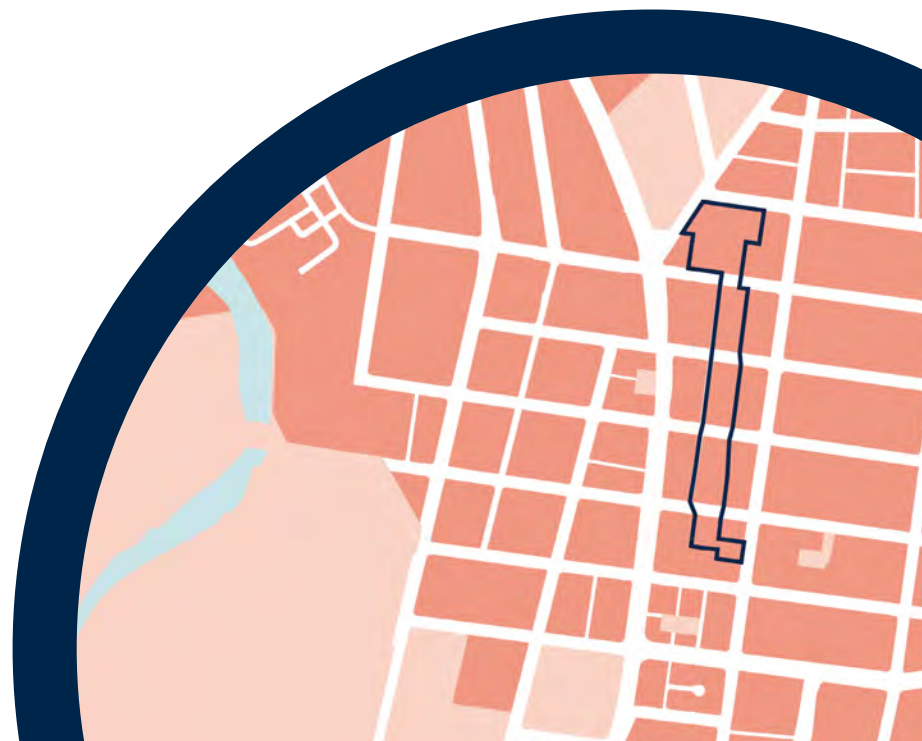
Council has included additional overshadowing diagrams for the Equinox scenario in addition to the Winter Solstice within this report. The diagrams illustrate buildings on Sorrell Street will achieve a minimum 4 hours of direct sunlight during the Equinox and Winter Solstice. This exceeds the comparable requirement previously placed on the CBD Planning Proposal by the State Government which conditioned a minimum 2 hours of direct sunlight for HCAs adjoining the CBD PP.

No additional overshadowing to any nearby public open spaces occurs as a result of the North-East PIA Planning Proposal.

CONTENTS

1. INTRODUCTION
2. EXISTING CONTEXT & STUDY AREA
 - 2.1 Study Area
 - 2.2 Existing Context
3. DESIGN PRINCIPLES & STRATEGIES
 - 3.1 Church Street North State Government Led Rezoning
 - 3.2 State Environmental Planning Policy Amendment (Church Street North Precinct) 2023
 - 3.3 Design Principles for the North-East PIA
 - 3.4 Design Strategies for the North-East PIA
4. URBAN DESIGN ANALYSIS & RESPONSE
 - 4.1 Approach & Assumptions
 - 4.2 Block Qualities & Design Response
 - 4.3 Urban Design Response
 - 4.4 Gateway Recommendation for FSR & Height
5. SHADOW ANALYSIS
 - 5.1 Shadow Analysis: Winter Solstice
 - 5.2 Shadow Analysis: Vernal (Spring) Equinox
6. CONCLUSION

1. INTRODUCTION



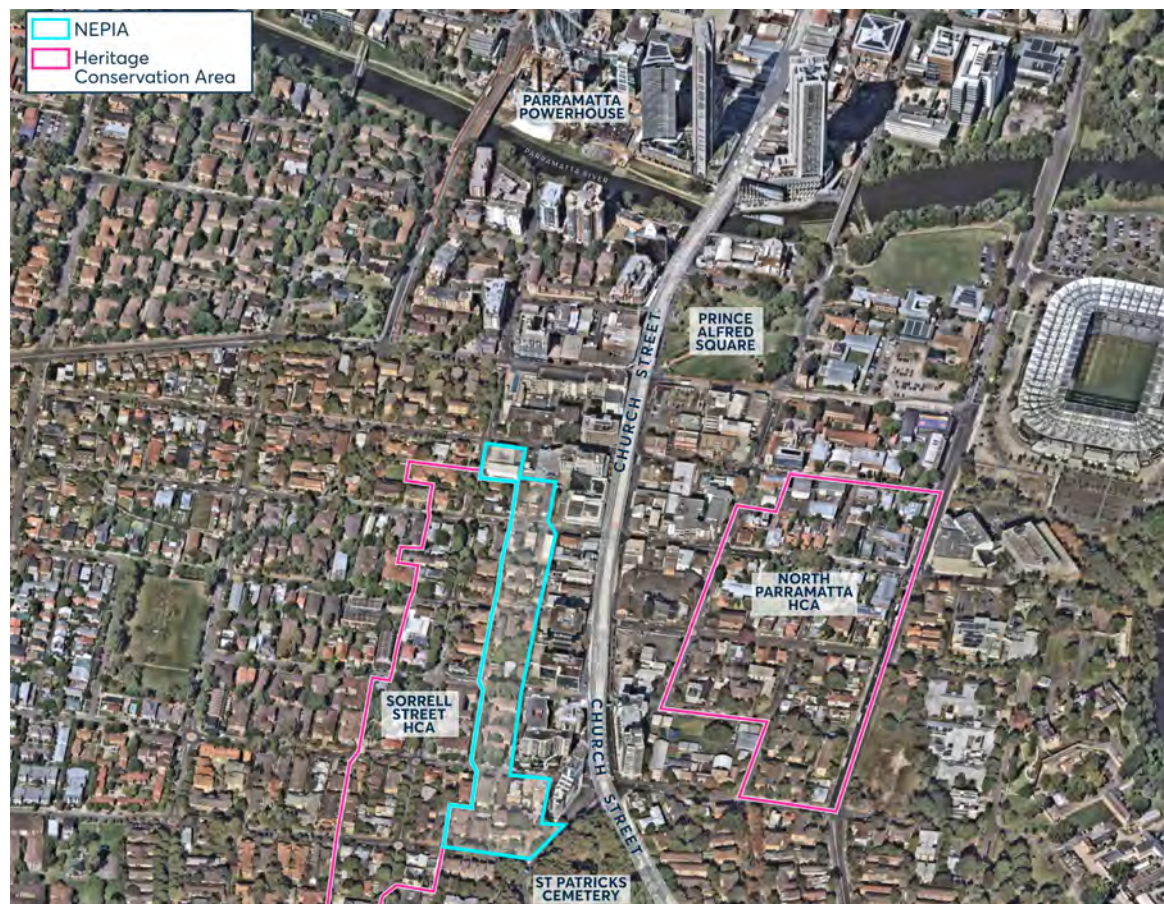
INTRODUCTION

The North-East Planning Investigation Area (NEPIA) is located on the north-eastern fringe of the Parramatta CBD. The properties within the North-East PIA are located between the land parcels fronting Church Street to the west and the Sorrell Street Heritage Conservation Area (HCA) to the east. The area extends from Isabella Street in the north to Ross Street in the south.

Future development within the North-East PIA will be critical in creating a transitional edge between larger-scale development along the Church Street North spine and the Sorrell Street HCA.

The following document consolidates Council's urban design analysis of the design principles and strategies underpinning the desired outcomes for the North-East PIA and the analysis which informed the draft DCP controls. The consolidation of Council's urban design analysis responds to the Department of Planning, Housing and Infrastructure's gateway determination for proposed amendments to the Parramatta LEP 2023 (Ref: PP-2024-1160).

This report includes the considerations, investigations and strategies underpinning the recommended built form controls. It includes issues relating to the overall urban design of the precinct, topography, amenity and character, along with further overshadowing diagrams intended to facilitate an understanding of the full impact of the proposal, how the controls were derived, and to assist the community with understanding the proposed changes.



AERIAL VIEW OF NEPIA WITH PARRAMATTA CBD IN THE BACKGROUND.

2. CONTEXT & STUDY AREA

2.1 Study Area

2.2 Existing Context



2.1 STUDY AREA

The North-East PIA applies to land that sits between the northern periphery of the Parramatta City Centre also known as Church Street North (in solid yellow) and Sorrell Street Heritage Conservation Area (hatched in orange) to the east of the North-East PIA.

The adjacent Sorrell Street HCA is a residential precinct where the grain of historic subdivision and tree-lined character along the street has been maintained. Historic buildings exist mostly on corners and have an important role in marking intersections and permitting views west up to the ridge of Church Street.

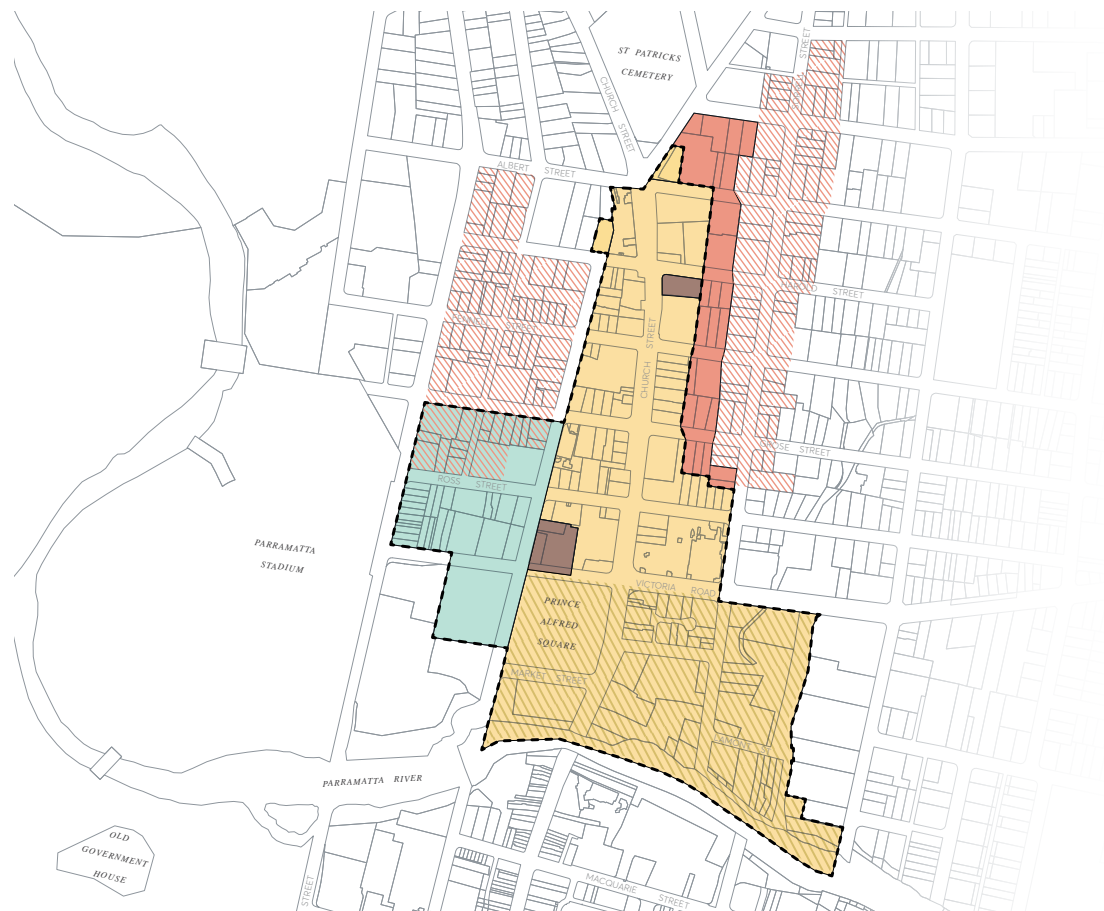
Future development within the North-East PIA will play a critical part in creating a transitional edge between higher-scale tower development along the Church Street spine and the low-scale Sorrell Street HCA.

LEGEND

- CHURCH STREET NORTH PRECINCT
- SEPP3 ZONING CHANGES
- GENERAL CCDCP CONTROLS TO APPLY
- NORTH EAST PIA
- EXISTING SITE SPECIFIC DCP
- NO CHANGE TO EXISTING FSR OR HOB
- HERITAGE CONSERVATION AREA



NTS



NORTH-EAST PIA STUDY AREA.

2.2 EXISTING CONTEXT

The Sorrell Street HCA borders the North-East PIA to the east with Pennant Hills Road and Isabella St forming the northern edge.


The existing fabric and character surrounding the North-East PIA has a mix of building forms, tree-lined, and residential in nature with 3 to 4 story walk up apartments interspersed with heritage items and cottages along Sorrell Street.

A number of sites located in the northern section of the NEPIA consist of 3-6 storey medium density residential development.

There are five blocks between the northern and southern edges of the North-East PIA which includes the following sites:

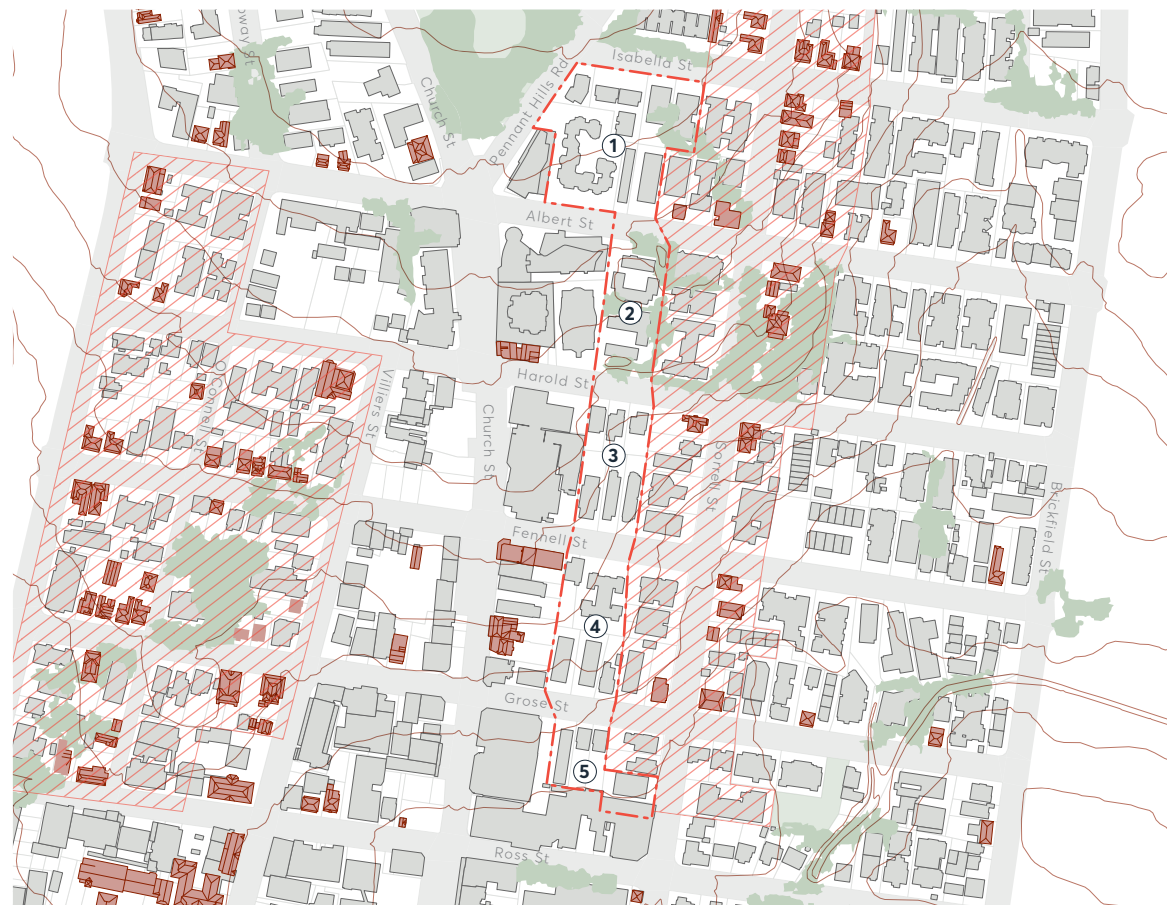
- ① 1, 9, 11, 17 Isabella St, and 36, 38, 40 Albert St
- ② 17 Albert St, and 20 Harold St
- ③ 23, 25, 27 Harold St, and 32, 34, 34A Fennell St
- ④ 33, 37 Fennell St, and 36, 38, 40 Grose St
- ⑤ 35, 37, 39 Grose St, and 25, 29 Sorrell St

LEGEND

-  NEPIA BOUNDARY
-  HERITAGE CONSERVATION AREA (HCA)
-  HERITAGE BUILDINGS
-  EXISTING VEGETATION
-  2M CONTOURS
-  BLOCK NUMBER



NTS



NORTH-EAST PIA CONTEXT BETWEEN HCAS AND EXISTING FABRIC INCLUDING HERITAGE ITEMS.

3. DESIGN PRINCIPLES & STRATEGIES

3.1 Church Street North State Government Led Rezoning

3.2 State Environmental Planning Policy Amendment (Church Street North Precinct) 2023

3.3 Design Principles for the North-East PIA

3.4 Design Strategies for the North-East PIA



3.1 CHURCH STREET NORTH STATE GOVERNMENT LED REZONING

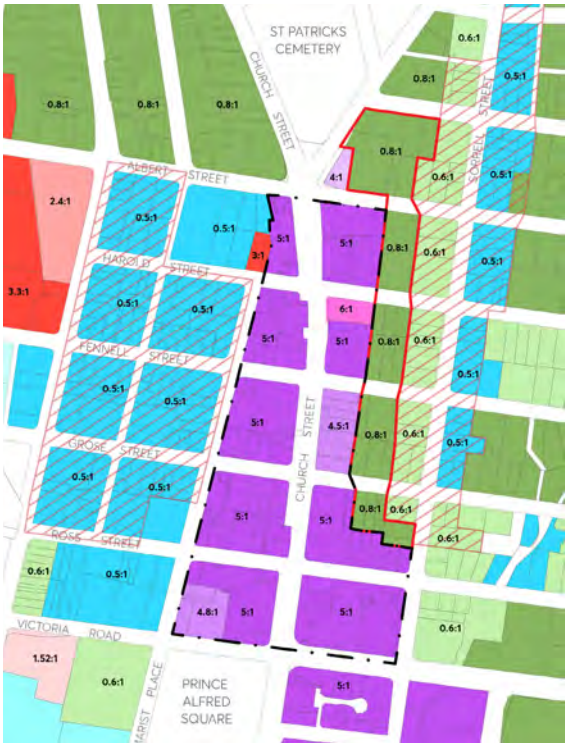
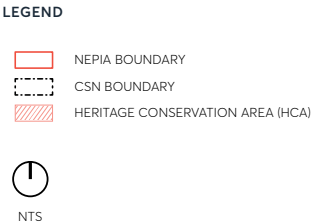


The DPHI established new controls for the Church Street North Precinct (CSN) which came into effect 1 July 2024.

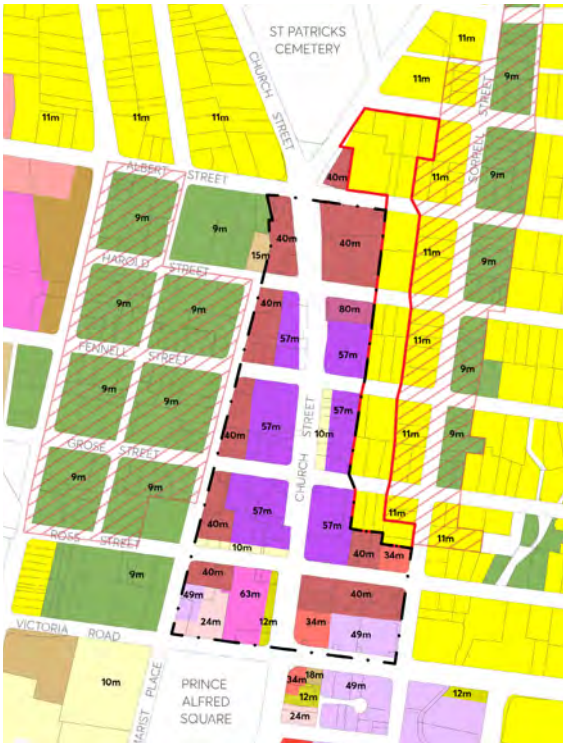
The properties along Church Street, North-East PIA and the HCA are part of a contiguous block pattern between Church Street and Sorrell Street that needed to be considered from a whole of place perspective.

In November 2023 Council endorsed a work program to review the North-East PIA planning controls at the beginning of 2024.

The controls were reviewed in the context of the CSN Precinct SEPP controls and transition to the Sorrell Street HCA to the east. The review and subsequent urban design studies inform new LEP and DCP controls for the North-East PIA.



EXISTING NORTH-EAST PIA FSR CONTROLS ADJACENT TO CSN IN PLEP 2023.



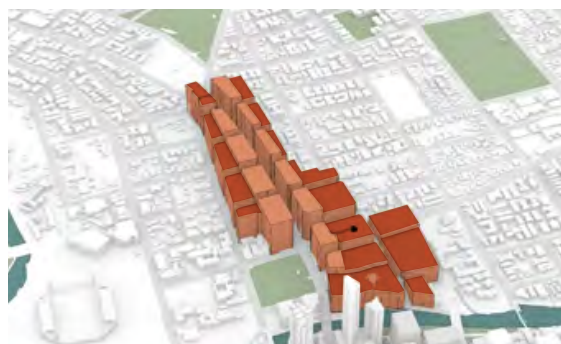
EXISTING NORTH-EAST PIA HEIGHT OF BUILDINGS (HOB) CONTROLS ADJACENT TO CSN IN PLEP 2023.

3.2 STATE ENVIRONMENTAL PLANNING POLICY AMENDMENT CHURCH STREET NORTH PRECINCT 2023

(Prepared by Hassell on behalf of DPHI)

The Urban Design Principles underpinning the State Environmental Planning Policy Amendment (Church Street North Precinct) 2023 (SEPP 3) were based on the recommendations and strategies from a study prepared by Hassell and commissioned by DPHI. The key principles were informed by

mapped building heights in the CSN, a skyline strategy and acknowledgment of sites within the precinct that would be unlikely to redevelop due to existing large 6-8 storey strata-titled properties. These are identified below.



RESPECT AND REINFORCE THE IDENTITY OF CHURCH STREET NORTH



MINIMISE VISUAL IMPACTS TO THE HERITAGE CONSERVATION AREAS



TRANSITION TO THE ADJOINING LOW SCALE RESIDENTIAL USES



PROTECT SOLAR ACCESS TO PUBLIC SPACES



RETAIN SIGNIFICANT VIEW CORRIDORS



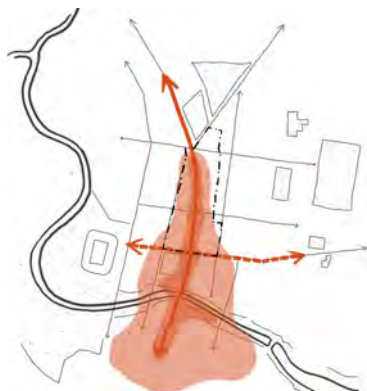
RESPOND TO CLUSTERS OF HERITAGE ITEMS

3.3 DESIGN PRINCIPLES FOR THE NORTH-EAST PIA

Although the North-East PIA is defined as a relatively narrow sliver of land between the northern extents of the Parramatta City Centre and the Sorrell Street HCA, the design process has been carried out concurrently with the drafting of the Church Street North DCP. This was to ensure consistency between built form outcomes.

This study was prepared giving consideration to what a suitable development outcome would be for the North-East PIA, and has taken into account the balance of existing character, especially the designated heritage areas, and the new planning framework established by the recent SEPP 3 amendments.

Based on a spatial analysis of the area, four overarching design principles were established to guide design work and arrive at recommendations for the built form.



1) CONTINUITY OF THE CITY CENTRE WITH A RESIDENTIAL FOCUS

Balanced with a response to the precinct's unique residential setting, future controls should provide continuity between the north and south sides of the River.



2) PROVIDING A TRANSITION TO HERITAGE CONSERVATION AREAS

Addressing the balanced axial character of the Sorrell Street HCA in contrast to the eclectic nature of the western HCA



3) HIGHLY VEGETATED STREETS AND HERITAGE ALIGNMENT

Enable increased potential for street tree planting and trees in setbacks along streets characterised by their green, residential character.



4) RESPONDING TO THE LANDSCAPE AND RIVER SETTING

Elevate the topographical and ecological features of the precinct to contribute to the character and legibility of the precinct.

3.4 DESIGN STRATEGIES FOR THE NORTH-EAST PIA

3.4.1 Transitioning from the City Centre

Transitioning typologies from city centre to CSN to NEPIA.

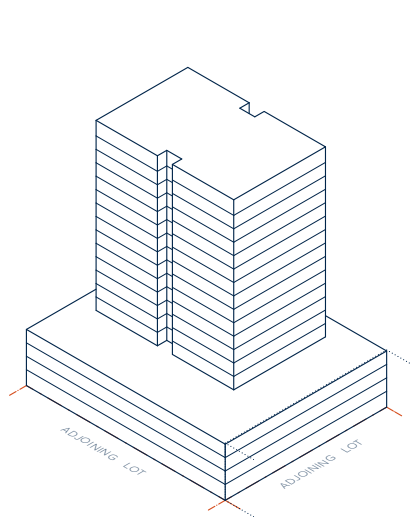
A key strategy for the broader North Parramatta area is about creating continuity between the Parramatta City Centre south of the River and Church Street North. The priority is to ensure the active, high-street character of Church Street is consistent with the rest of the City Centre and built as a continuous street wall with towers set back above.

The difference between North Parramatta and the City Centre's commercial core to the south is that while a fully commercial podium built to boundary is an appropriate response around the commercial core, the Church Street North precinct will most likely be a more residential precinct that should support residential uses in both tower and podium.

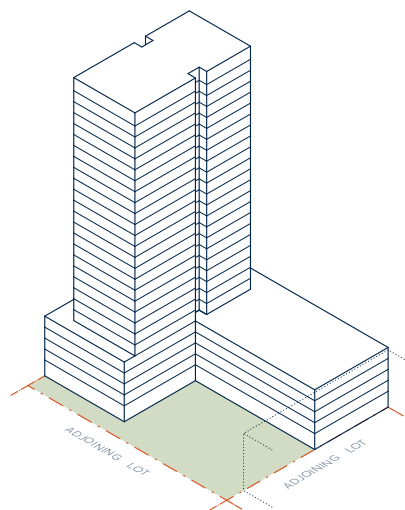
The objective is to create controls to support finer grain forms that enable apartments to be located within the lower levels of the buildings, provide more space at the ground floor for communal open space that is co-located with deep soil for canopy cover, and increased residential amenity where possible.



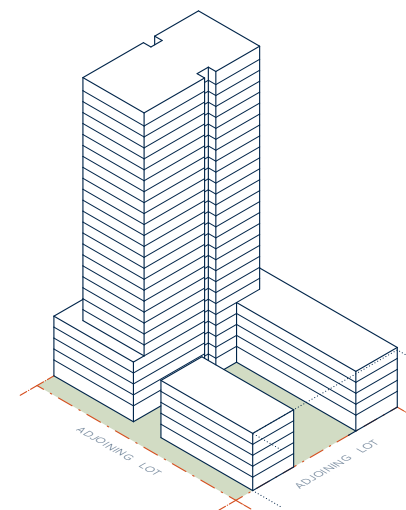
PRINCIPLE 1



EXAMPLE OF A FULLY COMMERCIAL PODIUM AND TOWER SCENARIO (CITY CENTRE).



RESIDENTIAL PODIUM AND TOWER BETTER SUITED TO CSN AND NEPIA FOR RESIDENTIAL DEVELOPMENT.



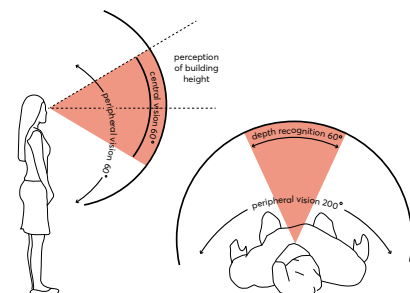
EXAMPLE OF A FINER GRAIN RESIDENTIAL PODIUM AND TOWER SCENARIO.

3.4.2 Providing a transition to heritage

Addressing the balanced axial character of the Sorrell Street HCA in contrast to the broader nature of the western HCA.

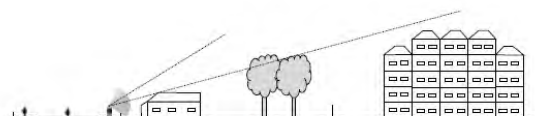
A key strategy for the broader North Parramatta area is to establish a comprehensive approach to transition that includes a combination of both building height and site planning. Methods for achieving transition include:

- Stepping in building height across the block and establishment of clear height datums;
- Containment of development within the human viewshed (see diagram below);
- Creating space at ground to give curtilage to heritage;
- Supporting deep soil that enables canopy tree planting as a setting to heritage;



Key arcs of the human field of view. Source: *What Actually Is a Heritage Conservation Area? A Management Critique Based on a Systematic Review of NSW Planning Documents*

- Providing vegetated setbacks and building breaks between Church Street, mid-block (NEPIA) and HCA;
- Locating communal open space on the ground to use space as a frame/backdrop to the HCA;
- Orientating the short edge of towers towards the HCA;
- Maximising separation between towers where it can increase views to sky when observed from the HCA, and;
- Encouraging slender tower forms and finer grain street wall typologies.



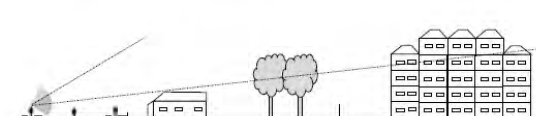
Seek to have building forms mostly hidden when directly facing a heritage item from the footpath



PRINCIPLE 2

The Key Method illustrated below that has been used to set building heights in SEPP 3 used by the DPHI has been predominantly adopted to determine proposed building heights for the North-East PIA.

Images extracted from: *Church Street North Urban Design Study* by Hassell prepared for NSW DPHI, November 2023.

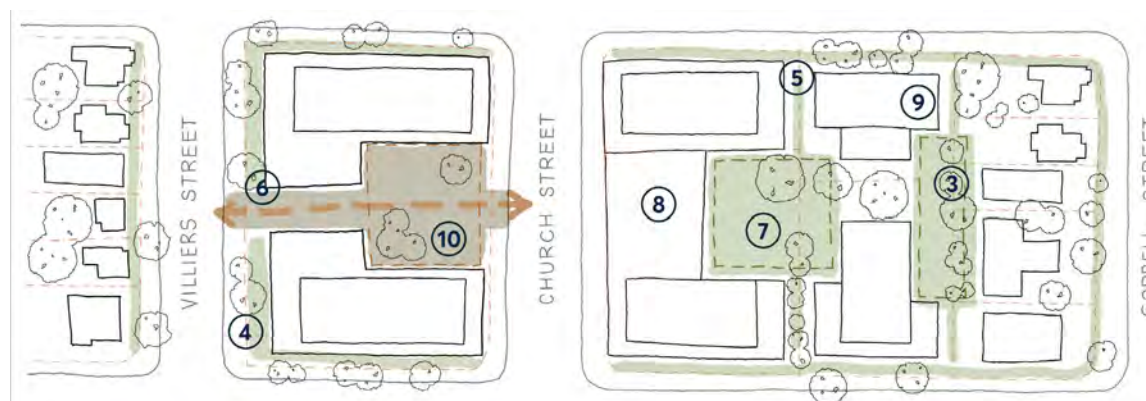


Viewer across the street (worst-case scenario); dominance of taller building forms within the field of view should be minimised

3.4.3 Stepped building form between Church St North and HCA

Space and building height principles used to transition to the Sorrell Street HCA (East Side of Church Street).

- ① Stepping building heights
- ② Views to sky above towers
- ③ Space for trees as a setting to the HCA
- ④ Vegetated street setback as interface to Villiers Street
- ⑤ Podium forms set back from shared boundaries
- ⑥ Through site link to organise built form
- ⑦ Communal space shared across developments
- ⑧ Minimum 24m separation between towers
- ⑨ Orientate towers with short edge to HCA
- ⑩ Civic space on Church Street to service future population



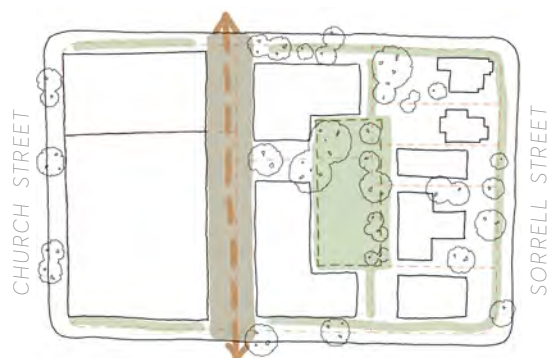
METHODS FOR ACHIEVING TRANSITION AND UNIFYING DEVELOPMENT ACROSS THE PRECINCT THROUGH BUILDING HEIGHTS AND SETBACKS BETWEEN CHURCH STREET AND THE SORRELL STREET HCA.

3.4.4 Building orientation, separation and canopy planting

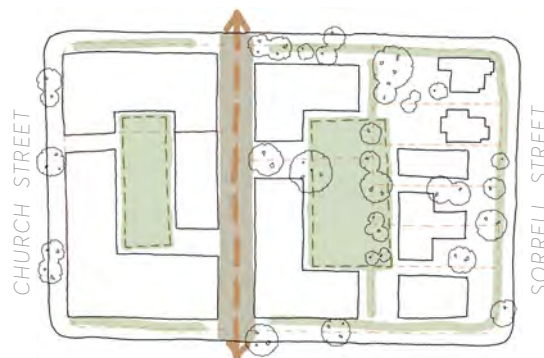
Consolidated communal open spaces, vegetated setbacks, canopy planting and linear separation recommended.



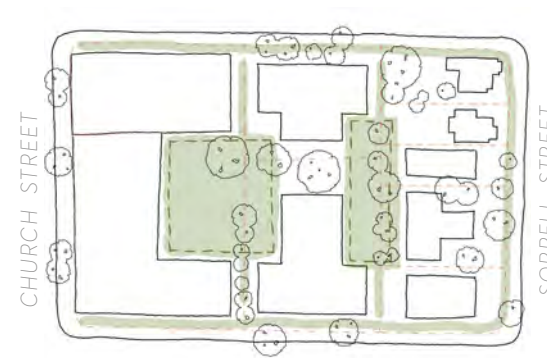
PRINCIPLE 2



I) LINEAR SEPARATION THROUGH A LANEWAY OR VEGETATED SETBACK.



II) FINER GRAIN BUILDING TYPES THAT RESPOND TO THE STREETScape AND EXISTING GRAIN OF THE HCA.

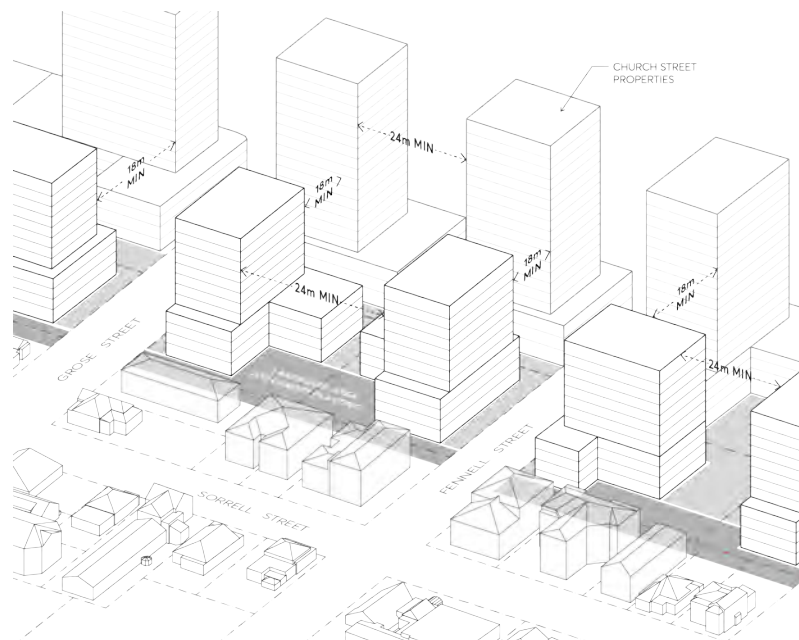


III) COURTYARDS AT GROUND CONSOLIDATED ACROSS LOTS TO CREATE SPACE BETWEEN BUILDINGS.

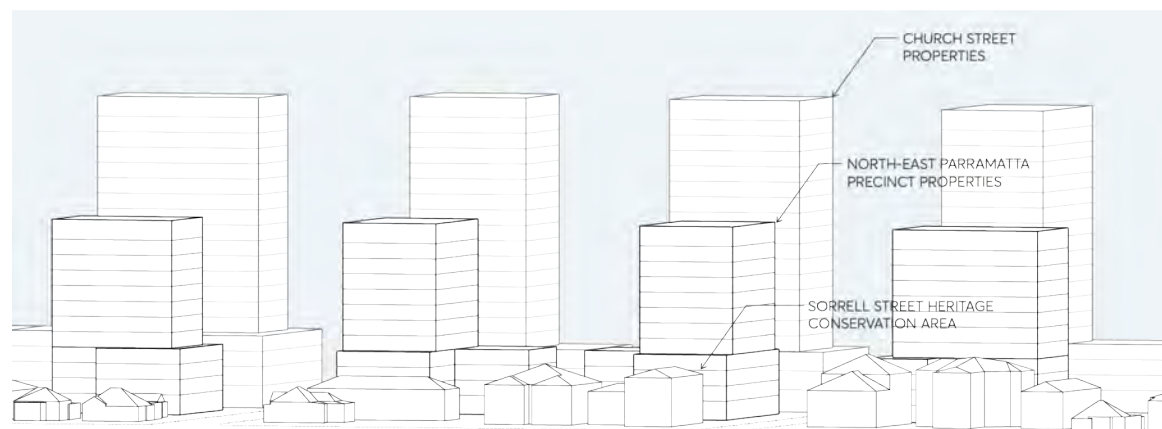
3.4.5 Massing strategy

The co-ordinated massing strategy for the broader North Parramatta area encourages generous spaces between towers. These are consistent with separation distances recommended by the Apartment Design Guide at a minimum, creating an area that has good residential amenity.

Towers on Church Street must provide a minimum separation of 24m, regardless of orientation or floorplan. This is to avoid creating a 'wall' of towers along Church Street, maximise solar access to the mid block, and create generous views to sky between towers when observed from the HCA.



MASSING STRATEGY AND BUILDING SEPARATION.



NORTH-EAST PIA VIEWS TO SKY.



PRINCIPLE 2

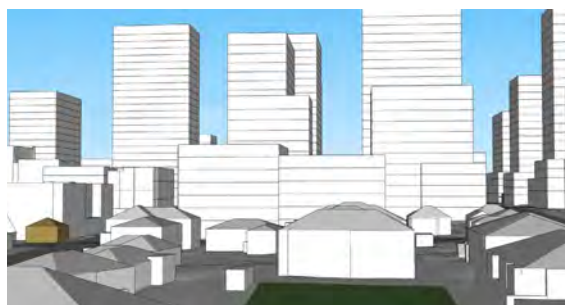
3.4.6 Space between buildings and views to sky

View 1 and 2 are taken from the public domain using 60 degree human view cone and illustrate that when bonuses are applied, the tops of towers can no longer be perceived. This reinforces the importance of combining principles of height transition with other methods of transition in the North-East PIA.

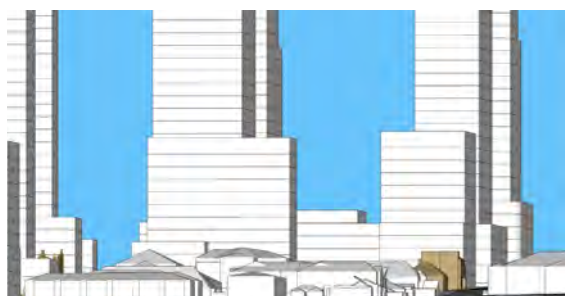
The spaces created between towers as a result of generous separation allows for view to sky between tower forms when observed from either HCA, but also creates relief between development when walking along Church Street and Sorrell Street.



PRINCIPLE 2



① VIEW FROM ROSSLYN BLAY PARK LOOKING WEST.



② CORNER OF HAROLD AND BRICKFIELDS STREETS LOOKING WEST.



AERIAL VIEW LOOKING WEST ILLUSTRATING PREFERRED TOWER ORIENTATION.

3.4.7 Vegetated Streets and Heritage Alignments

In response to the vegetated character and well preserved, and consistent alignment of heritage items along all east-west streets, the recommendation that all buildings are set back is to ensure heritage items are maintained as the prevalent items in the street. This ensures canopy tree planting is possible in setbacks to augment street trees on east-west streets. In most cases the heritage setbacks are 3m at ground, which also helps to preserve significant views along east-west streets to Church Street (and vice versa).

For the North-East PIA however, notwithstanding the above, a minimum 6m setback has been recommended for any development which proposes a residential use at the ground floor. This is consistent with the general approach in the Parramatta City Centre, and enables large canopy trees to be planted within the front setback and public domain, complementing the vegetated character of the east-west streets and preserving views.

This includes a minimum 6m setback to Villiers Street, 2m of which is to be dedicated to facilitate the 'Marsden Street Cycleway' project.



PREVAILING SETBACKS OF HERITAGE ITEMS ON EAST-WEST STREETS.

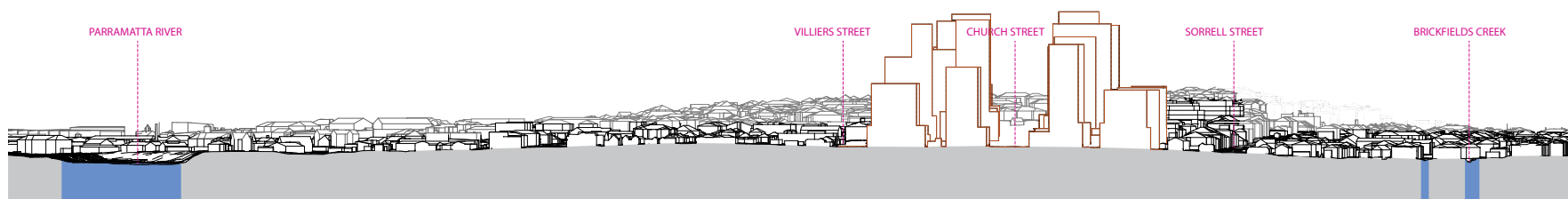


PRINCIPLE 3

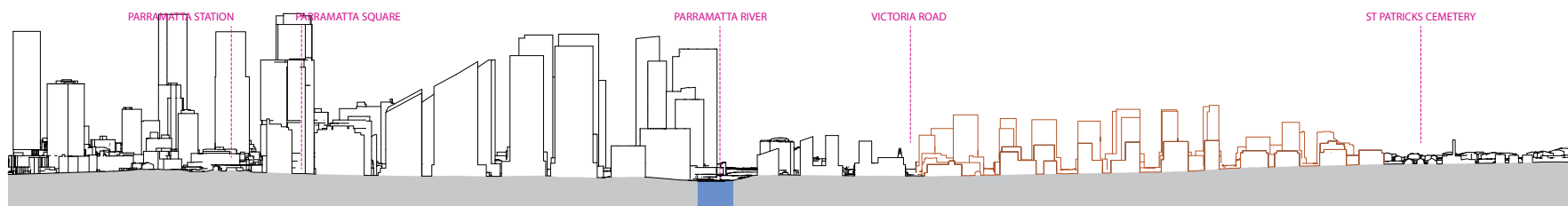
3.4.8 River and Landscape Setting

In an east-west direction; the height remains consolidated around the Church St axis before transitioning towards the lower valleys of Brickfields Creek and the Parramatta River.

In a north-west direction; the same transitioning occurs between St Patricks Cemetery and the Parramatta River, which is why more modestly scaled 6-storey forms have been recommended for the northernmost sites of the North-East PIA.



EAST-WEST SECTION FROM PARRAMATTA RIVER TO BRICKFIELDS CREEK (1:2500).



NORTH-SOUTH SECTION FROM PARRAMATTA STATION TO ST PATRICKS CEMETERY (1:5000).

LEGEND

RECOMMENDED NEPIA & CSN BUILT FORM

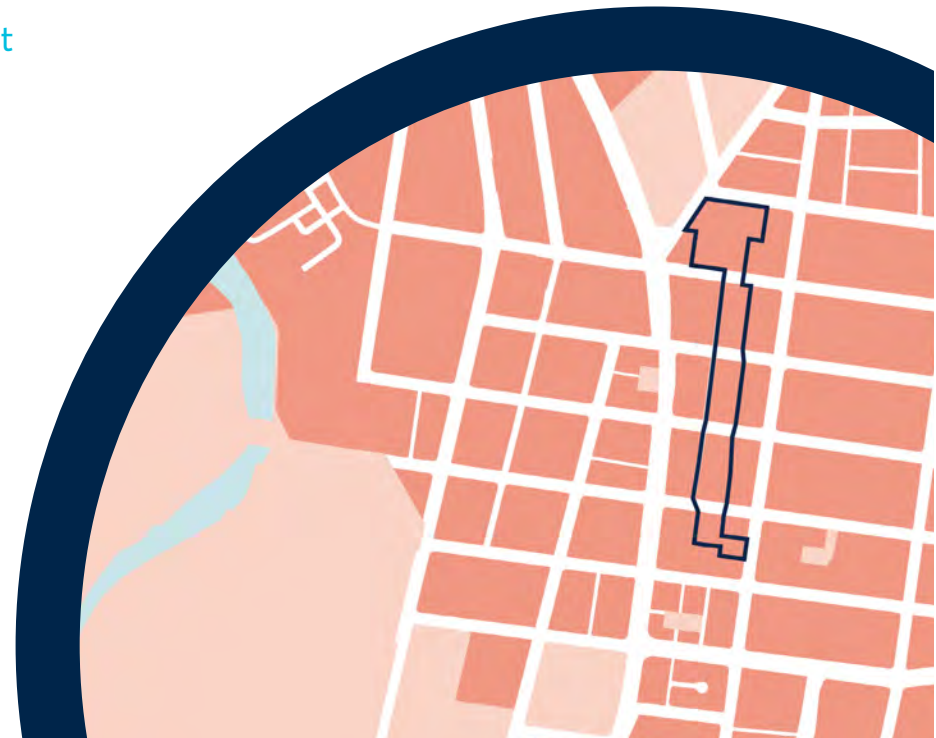
4. URBAN DESIGN ANALYSIS & RESPONSE

4.1 Approach & Assumptions

4.2 Block Qualities & Design Response

4.3 Urban Design Response

4.4 Gateway Recommendation for FSR & Height



4.1 APPROACH & ASSUMPTIONS

Taking into consideration the feedback received during the public exhibition period for the NEPIA Planning Strategy in 2021 and the recommendations from the Department-commissioned consultant Urban Design study for Church Street North, an alternate approach was developed through urban design analysis at both the precinct and block scales with consideration of block character, lot orientation and sites with opportunities for redevelopment within the NEPIA.

This alternate approach considered block character and lot orientation, and resulted in a finer grain, more focused block-by-block approach in response to the business-as-usual approach to rezoning presented on the Draft Strategy 2021.

The assumptions for analysing and testing built form in the North-East PIA are as follows:

- 6:1 context on Church Street.
- No change to zoning of the HCA.
- Primarily residential development; particularly in towers.
- Active ground floor on Church Street.
- Residential character, finer grain, setbacks, and opportunities for increasing canopy planting.
- Consolidated communal open spaces.
- Co-ordinated building breaks, massing and orientation.

LEGEND

-  NEPIA SITE BOUNDARY
-  BLOCK STUDY AREA



NTS



NORTH-EAST PIA STUDY AREA IN ITS CONTEXT.









4.2 BLOCK QUALITIES & DESIGN RESPONSE

BLOCK 1: Bound by Church, Isabella, Sorrell, Albert Streets and Pennant Hills Road

PRINCIPLES FOR THE BLOCK

- Use **space as the primary method of 'transition'** between building types (setbacks and separation).
- **Create amenity to the centre of the block**, preserving mature, large line of canopy trees.
- Allow the freestanding **corner setting of heritage to be dominant**, forward of any future development on Albert Street or Sorrell Street.
- Address the existing and future residential nature of the block, **maximising residential amenity**.

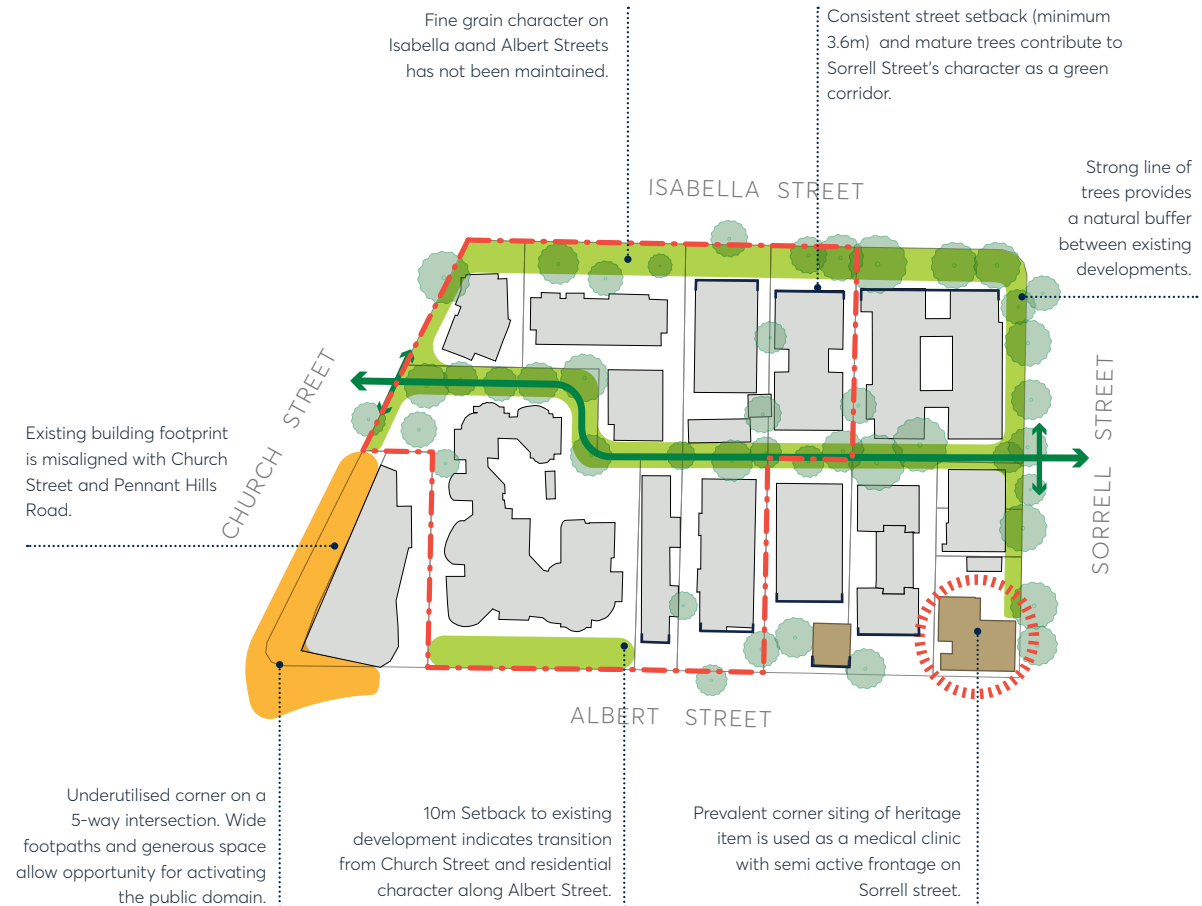
LEGEND

-  NEPIA BOUNDARY
-  HERITAGE BUILDINGS
-  PREVALENT CORNER SITES
-  HIGHLY VEGETATED AXIS
-  DEEP SOIL OPPORTUNITIES
-  DRIVEWAY
-  HISTORIC GRAIN CHARACTER BUILDINGS
-  UNDERUTILISED SPACES



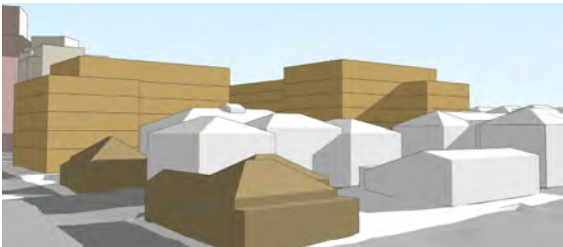
NTS

BLOCK 1
BLOCK 2
BLOCK 3
BLOCK 4
BLOCK 5



4.2 BLOCK QUALITIES & DESIGN RESPONSE

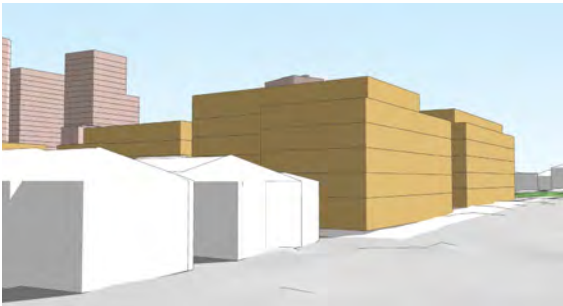
BLOCK 1: Bound by Church, Isabella, Sorrell, Albert Streets and Pennant Hills Road



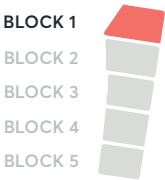
① View from corner of Sorrell and Albert Sts looking Northwest.



Aerial view - Corner of Albert and Sorrell Sts looking Northwest.



② View from corner of Isabella St looking West.



DESIGN RESPONSE - BLOCK 1

	FSR	Height (m)	Height (s)
Site 01	1.8:1	20m	6 storeys
Site 02	1.9:1	20m	6 storeys
Site 03*	4:1	46m	10 storeys
Site 04	2:1	20m	6 storeys

For sites within the CSN Precinct this includes any applicable bonuses, and excludes floorspace of heritage items (where relevant).

*Unlikely to be redeveloped under any scenario.

LEGEND

- NEPIA BOUNDARY
- NEPIA BUILDINGS
- CSN BUILDINGS
- HERITAGE BUILDINGS
- HERITAGE CONSERVATION AREA
- DEEP SOIL OPPORTUNITIES
- STRATA BUILDING IN THE NEPIA

① NTS









4.2 BLOCK QUALITIES & DESIGN RESPONSE

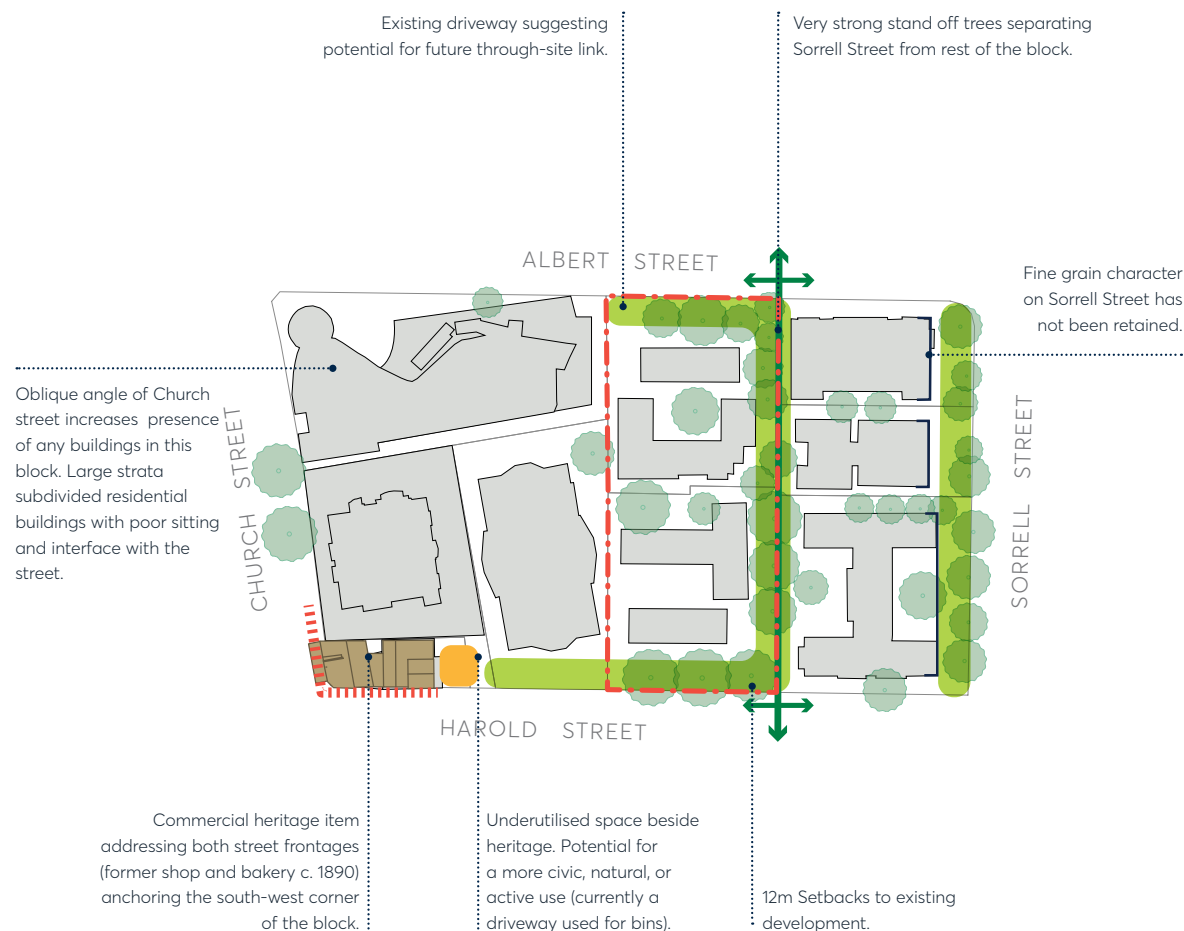
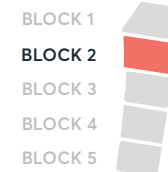
BLOCK 2: Bound by Church, Sorrell, Albert, Harold Streets and Pennant Hills Road

PRINCIPLES FOR THE BLOCK

- **Preserve the large stand of existing mature canopy trees** located between the mid-block properties and heritage conservation zone.
- Create potential for an **open ground plane around the heritage item** on Church Street which could serve as a small civic space or entry to development behind.
- Address the existing and future residential nature of the block, **maximising residential amenity and providing shared communal open spaces at ground.**
- Any mid-block development should consider both the existing context on Church Street that is low scale but unlikely to change due to large strata schemes, and a potential redevelopment scenario for the entire block.

LEGEND

-  NEPIA BOUNDARY
-  HERITAGE BUILDINGS
-  PREVALENT CORNER SITES
-  HIGHLY VEGETATED AXIS
-  DEEP SOIL OPPORTUNITIES
-  DRIVEWAY
-  HISTORIC GRAIN CHARACTER BUILDINGS
-  UNDERUTILISED SPACES

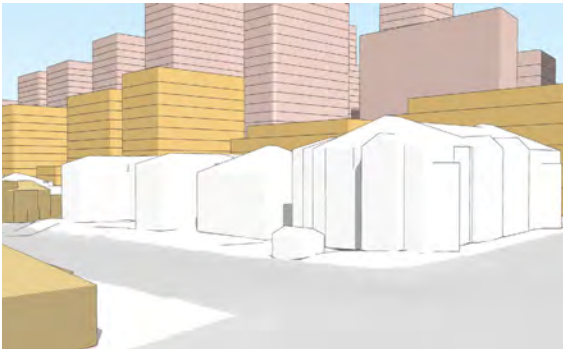


4.2 BLOCK QUALITIES & DESIGN RESPONSE

BLOCK 2: Bound by Church, Sorrell, Albert, Harold Streets and Pennant Hills Road



1 View from corner of Harold and Sorrell St looking Northwest.



2 View from corner of Sorrell and Albert St Looking Southwest.



Aerial view - Corner of Harold and Sorrell St looking Northwest.



DESIGN RESPONSE - BLOCK 2

	FSR	Height (m)	Height (s)
Site A	Existing strata with 50 units unlikely to redevelop under any scenario		
Site B	Existing strata with 36 units unlikely to redevelop under any scenario		
Site C	Existing strata with 40 units unlikely to redevelop under any scenario		
Site 05	1.9:1	20m	6 storeys
Site 06	1.9:1	20m	6 storeys

For sites within the CSN Precinct this includes any applicable bonuses, and excludes floorspace of heritage items (where relevant).

LEGEND

- NEPIA BOUNDARY
- NEPIA BUILDINGS
- CSN BUILDINGS
- HERITAGE BUILDINGS
- HERITAGE CONSERVATION AREA
- DEEP SOIL OPPORTUNITIES
- UNDERUTILISED SPACES

NTS

4.2 BLOCK QUALITIES & DESIGN RESPONSE

BLOCK 3: Bound by Church, Sorrell, Harold and Fennell Streets

PRINCIPLES FOR THE BLOCK

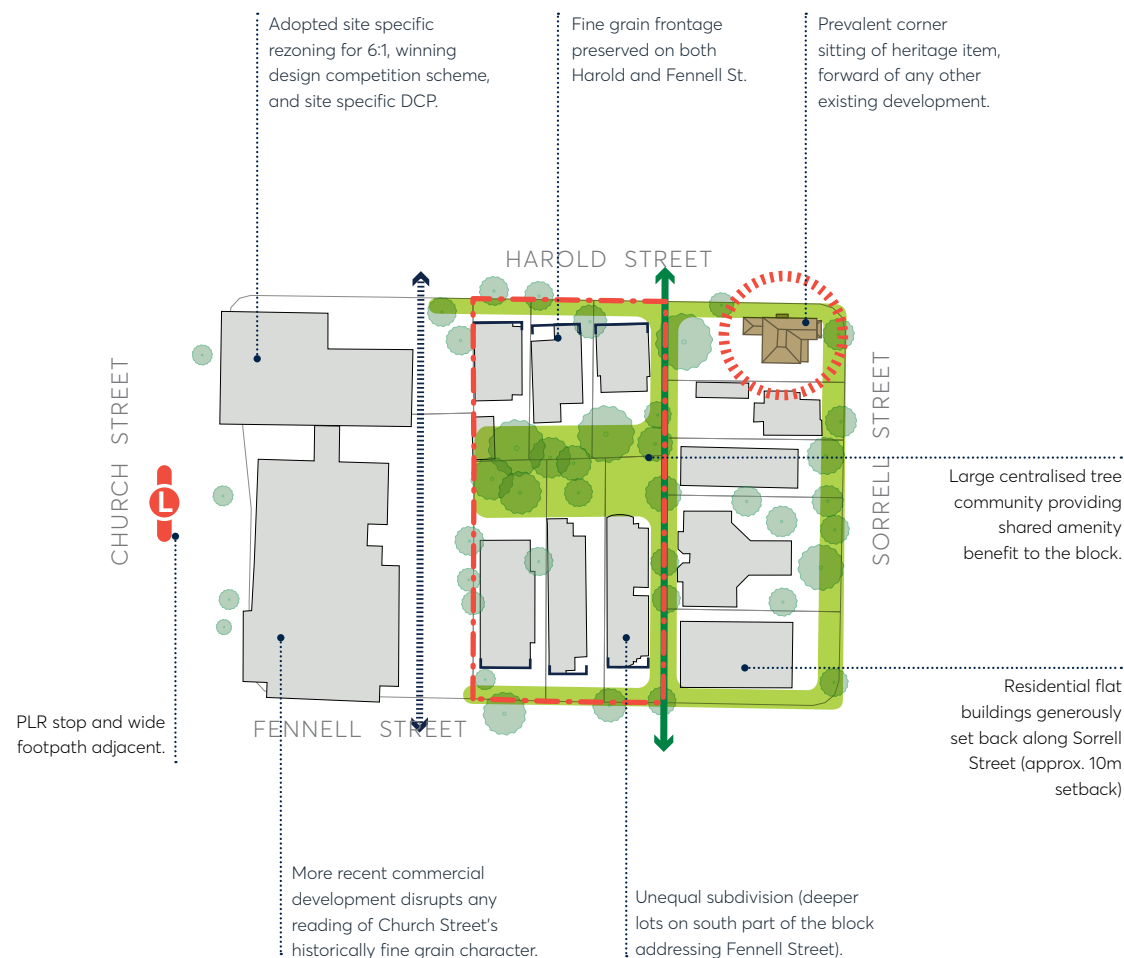
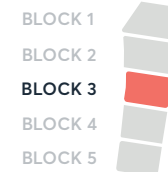
- Use **space as the primary method of 'transition'** between building types (setbacks and separation).
- **Create amenity to the centre of the block**, preserving mature, large canopy trees.
- Allow the freestanding **corner setting of heritage to be dominant**, forward of any future development on Harold Street or Sorrell Street.
- Address the existing and future residential nature of the block, **maximising residential amenity**.
- Maintain the **residential amenity of the heritage item** to enable its continued use and longevity.

LEGEND

- NEPIA BOUNDARY
- HERITAGE BUILDINGS
- PREVALENT CORNER SITES
- HIGHLY VEGETATED AXIS
- DEEP SOIL OPPORTUNITIES
- DRIVEWAY
- HISTORIC GRAIN CHARACTER BUILDINGS
- UNDERUTILISED SPACES

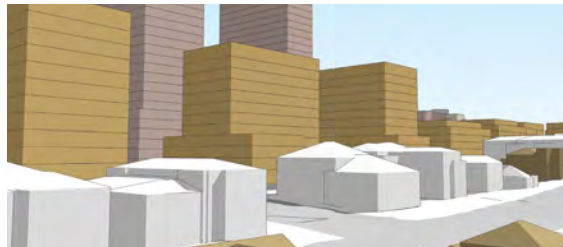


NTS

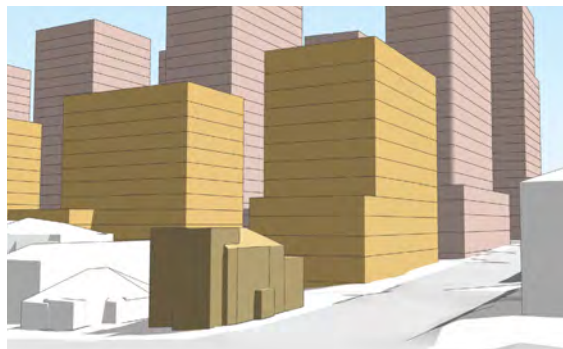


4.2 BLOCK QUALITIES & DESIGN RESPONSE

BLOCK 3: Bound by Church, Sorrell, Harold and Fennell Streets



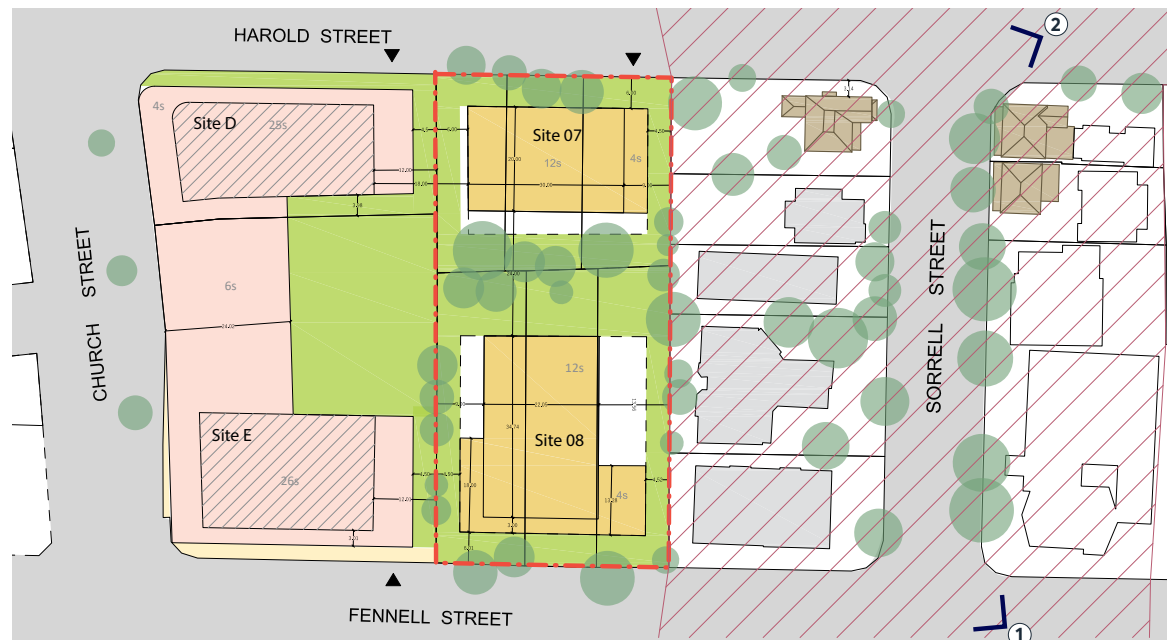
① View from corner of Fennell and Sorrell St looking Northwest.



② View from corner of Harold and Sorrell St looking Southwest.



Aerial view from corner of Fennell and Sorrell St looking Northwest.



DESIGN RESPONSE - BLOCK 3

	FSR	Height (m)	Height (s)
Site D*	6:1	80m	25 storeys
Site E	6.3:1	82m	26 storeys
Site 07	3.6:1	40m	12 storeys
Site 08	3.0:1	40m	12 storeys

For sites within the CSN Precinct this includes any applicable bonuses, and excludes floorspace of heritage items (where relevant).

*Site Specific Controls for 470 Church St.

LEGEND

- NEPIA BOUNDARY
- NEPIA BUILDINGS
- CSN BUILDINGS
- HERITAGE BUILDINGS
- HERITAGE CONSERVATION AREA
- DEEP SOIL OPPORTUNITIES
- UNDERUTILISED SPACES











4.2 BLOCK QUALITIES & DESIGN RESPONSE

BLOCK 4: Bound by Church, Sorrell, Grose and Fennell Streets

PRINCIPLES FOR THE BLOCK

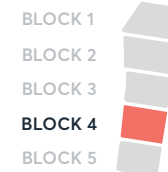
- **Prioritise space between the mid-block and HCA** to maintain amenity to the existing low scale residential flat buildings which are built close to their rear boundary.
- Address the existing and future residential nature of the block, **maximising residential amenity**.
- Allow the freestanding **corner sitting of heritage item on the corner of Sorrell and Grose Street to be dominant**, forward of any future development.
- Preserve and **highlight the stand of large canopy trees** at the centre of the block by creating an **open to sky break** between the heritage property at 448 Church Street and future development to the north.
- Give space to heritage items at 446-448 Church Street and create a **publicly accessible ground plane** around these buildings.

LEGEND

-  NEPIA BOUNDARY
-  HERITAGE BUILDINGS
-  PREVALENT CORNER SITES
-  HIGHLY VEGETATED AXIS
-  DEEP SOIL OPPORTUNITIES
-  DRIVEWAY
-  HISTORIC GRAIN CHARACTER BUILDINGS
-  UNDERUTILISED SPACES



NTS

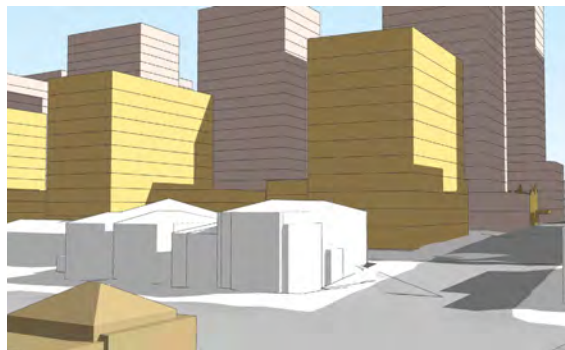


4.2 BLOCK QUALITIES & DESIGN RESPONSE

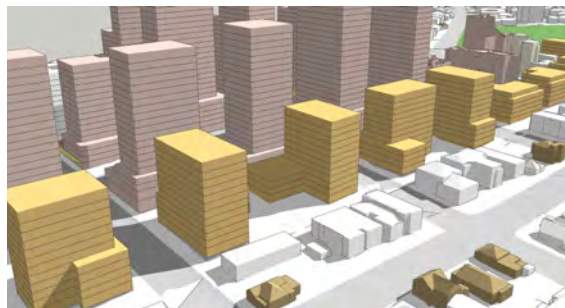
BLOCK 4: Bound by Church, Sorrell, Grose and Fennell Streets



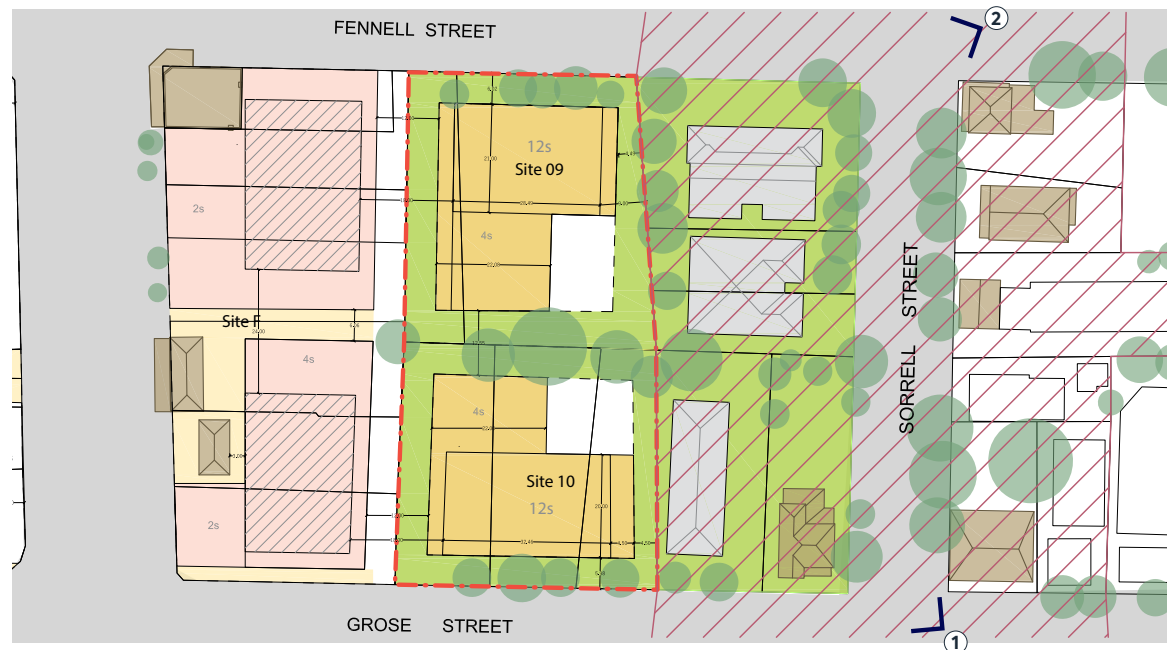
① View from corner of Grose and Sorrell St looking Northwest.



② View from corner of Fennell and Sorrell St looking West.



Aerial view from corner of Grose and Sorrell St looking Northwest.



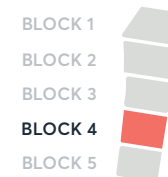
DESIGN RESPONSE - BLOCK 4

	FSR	Height (m)	Height (s)
Site F	5.6:1	80m	25 storeys
Site 09	2.9:1	40m	12 storeys
Site 10	3.1:1	40m	12 storeys

For sites within the CSN Precinct this includes any applicable bonuses, and excludes floorspace of heritage items (where relevant).

LEGEND

- NEPIA BOUNDARY
- NEPIA BUILDINGS
- CSN BUILDINGS
- HERITAGE BUILDINGS
- HERITAGE CONSERVATION AREA
- DEEP SOIL OPPORTUNITIES
- UNDERUTILISED SPACES
- NTS











4.2 BLOCK QUALITIES & DESIGN RESPONSE

BLOCK 5: Bound by Church, Sorrell, Grose and Ross Streets

PRINCIPLES FOR THE BLOCK

- **Create new spaces for amenity to the centre of the block**, providing deep soil and potential to plant large canopy trees
- Consider a **perimeter block type** across the block with an attached street wall to meet the character of the block to the south and City Centre south of the River.
- Design to **flood planning levels** while maintaining activation at the street.
- Address the existing and future residential nature of the block, **maximising residential amenity**.

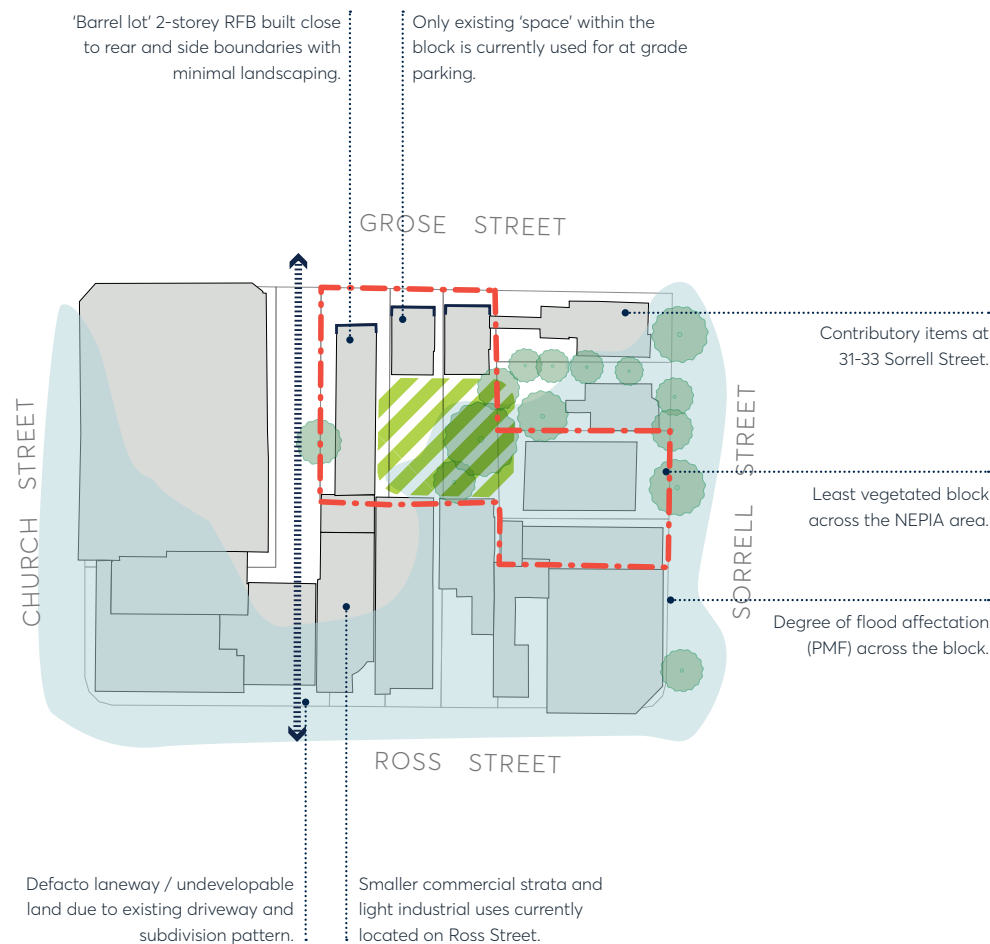
LEGEND

-  NEPIA BOUNDARY
-  HERITAGE BUILDINGS
-  PREVALENT CORNER SITES
-  HIGHLY VEGETATED AXIS
-  DEEP SOIL OPPORTUNITIES
-  DRIVEWAY
-  HISTORIC GRAIN CHARACTER BUILDINGS
-  UNDERUTILISED SPACES



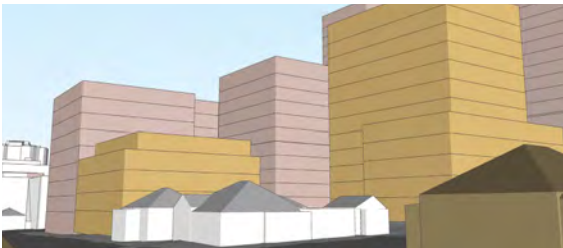
NTS

BLOCK 1
BLOCK 2
BLOCK 3
BLOCK 4
BLOCK 5



4.2 BLOCK QUALITIES & DESIGN RESPONSE

BLOCK 5: Bound by Church, Sorrell, Grose and Ross Streets



① View from corner of Grose and Sorrell St looking Southwest.



② View from corner of Ross and Sorrell St looking North.



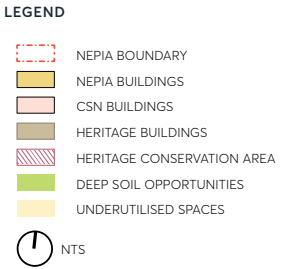
Aerial view from corner of Ross and Sorrell St looking Northwest.



DESIGN RESPONSE - BLOCK 5

	FSR	Height (m)	Height (s)
Site G	6.2:1	75m	23 storeys
Site H	5.9:1	65m	20 storeys
Site J	5.4:1	49m	15 storeys
Site K	4.6:1	31m	9 storeys
Site 11	3:1	40m	12 storeys
Site 12	2:1	17m	5 storeys

For sites within the CSN Precinct this includes any applicable bonuses, and excludes floorspace of heritage items (where relevant).



4.3 URBAN DESIGN RESPONSE

Resulting Structure Plan & Built Form for the North-East PIA

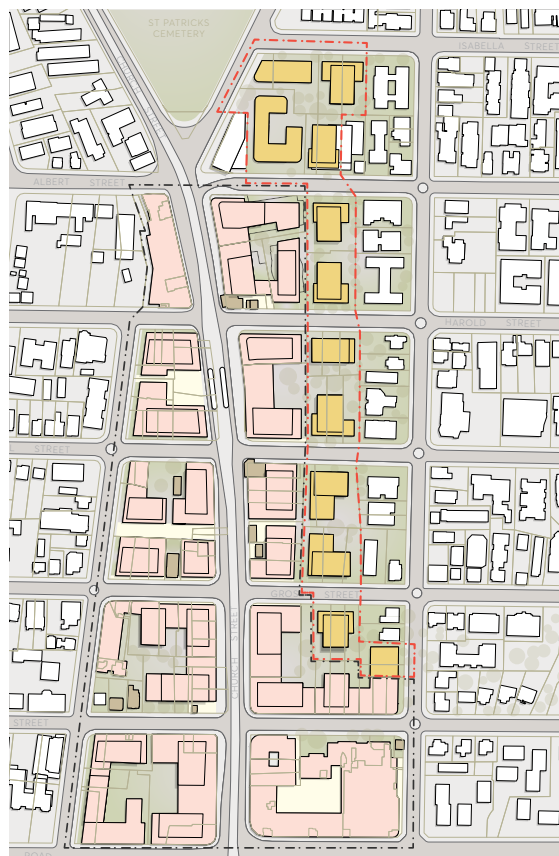
- In response to the testing, the recommended precinct plan and built form outcomes for the area aim to transition built form with a co-ordinated massing and orientation strategy, maximising the opportunities for open space and canopy planting at ground.
- Vegetated separations are strategically placed where they best help organise form and provide transition across the block.
- Setbacks between buildings are used to the east to establish transition between Church Street properties, the mid-block and Sorrell St HCA.
- Building massing has been co-ordinated across the broader precinct to preserve views to sky.
- Heights transition between the Church Street axis, North-East PIA and HCA.

LEGEND

- NEPIA BOUNDARY
- CSN BOUNDARY
- NEPIA BUILDINGS
- CSN BUILDINGS
- HERITAGE BUILDINGS



NTS



RECOMMENDED STRUCTURE PLAN FOR CSN AND NORTH-EAST PIA.



DRAFT NORTH-EAST PARRAMATTA PRECINCT SETBACKS & BUILT FORM.

Image Retrieved from: Draft Parramatta Development Control Plan 2023 – Neighbourhood Precincts North-East Parramatta.

Collective Built Form for Church Street North & the North-East PIA

Area specific Draft DCP controls are proposed to achieve the Structure Plan and built form outcomes for the North-East PIA (buildings coloured yellow).

- LEGEND
- NEPIA BUILDINGS
 - CSN BUILDINGS
 - HERITAGE BUILDINGS
 - SORRELL STREET HCA



AERIAL VIEW OF RECOMMENDED BUILT FORM OUTCOMES FOR CSN AND NEPIA SHOWING STEPPED BUILDING FORM BETWEEN CHURCH STREET NORTH AND HCA.

4.4 GATEWAY RECOMMENDATION FOR FSR & HEIGHT

Height of Building (HOB)	Number of Storeys
10m	2 storeys
12m	3 storeys
24m	6 storeys
34m	10 storeys
40m	12 storeys
49m	15 storeys
57m	18 storeys
63m	20 storeys
80m	25 storeys

Notes:

- Subject to Clause 6.13 Design Excellence in PLEP 2023 – No competitive design process is required because building heights are less than 55m.
- 3.6:1 FSR on Sorrell Street is a product of the shallow site.
- Gateway Recommendation for the FSR and Height as per Council Resolution from 27 May 2024.

LEGEND

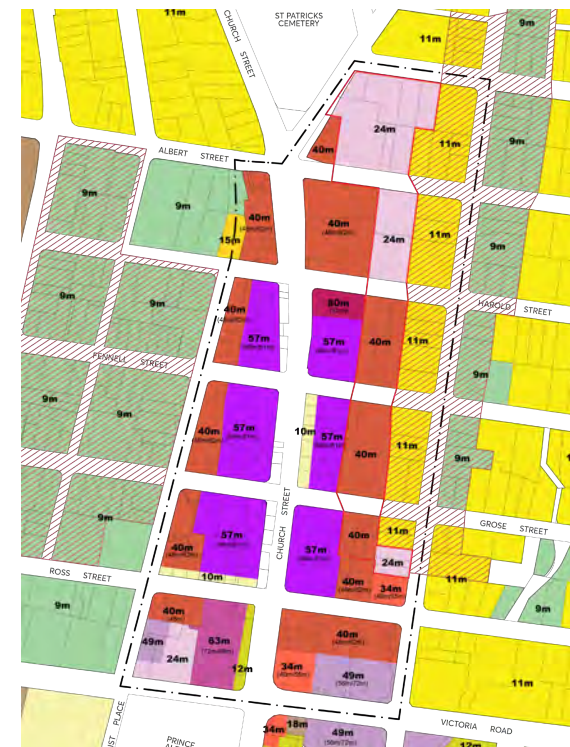
- NEPIA BOUNDARY
- CSN BOUNDARY
- HERITAGE CONSERVATION AREA (HCA)



NTS



GATEWAY DETERMINATION FSR.



GATEWAY DETERMINATION HEIGHT OF BUILDING (HOB).

5. SHADOW ANALYSIS

5.1 Shadow Analysis: Winter Solstice

5.2 Shadow Analysis: Vernal (Spring) Equinox



5.1 SHADOW ANALYSIS: WINTER SOLSTICE

21 June 2024 (09:00 AM TO 03:00 PM)

Council conducted a shadow analysis for the Winter Solstice (21st June, worst case) from 9 am to 3 pm to assess if the proposed NEPIA built form would exceed maximum potential CSN shadows over Sorrell Street and surrounding public open spaces. The study showed no additional overshadowing from NEPIA buildings beyond existing CSN shadows from 9 am to 12 pm and no overshadowing of surrounding public open spaces at any time.

For Sorrell Street, minor additional overshadowing (highlighted in pink) beyond the shadows cast by CSN occurs between 1 pm and 3 pm however, the culminative overshadowing impact of the NEPIA Planning Proposal is considered acceptable due to:

- Majority of shadows cast from the NEPIA PP between 2pm and 3pm are generated from four sites at the northern end of the NEPIA including 23-27 Harold Street, Parramatta. These sites are subject to other concurrent planning processes which could permit similar built form and shadow outcomes.
- The northern end of the NEPIA contains proposed heights of 24m which is comparable to the potential built form outcomes which could apply to this part of the NEPIA under the exhibited State Government's low- and mid-rise housing reforms.
- 23-27 Harold Street, Parramatta was subject to a rezoning review decision by the Strategic Planning Panel of the Sydney Central City Planning Panel (SCCPP) which recommended a 40m HOB and 3.6:1 FSR, and these are the controls reflected in the NEPIA Planning Proposal.

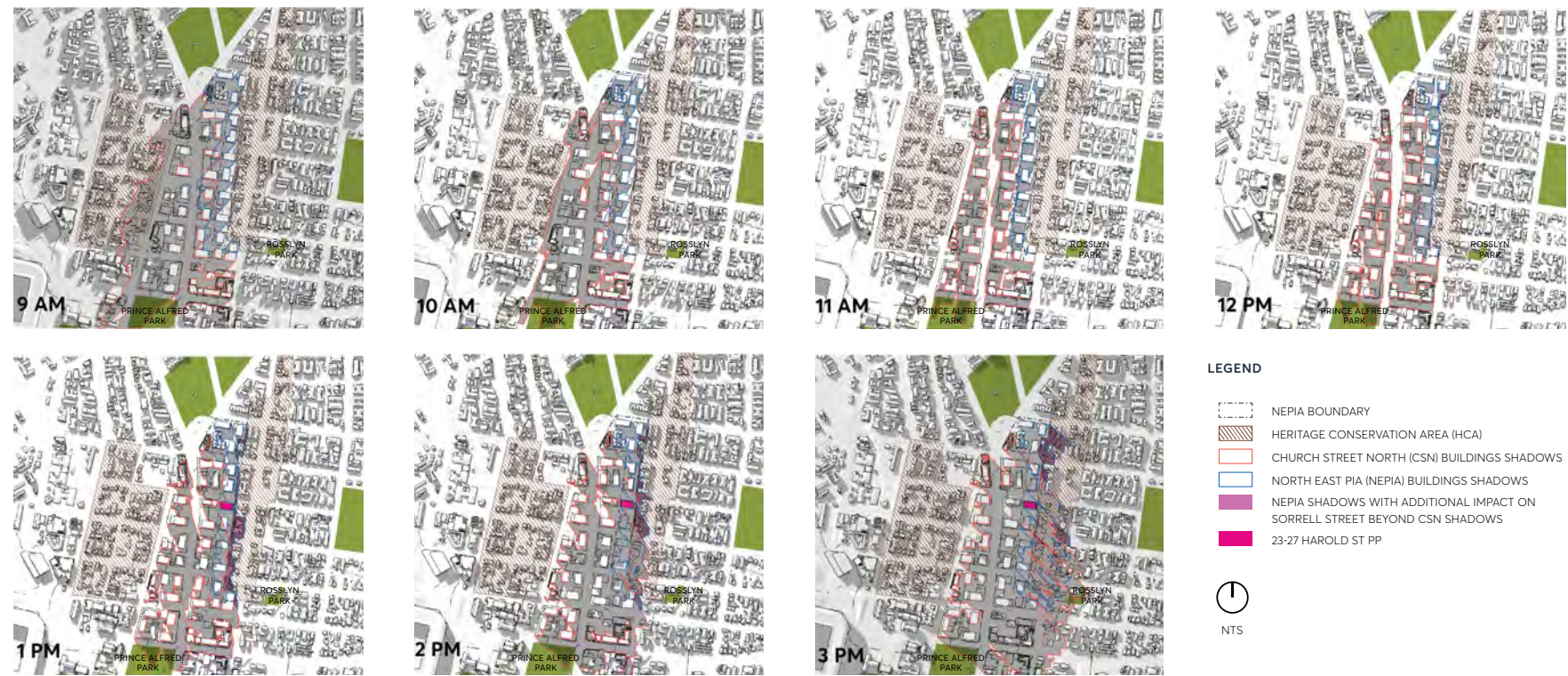
- Limited Time Frame: Sorrell Street buildings achieve a minimum 4 hours of direct sunlight during 9am – 3pm exceeding the comparable State Government requirement applied to the CBD Planning Proposal for a minimum 2 hours of direct sunlight in mid winter for HCAs adjoining the CBD PP.
- Minimised Extent: Shadows are mitigated by existing CSN shadows.
- Principles and Controls: Design strategies such as building orientation and separation distances between towers minimise overshadowing impact beyond CSN buildings.

For surrounding public open spaces there is no shadow impact from the NEPIA Planning Proposal. Shadows cast on Rosslyn Blay Park to the east and Prince Alfred Square to the south from 12 pm to 3 pm are due to the CSN built form.

Minor additional overshadowing is minimised by design principles and finer grain controls. The Winter Solstice shadow analysis concludes that the proposed NEPIA built form does not significantly impact overshadowing beyond existing CSN shadows and is considered acceptable.

5.1 SHADOW ANALYSIS: WINTER SOLSTICE

21 June 2024 (09:00 AM TO 03:00 PM)



5.2 SHADOW ANALYSIS: VERNAL (SPRING) EQUINOX

22 September 2024 (09:00 AM TO 03:00 PM)

Council conducted a similar shadow analysis study to assess whether overshadowing from the proposed NEPIA built form would exceed maximum potential CSN shadows cast over Sorrell Street to the east during the Vernal (Spring) Equinox (22nd September) from 9 am to 3 pm. The study identified minor additional overshadowing (highlighted in pink) occurring between 1 pm and 3 pm, however, the culminative overshadowing impact of the NEPIA PP is considered acceptable due to:

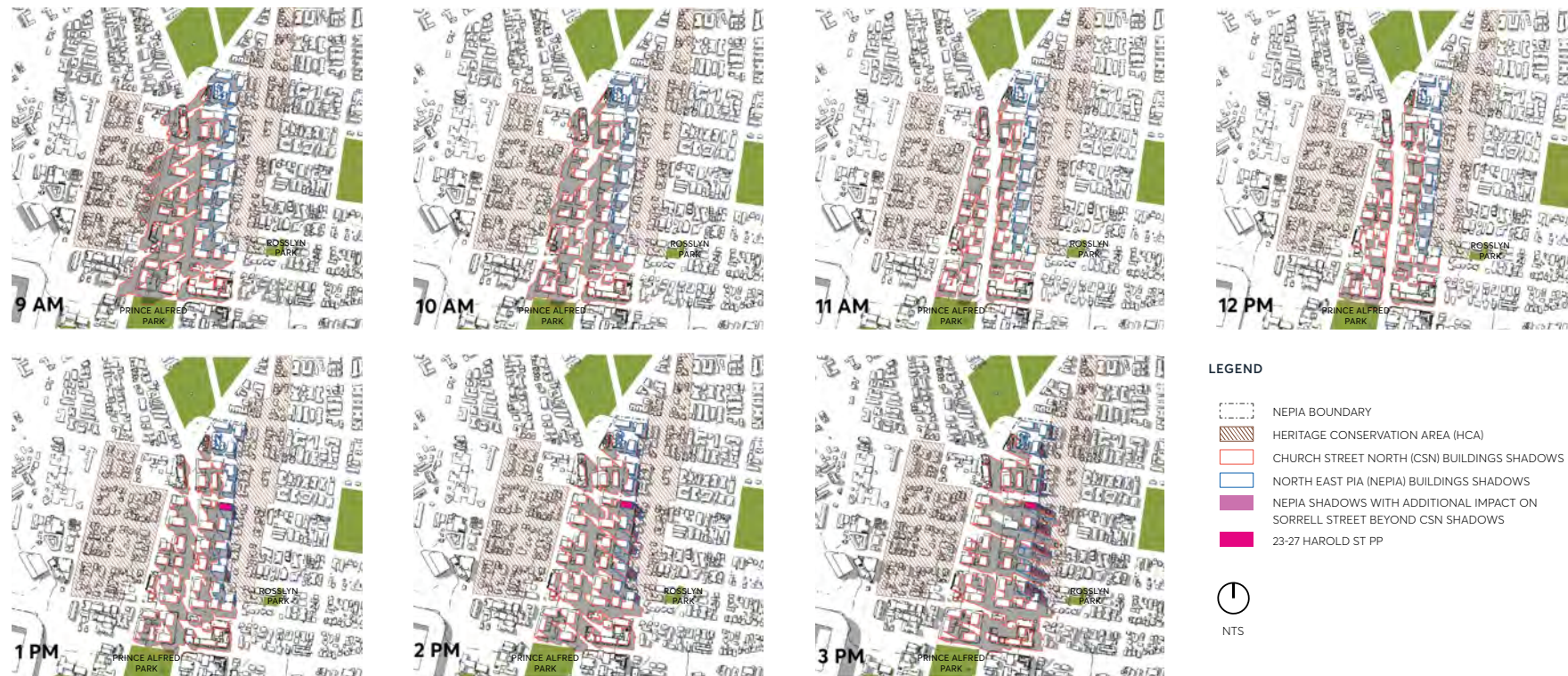
- Limited Time Frame: Sorrell Street buildings achieve a minimum 4 hours of direct sunlight during 9am – 3pm exceeding the comparable State Government requirement applied to the CBD Planning Proposal for a minimum 2 hours of direct sunlight in mid-winter for HCAs adjoining the CBD PP.
- Minimised Extent: Shadows are mitigated by existing CSN shadows.
- Principles and Controls: Design strategies such as building orientation and separation distances between towers minimise overshadowing impact beyond CSN buildings.

For surrounding public open spaces areas there is no shadow impact from the NEPIA Planning Proposal.

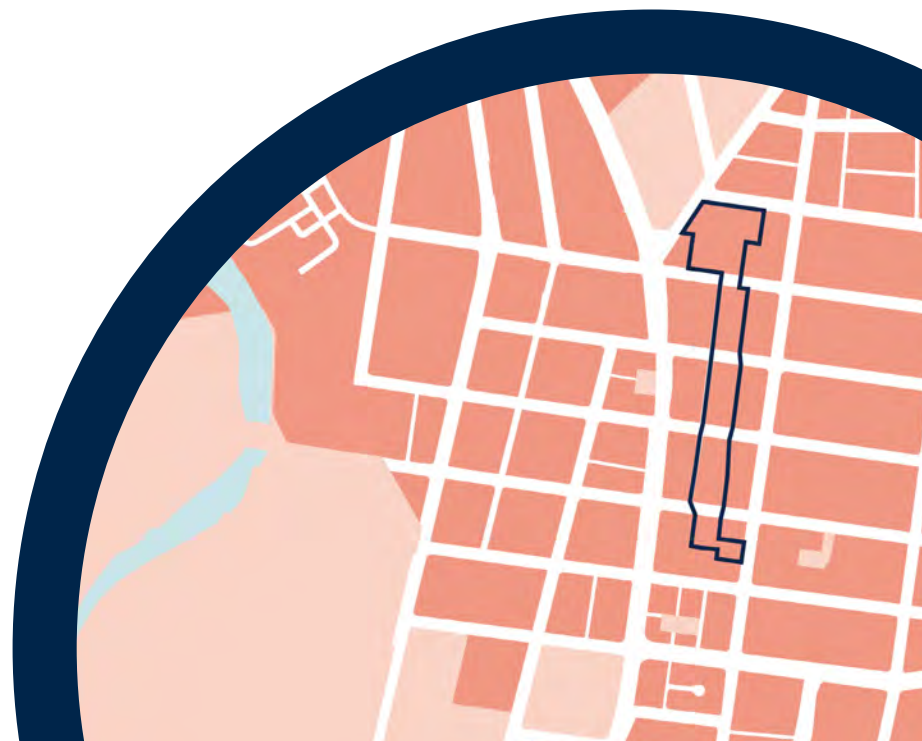
The Vernal (Spring) Equinox shadow analysis concludes that the proposed NEPIA built form does not significantly impact overshadowing beyond existing CSN shadows. Minor additional overshadowing is considered acceptable and minimised by design principles and controls.

5.2 SHADOW ANALYSIS: VERNAL (SPRING) EQUINOX

22 September 2024 (09:00 AM TO 03:00 PM)



6. CONCLUSION



CONCLUSION

This document was prepared to address the conditions of the Department's Gateway determination, facilitating an understanding of the full impact of the proposal, how the controls were derived, and to assist the community with understanding the proposed changes.

This document has presented the consolidated urban design analysis, principles and strategies underpinning the proposed controls for the North-East PIA.

Appropriate transition in built form and scale between the CSN spine and the Sorrell Street HCA and minimisation of visual impacts will be achieved through the co-ordinated, whole of place approach taken to CSN, the North-East PIA, and the HCAs collectively to support the proposed amendments to height and density and draft DCP controls.

The application of the Department's viewshed approach (see Section 3.4.2), combined with coordinated orientation to the massing and form, a lower height datum for the North-East PIA, street setbacks, co-location of open spaces, and increased opportunities for deep soil and canopy planting, maintains development within the human view plane.

This approach ensures that the taller building forms of the CSN remain mostly hidden when viewed facing west from Sorrell Street, contributing to the minimisation of visual impacts.

Consideration of topography and land form has been applied to inform heights, remaining consolidated around the Church St axis before transitioning towards the lower valleys of Brickfields Creek and the Parramatta River.

In a north-west direction this same stepping occurs between St Patrick's Cemetery and the Parramatta River.

Council has included additional overshadowing diagrams for the Spring Equinox scenario in addition to the Winter Solstice within this report.

No additional overshadowing to any nearby public open spaces occurs as a result of the North-East PIA proposal.

ATTACHMENT 3 - Draft DCP for the North-East Planning Investigation Area

The purpose of this attachment is to illustrate the proposed amendments to Section 8.3 of Parramatta Development Control Plan 2023

Parramatta Development Control Plan 2023, Part 8: Centres, Precincts, Special Character Areas & Specific Sites

cityofparramatta.nsw.gov.au/sites/council/files/2023-12/PDCP-2023-Part-8.pdf

Section of the DCP being amended	Changes
Section 8.3 Neighbourhood Precincts	Amendment to Land Application Map
Section 8.3.10 North-East Parramatta	New controls

NEIGHBOURHOOD PRECINCTS

Explanatory note: Amend diagram 8.3.1 Neighbourhood Precincts in Part 8.3 to include North-East Planning Investigation Area as below.

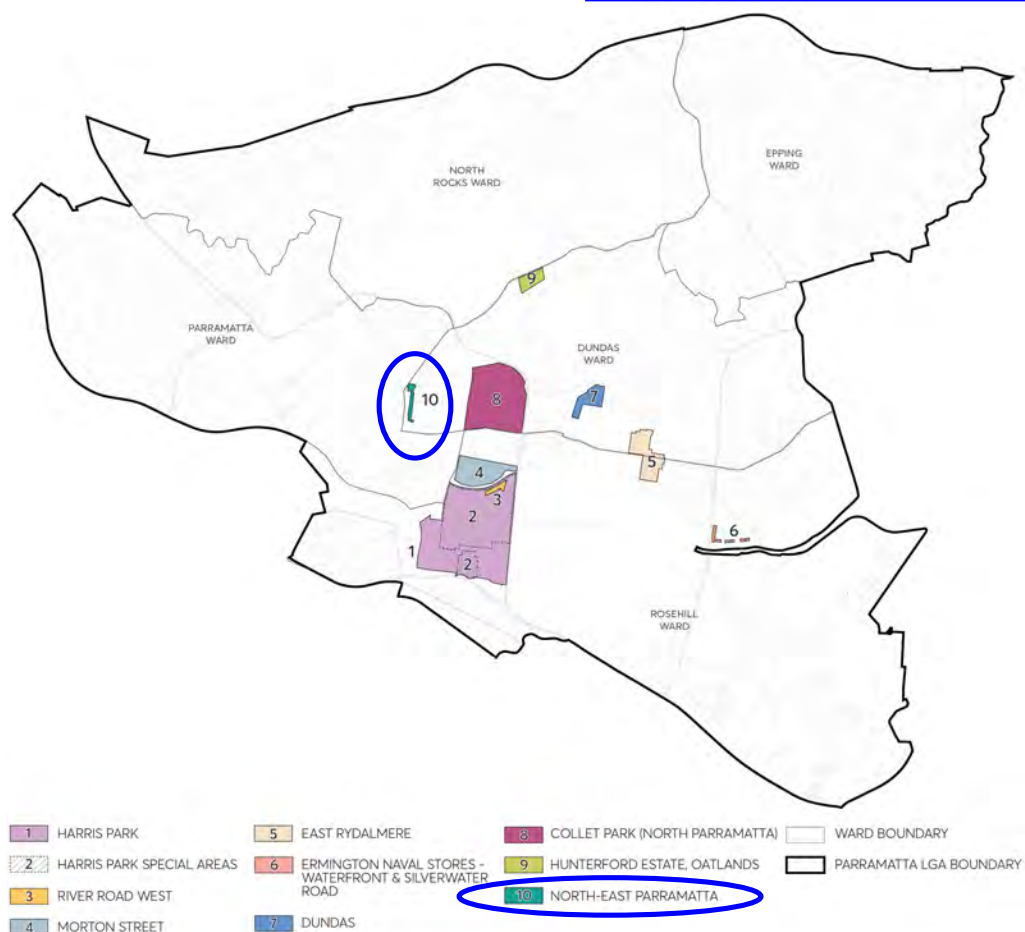


Figure 8.3.1 – Neighbourhood Precincts

NORTH-EAST PARRAMATTA PRECINCT



Figure 8.3.10.1 – North-East Parramatta Precinct

8.3.10.1 DESIRED FUTURE CHARACTER

The North-East Parramatta Precinct applies to land that sits between the northern periphery of the Parramatta City Centre and Sorrell Street Heritage Conservation Area (HCA). The adjacent Sorrell Street HCA is a residential precinct comprised mainly of 3- to 4-storey apartment buildings interspersed with smaller heritage houses. Established streetscapes where apartments have greater street setbacks and often mature tree planting, frame views of smaller heritage houses along the street. Historic buildings exist mostly on corners and in rows, with an important role in marking intersections and permitting views west up to the ridge of Church Street. Future development in this precinct is to respond to this prevalent heritage siting by ensuring that no building is built forward of well-established heritage alignments.

Future development within the North-East Parramatta Precinct will play a critical part in creating a transitional edge between larger scale development along the Church Street spine and the Sorrell Street HCA. Methods for transition include a combination of stepped building height, mid-block courtyards with tree planting, mid-block views to sky between towers along Church Street and upper-level setbacks in proximity to Sorrell Street properties. Transition ensures future built form is in response to both the existing and potential future context. The materiality and definition of podiums contribute to the streetscape, create human scale street edge and frame lower scale heritage buildings.

The wider context of North Parramatta is characterised by mature, large canopy trees within both the private and public domain. Future development should enhance this vegetated character and preserve trees on site as a priority.

The following controls acknowledge this is a precinct with a well-established residential character that will change over time. Controls are designed to recognise the potential higher density residential development within the North-East Parramatta Precinct and maximise opportunities for communal courtyards at ground that are collocated with deep soil, tree planting and increased canopy cover. Building podiums and towers are proportioned for residential uses with generous tower separation.

The specific objectives and controls for this precinct detailed below are to be applied in conjunction with the general objectives and controls in Part 2, 3, 5, 6 and 7 of this DCP. Where there is any inconsistency with any other part of the DCP, the objectives and controls of this section will prevail.

Objectives

- O.1 Transition building forms and types to mediate between the future context of towers along the Church Street spine and the low scale residential neighbourhood within the Sorrell Street Heritage Conservation Area.
- O.2 Define the visual setting of the heritage conservation area by ensuring views of sky from Sorrell Street over buildings within the North-East Parramatta Precinct and between towers.
- O.3 Orientate building forms to create consistent spacing between towers that align with tower development along Church Street increasing views to sky.
- O.4 Utilise building materiality and form to accentuate the lower levels of buildings in proximity to heritage buildings and along streets.
- O.5 Enhance the vegetated character of North Parramatta through consistent setbacks that preserve existing trees and enable further large canopy tree planting in the street, front setback, and rear setback zones.
- O.6 Ensure deep soil spaces with large canopy trees are delivered in a location where they also function as a background setting to the Sorrell Street Heritage Conservation Area.
- O.7 Allow heritage items to be the dominant features of the streetscape, forward of any future development.
- O.8 Support detached residential apartment buildings with good amenity.



Figure 8.3.10.2 – North-East Parramatta Precinct Setbacks & Built Form

NOTE: The building envelopes are indicative only and will be subject to further analysis and design refinement relating to flooding, overshadowing, heritage transition and the like.

8.3.10.2 MINIMUM SITE REQUIREMENTS

Objectives

- O.1 Ensure sites are of sufficient width to achieve:
- 3) The necessary standard of amenity in relation to privacy, solar access, ventilation, outlook, deep soil, and landscaped area,
 - 3) Desired tower alignment and orientation to create space between buildings and views to sky,
 - 3) Adequate building separation in accordance with this section of the DCP,
 - 3) A sense of address and passive surveillance of the street, and
 - 3) Safe and efficient access and servicing.
- O.2 Ensure development does not isolate or compromise the amenity or development potential on adjacent sites.

Controls

- C.0 Site consolidation must comply with **Figure 8.3.10.3 – Preferred Lot Amalgamation for Redevelopment** to meet all of the objectives of the **8.3.10 North-East Parramatta Precinct**.



Figure 8.3.10.3 – Preferred Lot Amalgamation for Redevelopment

- C.1 A development lot must have a minimum site frontage width of 40 metres, except for development lots identified as site 04 and site 12 in Figure 8.3.10.3 – Preferred Lot Amalgamation for Redevelopment.
- C.2 Lots identified as site 04 and site 12 in Figure 8.3.10.3 – Preferred Lot Amalgamation for Redevelopment must have a minimum site frontage width of 24 metres.
- C.3 Where a site has the minimum frontage width or more, it must nonetheless be demonstrated that objective O.01 and O.02 of this control can be satisfied.

8.3.10.3 THE BUILDING ENVELOPE

Objectives

- O.1 Provide space for landscape amenity and canopy tree planting that also contributes to the public domain.
- O.2 Align and orientate future development in a way that creates space between towers that align with tower development along Church Street and enables views to sky when observed from the Sorrell Street Heritage Conservation Area.
- O.3 Provide adequate privacy, access to light, air and outlook for the occupants of buildings, neighbouring properties and future buildings.
- O.4 Ensure building form achieves comfortable public domain conditions for pedestrians, with adequate daylight, appropriate scale and mitigation of urban heat and wind effects of tower buildings.
- O.5 Utilise building form and site layout to achieve a transitional relationship between Church Street properties and properties within the Sorrell Street Heritage Conservation Area.

Controls

BUILDING SETBACKS

- C.1 Development within the precinct must comply with the setbacks and envelope controls specified in Figure 8.3.10.2 – North-East Parramatta Precinct Setbacks and Built Form.
- C.2 All building setbacks must be measured perpendicular to the boundary and extend to the outer faces of the building including balconies, sunscreens and the like.
- C.3 For sites with a 40m height limit as per the Parramatta LEP 2023, buildings must be set back a minimum of 6 metres from the street boundary as shown in Figure 8.3.10.4. Tower setbacks must comply with Figure 8.3.10.2 – North-East Parramatta Precinct Setbacks and Built Form.
- C.4 For sites with a 40m height limit, the street wall must be designed to be of predominantly masonry character and articulated with depth, relief and shadow on the street façade. Where no upper level setback is required by Figure 8.3.10.2 – North-East Parramatta Precinct Setbacks and Built Form, the lower 4 storeys of the development must still be designed with the same materiality and character as the street wall, and be clearly distinct from the tower element.

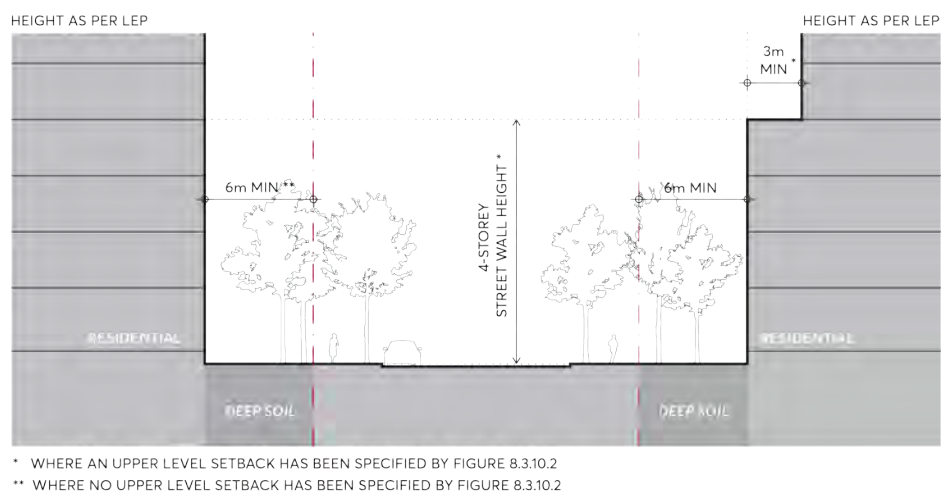


Figure 8.3.10.4 – Street setbacks and street wall height for sites with a 40m height limit

- C.5 For sites with a 24m height limit as per the Parramatta LEP 2023, buildings must be set back a minimum of 6 metres from the street boundary, and upper level set back a minimum of 3m from the street wall, as shown in **Figure 8.3.10.5**. The lower 5 storeys must be designed to be of predominantly masonry character and articulated with depth, relief and shadow on the street façade.

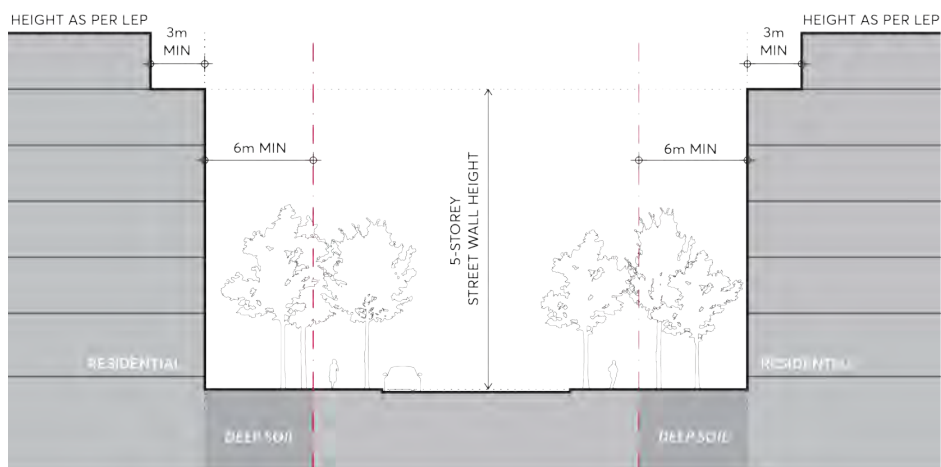


Figure 8.3.10.5 – Street setbacks and street wall height for sites with a 24m height limit

- C.6 A 1 metre articulation zone is permitted forward of the street setback, in which building elements may occupy a maximum of one third of the area of the façade. Services or lift shafts are not permitted in the articulation zone.
- C.7 For sites with a 40m height limit, buildings must provide a minimum 4.5 metres setback from the common boundary shared with any lot in the Sorrell Street Heritage Conservation Area and towers set back a minimum of 9 metres from the common boundary, as per Figure 8.3.10.6.



* UNLESS OTHERWISE SPECIFIED BY FIGURE 8.5.10.3

Figure 8.3.10.6 – Setback to properties within the Sorrell Street Heritage Conservation Zone

- C.8 Buildings on site 05, site 06 and site 12 must provide a minimum 6 metres setback from the common boundary shared with any lot in the Sorrell Street Heritage Conservation Area and the upper level must be set back a minimum of 9 metres from the common boundary.
- C.9 Buildings on site 01, site 02 and site 04 must provide a minimum 4.5 metre setback from side boundaries and the upper level must be set back a minimum of 9 metres from side boundaries.
- C.10 Development site 05, site 06, site 09 and site 10 must provide a minimum of 6 metres setback from the common boundary shared with lots fronting Church Street, as per Figure 8.3.10.7. Towers/upper levels must be set back a minimum of 3 metres from the podium, subject to building separation requirements.

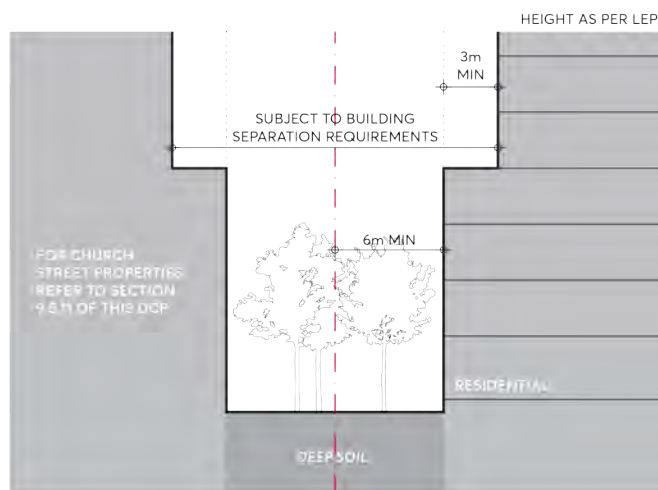


Figure 8.3.10.7 – Setbacks and separation with properties fronting Church Street (site 05, site 06, site 09, and site 10)

- C.11 Development on site 07, site 08, and site 11 must provide a minimum of 4.5 metre setback from the common boundary shared with lots fronting Church Street, as per **Figure 8.3.10.8**.

Towers must be set back a minimum of 4.5 metres from the podium, subject to building separation requirements.

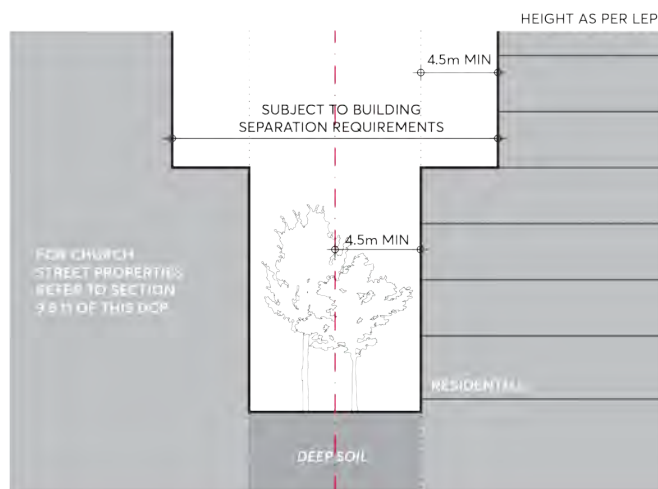


Figure 8.3.10.8 – Setbacks and separation with properties fronting Church Street (site 07, site 08 and site 11)

- C.12 The rear setback to any part of the building up to 4 storeys must be a minimum of 6 metres. For any part of the building above 4 storeys, the rear setback must be a minimum of 20% of the site length or 12 metres, whichever is greater.
- C.13 Only one step in the built form between the street wall and tower is permissible.
- C.14 Basements must be contained within the building envelope and not encroach into minimum setback zones.

BUILDING SEPARATION

- C.15 For all sites with a 40m height limit as per the Parramatta LEP 2023, towers must have a minimum separation of:
 - 3) 18 metres between lots in the North-East Parramatta Precinct and lots on Church Street for any part of the development over 4 storeys.
 - 3) 24 metres between lots in the North-East Parramatta Precinct for any part of the development over 4 storeys.

Refer to Figure 8.3.10.9 – Tower Separation.
- C.16 Any existing adjacent building, including heritage listings, cannot be used to justify reduced separation or setbacks.
- C.17 Separation between each of the buildings should enable generous views to sky from the Sorrell Street Heritage Conservation Area towards Church Street, as per Figure 8.3.10.10 and Figure 8.3.10.11.

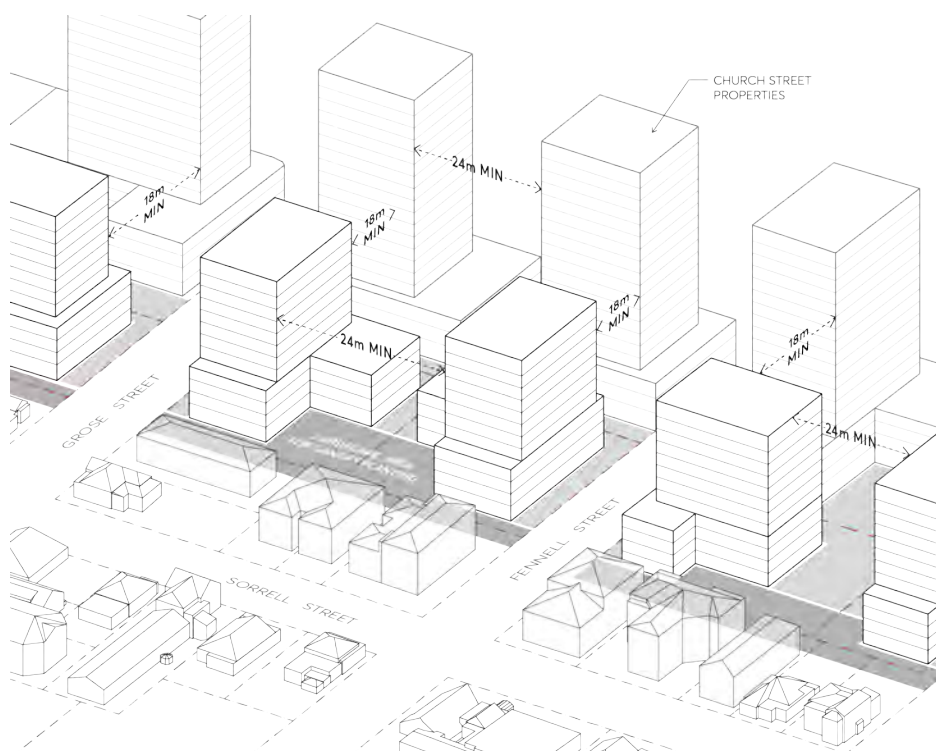


Figure 8.3.10.9 – Tower Separation

BUILDING PROPORTION AND HEIGHT

- C.18 Height of new buildings are to ensure positive and cohesive relationships with other buildings both on the site and off the site and are to respond to the scale and character of the Sorrell Street Heritage Conservation Area.
- C.19 The maximum number of storeys permitted within the height limit specified by the Parramatta LEP 2023 must be consistent with the table below:

Height in metres	Height in storeys
24 metres	6 storeys
40 metres	12 storeys

- C.20 The maximum floorplate length for any tower must be 35 metres and maximum floorplate area for any tower must be 800 square metres.
- C.21 Where possible, buildings should be designed so that the short edge of towers may be orientated to the Sorrell Street Heritage Conservation Area to create generous views to sky between towers when observed from the HCA, as per Figure 8.3.10.10 and Figure 8.3.10.11.



Figure 8.3.10.10 – Aligned spaces between towers to enable views to sky

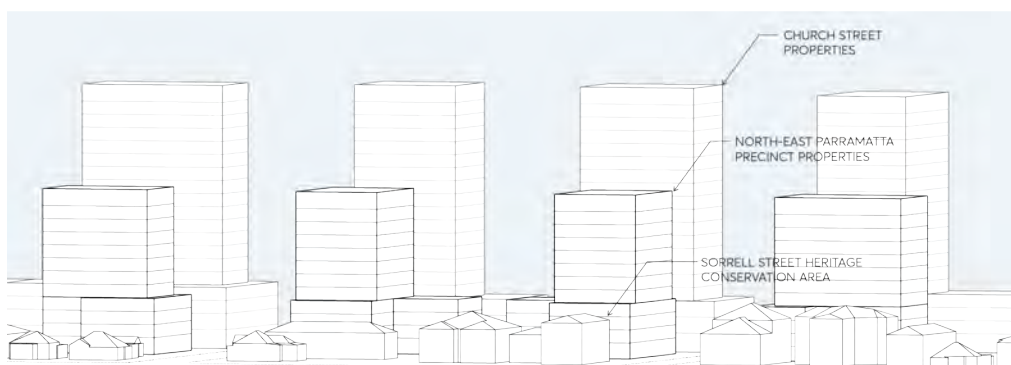


Figure 8.3.10.11 – Views to sky between towers

8.3.10.4 RESIDENTIAL APARTMENT DESIGN QUALITY

Objectives

- O.1 Provide for the amenity, interest and liveliness of the street environment.
- O.2 Appropriately define and design the street edge and setback area to achieve amenity and privacy for residents as well as engagement with and passive surveillance of the street.
- O.3 Ensure development achieves good amenity standards for residents in relation to daylight, ventilation, outlook, and privacy.

Controls

- C.1 Buildings are to be designed to ensure that solar access and cross ventilation requirements of the Apartment Design Guide and Part 3: Residential Development of this DCP are achieved for residential development both on and off the site.
- C.2 Solar access must be reasonably provided and retained within the existing and future public domain areas and on adjoining sites.
- C.3 The minimum floor to floor height must be 3.5m for the ground floor level and 3.1m for any level above the ground floor level as per Figure 8.3.10.11 – Ground floor interface and floor to floor heights.
- C.4 High level windows must not be used as the primary source of light, ventilation and outlook for habitable rooms.
- C.5 Daylight and natural ventilation must be provided to all common circulation spaces and windows must be visible from any lift core, as well as the ends of corridors.
- C.6 To balance privacy and street activation, ground floor apartment levels must be a minimum of 500mm and maximum of 900mm above footpath level as per Figure 8.3.10.11 – Ground floor interface and floor to floor heights.

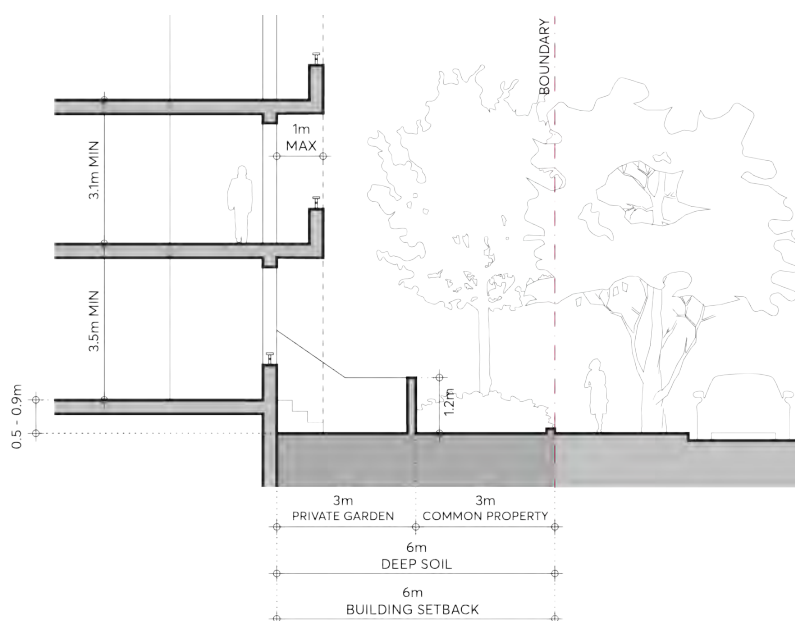


Figure 8.3.10.11 – Ground floor interface and floor to floor heights

- C.7 The setback area must allocate the front 3 metres adjacent to the footpath as common property for landscaping. Canopy trees must be planted in this area, a minimum 3.5 metres from any structure, to enable a tree with greater than 13 metres mature height and spread, at the rate of 1 canopy tree for every 15 lineal metres of frontage.
- C.8 A wall set back 3 metres from the street boundary must articulate the front areas in private ownership. The wall must be a maximum 1.2 metres high and of masonry construction, integrated with dividing masonry walls for private open spaces.
- C.9 Where individual apartment entries from the street serve as a primary address, a ground floor balcony space between the entry and private garden, and a hinged front door with a distinct entry space within the apartment, must be provided. Sliding glass doors for ground floor apartments fronting the street are discouraged. If the entries are only for the use of residents they must be understated, with post boxes and street numbers located at the common entry.
- C.10 All stairs and ramps providing access to lobbies must be internalised where necessary to ensure the street interface is not compromised.
- C.11 A fully illustrated and co-ordinated ground floor design, showing all the necessary levels and detail, must accompany development applications. Drawings must include:
- C.12 A detailed ground level plan and sections as part of the architectural submission which illustrates the relationships between the interior and the exterior spaces of the setback area, including the landscape and hydraulic detail, and extends into the public domain.
- C.13 Any required services must be discreetly integrated into the design.
- C.14 The architectural drawings must be fully co-ordinated with the landscape and hydraulic drawings.

- C.15 Elevations and sections at minimum 1:50 scale of all built elements in the setback area must be provided.

8.3.10.5 DEEP SOIL AND LANDSCAPING

Objectives

- O.1 Provide space for landscape amenity and canopy tree planting that also contributes to the public domain.
- O.2 Ensure communal open spaces facilitate opportunities for recreational and social activities, passive amenity, landscaping, and deep soil planning.
- O.3 Create contiguous deep soil networks across lots to support large canopy tree communities and unobstructed groundwater movement.

Controls

- C.1 A minimum 30% of the total site area is to be provided as deep soil. All deep soil zones must have a minimum dimension of 4 metres x 4 metres.
- C.2 Where green coloured areas are shown in Figure 8.3.10.2 – North-East Parramatta Precinct Setbacks and Built Form, these areas be used as a courtyard and/or landscaped area.
- C.3 Buildings must provide communal open space to meet the requirements of Section 3D of the Apartment Design Guide, and should be located to be:
- 3) Highly visible and directly accessible to the maximum number of dwellings, and
 - 3) Integrated with deep soil to provide a landscape setting with opportunities for large and medium size tree planting.
- C.4 Roof gardens may be permitted on top of podiums; however, these must provide adequate visual and acoustic privacy to other buildings within the development and on adjoining sites.
- C.5 Impervious surface at ground level must be minimised on the site.

8.3.10.6 HERITAGE RELATIONSHIPS AND TRANSITION

Objectives

- O.1 Ensure new development is situated alongside heritage listed sites in a way that is respectful, appropriate and will enhance the heritage values of the place.
- O.2 Protect and enhance the setting of heritage items and conservation areas, including the contribution of items to the broader context including views, immediate setting and heritage value.
- O.3 Create appropriate relationships between new development, heritage items and the Sorrell Street Heritage Conservation Area.

Controls

- C.1 Development must not be designed to step away from heritage buildings like a ziggurat but have vertical walls that create well defined space around a heritage item.

- C.2 The parts of development that form the backdrop to a heritage item must be designed so the visual prominence of a heritage item is retained and enhanced.
- C.3 A deep soil area adjoining the common boundary of a lot containing a heritage building must be delivered to allow canopy tree planting to form an immediate backdrop to heritage items.
- C.4 Development must not adversely affect the amenity of buildings within the Sorrell Street HCA, such as overlooking or overshadowing.

8.3.10.7 PARKING DESIGN AND VEHICULAR ACCESS

Objectives

- O.1 Minimise the impact of on-site parking on the design quality of the building and the public domain.
- O.2 Minimise the amount of vehicular traffic generated in relation to development.

Controls

- C.1 The maximum number of car parking spaces, including any existing car parking spaces, must be consistent with the following rates:
 - a) 0.2 space for each studio apartment
 - b) 0.4 space for each 1-bedroom apartment
 - c) 0.8 space for each 2-bedroom apartment
 - d) 1.1 space for each apartment with 3- or more bedrooms
- C.2 The following rates may be provided, in addition to the rates contained in C.01 above, as maximum visitor parking spaces (calculated cumulatively):
 - a) For each dwelling up to 30 dwellings – 0.167 spaces
 - b) For each dwelling more than 30 and up to 70 dwellings – 0.1 spaces
 - c) For each dwelling more than 70 dwellings – 0.05 spaces
- C.3 Bicycle parking spaces must be provided at a rate of 1 space per dwelling.
- C.4 All car parking is to be provided at basement level to ensure that the visual appearance of car parking structures does not dominate the street frontage or impact the ability to provide landscape at ground level.
- C.5 Pedestrian and vehicle conflict are to be minimised with limited vehicle crossings to the public domain. Design must demonstrate compliance with Council's 'Public Domain Guidelines'.
- C.6 Provision of loading bays or service vehicle areas, building service/plant areas, and building services (such as substation) must be adequately screened from any public domain areas, including the street or through site links.

8.3.10.8 FLOODPLAIN RISK MANAGEMENT

Objectives

- O.01 Allow development in the floodplain that is appropriate to the flood hazard and risk at a particular location.
- O.02 Ensure early site planning and consideration of flood conditions to achieve an integrated flood response that manages flood risk and provides optimum development design outcomes to provide adequate amenity on and off site, and interface with the public domain.

Controls

- C.1 Site consolidation patterns outlined in **Figure 8.3.10.2** – *Preferred Lot Amalgamation for Redevelopment* must be achieved to ensure access and egress to buildings is maintained without transversing public roads affected by the Probable Maximum Flood (PMF) level, where access to a road not affected by the PMF is accessible.
- C.2 Development must comply with the requirements in Part 5.1.1 Flooding and Part 9.7 Flood Risk Management to Council's satisfaction.

6 REPORTS - PLANNING PROPOSALS

6.1 SUBJECT: Post Exhibition: Planning Proposal and draft Development Control Plan for the North-East Planning Investigation Area

REFERENCE:

APPLICANT/S: City of Parramatta Council

OWNERS: Multiple Landowners

REPORT OF: Group Manager City Strategic Planning

PANEL'S ADVICE:

The Parramatta Local Planning Panel (LPP) advise the following:

(a) That Council approve for finalisation the following for the North-East Planning Investigation Area:

a) The Planning Proposal at **Attachment 2** that seeks the following changes to the Parramatta Local Environmental Plan 2023:

- I. Increase the Maximum Floor Space Ratio from 0.8:1 to a range between 2:1 and 3.6:1.
- II. Increase the Maximum Height of Building from 11m to a range between 24m and 40m (approximately 6 – 12 storeys).

b) The supporting draft DCP amendments at **Attachment 3**.

(b) That Council delegate authority to the Chief Executive Officer to make any minor amendments and corrections of a non-policy and administrative nature that may arise during the plan finalisation process relating to the Planning Proposal and draft DCP.

(c) That Council write to the Department of Planning, Housing, and Infrastructure to request that the NEPIA precinct be excluded from the application of any future Low and Mid Rise Housing Reforms proposed by the State Government as the NEPIA Planning Proposal and draft DCP deliver additional housing while providing a more appropriate built form and public domain outcome than that achievable under the generic controls proposed under the draft reforms.

COMMENT:

The Panel appreciated the thoughtful presentation from the North Parramatta Residents Action Group but considers the planning controls proposed in the NEPIA Planning Proposal to be appropriate and a superior outcome to the generic controls under the State Government's Low and Mid Rise Housing Reforms which are otherwise likely to apply to the precinct.

Voting 4-0 (unanimous)



Department of Planning, Housing and Infrastructure

Gateway Determination

Planning proposal (Department Ref: PP-2024-1160): to amend the Height of Buildings (HOB) and Floor Space Ratio (FSR) controls in the Parramatta LEP 2023 to facilitate high density housing in the North East Planning Investigation Area (NEPIA).

I, the Acting Director, Local Planning Central West and South at the Department of Planning, Housing and Infrastructure, as delegate of the Minister for Planning and Public Spaces, have determined under section 3.34(2) of the *Environmental Planning and Assessment Act 1979* (the Act) that an amendment to the Parramatta Local Environmental Plan 2023 to facilitate high-density housing in the North East Planning Investigation Area should proceed subject to the following.

The Council as planning proposal authority is authorised to exercise the functions of the local plan-making authority under section 3.36(2) of the EP&A Act subject to the following:

- (a) the planning proposal authority has satisfied all the conditions of the gateway determination;
- (b) the planning proposal is consistent with applicable directions of the Minister under section 9.1 of the EP&A Act or the Secretary of the Department of Planning, Housing and Infrastructure (the Secretary) has agreed that any inconsistencies are justified; and
- (c) there are no outstanding written objections from public authorities.

The Parramatta LEP should be completed on or before 2 May 2025.

Gateway Conditions

1. The planning proposal is to be updated to:
 - (a) Address Section 9.1 Direction 3.2 Heritage Conservation;
 - (b) Provide a consolidated supporting urban design analysis for the proposal, including the following matters:
 - Demonstrates an appropriate height transition to the adjacent HCA that minimises any potential visual and solar impacts.
 - Cross sections that address the topography of the NEPIA and its relationship to surrounding areas.
 - Justification for any overshadowing impact to properties on Sorrell Street. Shadow analysis should include the time of year the proposed controls apply.
 - Justification of potential overshadowing impact from the proposed LEP controls on public open space areas compared to the existing controls.
 - (c) Include an updated timeline in line with the Gateway determination.Draft maps and the planning proposal should be updated as required.
2. Public exhibition is required under section 3.34(2)(c) and clause 4 of Schedule 1 to the EP&A Act as follows:

- (a) the planning proposal is categorised as complex as described in the *Local Environmental Plan Making Guideline* (Department of Planning and Environment, August 2023) and must be made publicly available for a minimum of 30 working days; and
 - (b) the planning proposal authority must comply with the notice requirements for public exhibition of planning proposals and the specifications for material that must be made publicly available along with planning proposals as identified in *Local Environmental Plan Making Guideline* (Department of Planning and Environment, August 2023).
3. Consultation is required with the Department of Climate Change, Energy, the Environment and Water (DCCEEW) and Transport for New South Wales (TfNSW) under section 3.34(2)(d) of the Act. DCCEEW and TfNSW are to be provided with a copy of the planning proposal and any relevant supporting material and given at least 30 working days to comment on the proposal.
4. A public hearing is not required to be held into the matter by any person or body under section 3.34(2)(e) of the Act. This does not discharge Council from any obligation it may otherwise have to conduct a public hearing (for example, in response to a submission or if reclassifying land).

Dated 10 September 2024



Rukshan de Silva
Acting Director, Local Planning
(Central, West and South)

Local Planning and Council Support
Department of Planning, Housing and
Infrastructure

Delegate of the Minister for Planning and
Public Spaces

PP-2024-1160 (IRF 24/1729)

ATTACHMENT 1 – Submission Response Table

ATTACHMENT 1 – Submission Response Table

This attachment provides an overview of the community engagement phase undertaken for the Planning Proposal and draft DCP for the land in the North-East Planning Investigation Area carried out by Council between 7 November 2024 and Thursday 19 December 2024. The public exhibition process follows Council's requirements of a Level 4 – Key Land Use Planning project as detailed in the Community Engagement Strategy 2022-24. Key engagement activities include:

- **Extended notification period** of 6 weeks from 7 November – 19 December 2024.
- **Notification letters** to 1,684 property owners within the City containing a QR code to the Participate Parramatta webpage.
- **Notification emails to key stakeholders** including: stakeholders who made submissions during the public exhibition of the draft NEPIA Planning Strategy in 2021, and individuals who requested to be consulted, and public authorities required to be consulted with under the Gateway Determination conditions
- **Exhibition material:**
 - NEPIA Planning Proposal
 - NEPIA Planning Proposal- Appendix 1- Gateway Determination and Table
 - NEPIA Planning Proposal- Appendix 2- Consolidated Urban Design Report
 - Draft Development Control Plan for the North-East Planning Investigation Area
 - Local Planning Panel Report- 16 April 2024
 - Local Planning Panel Advice- 16 April 2024
 - Planning Information Sheet explaining the different functions of a DCP and LEP.
 - Copies of the Council Report and Resolution from the 27 May 2024 Council meeting endorsing the Planning Proposal and draft DCP for public exhibition. This included 4 attachments to the Council report:
 - Attachment 1 – North-East Planning Investigation Area Planning Proposal as attached to 27 May 2024 Council Report
 - Attachment 2 – Proposed DCP Amendments
 - Attachment 3 – NEPIA Planning Strategy Community Engagement Report; and
 - Attachment 4 – Local Planning Panel Minutes and Report
 - Answers to Frequently Asked Questions.
 - City of Parramatta Planning Information Sheet
- **Digital media:**
 - Participate Parramatta webpage with digital copies of the exhibition material, as well as background and summary information. This webpage reached a total of 5,269 views (source: SocialPinpoint).
 - QR code was scanned 290 times
 - Public notice on City of Parramatta's corporate website and Participate Parramatta portal.
 - Paid social media campaign.

Table 1 - State Agency Submissions and Council Officer responses

1

ATTACHMENT 1 – Submission Response Table

- **Newspaper Advertisement:**
 - Published advert in “Parramatta News” newspaper
- **Phone-a-planner** sessions available to the public, with a total of 2 booked sessions.

Table 1 - State Agency Submissions and Council Officer responses

Submissions received via NSW Planning Portal and email

Submission No.	Respondent	Submission	Council Officer Response
1.	Heritage NSW	a) Heritage NSW notes previous advice they provided regarding the NEPIA Draft Planning Strategy in April 2021, and that some of the previous concerns raised relating to heritage impacts caused by the scale and density have been addressed in the North East Planning Investigation Area Planning Proposal (NEPIA PP).	Noted.
		b) Heritage NSW states the following measures are an appropriate heritage response to the items on the State Heritage Register (SHR) in the vicinity of the NEPIA and the Sorrell Street HCA: <ul style="list-style-type: none"> i. stepping down of built form towards the Sorrell Street HCA ii. ensuring views of sky from Sorrell Street iii. ensuring deep soil spaces with large canopy trees are delivered iv. allow heritage items to be the dominant features of the streetscape. 	Noted. Council agrees that the measures detailed and justified in the planning proposal assessment and proposed to be implemented via the controls, which have been referenced in the submission provide an appropriate heritage response.

Table 1 - State Agency Submissions and Council Officer responses

ATTACHMENT 1 – Submission Response Table

Submission No.	Respondent	Submission	Council Officer Response
		c) Heritage NSW recommends: <ul style="list-style-type: none"> - A Statement of Heritage Impact (SOHI) for State Heritage Registered items in the vicinity of the NEPIA. - The abovementioned SOHI considers impacts on the Sorrell Street HCA and the nearby local heritage items. - A comprehensive Aboriginal Cultural Heritage Assessment Report (ACHAR) is prepared to inform future development of the subject site. 	The NEPIA PP aligns with the recommendations of the most recent study (Church Street North Urban Design Study) commissioned by the State Government and therefore Council officers are of the view that a SOHI and ACHAR is not required at this stage of the planning process.
2.	TfNSW	a) TfNSW recommends all setbacks fronting streets provide sufficient space to allow walking and cycling facilities in future should streets throughout/along edges of NEPIA form part of a Council or TfNSW Active Transport route.	The proposed DCP controls require a 6m front setback along all street frontages in the NEPIA to be predominately used for landscaping. This approach would enable a future planning process to enable road widening for additional active transport infrastructure should the requirement arise.
		b) TfNSW requests the proposed DCP setback provisions include two metres of which is to be dedicated to facilitate provision of the shared path on Fennell Street as proposed in the Parramatta Bike Plan. This could be similar to Part 9 Parramatta City Centre – Figure 9.5.11.6 – Typical Setback and Street Wall Height on Villiers Street (Section B).	<p>The example provided by TfNSW for Villiers Street is not comparable to the bike path on Fennell Street due to for the following reasons:</p> <ul style="list-style-type: none"> • The bike path proposed on Fennell Street within the Parramatta Bike Plan is a 'shared path' intended to fit in the existing roadway reserve (behind the kerb)- i.e. additional land within private ownership in the NEPIA is not required to enable this link in the future. • The bike path on Villiers Street is identified as a 'separated cycleway' expression – "required to retain" parking to support commercial premises along the narrow street, • The zoning and conditions along Fennell Street are considered different to those of Villiers Street and therefore consider a 'shared path' an appropriate route for active transport. • Provisions for Villiers Street 'separated cycleway' have been incorporated in the LEP Land Reserved for Acquisition (LRA) Map to ensure funding is allocated for the acquisition of necessary land, no such provisions have been made for the Fennell Street 'shared path', as they are not required for a 'shared path' active transport route. <p>The proposed DCP controls along Fennell Street include a 6m front setback to be predominately used for landscaping, this does not remove future</p>

Table 1 - State Agency Submissions and Council Officer responses

ATTACHMENT 1 – Submission Response Table

Submission No.	Respondent	Submission	Council Officer Response
			opportunity for additional active transport infrastructure should the requirement arise.
		c) TfNSW suggest consideration of raised priority pedestrian crossings over streets joining through-site connections proposed through blocks throughout NEPIA to provide a local active transport connection making the area more permeable for people.	This request is out of scope for a DCP. New pedestrian crossings are assessed and determined by Council's Traffic Committee, which is a separate policy process. In addition, Council officers identify that the north-south pedestrian desired line in North Parramatta is along Church Street, which already has facilities for pedestrians constructed by Parramatta Light Rail. Furthermore, midblock crossing facilities along the east-west roads are unlikely to generate enough demand for crossings to be needed.
		d) TfNSW supports the DCP controls for the NEPIA applying maximum parking rates to reduce car dependency.	Noted. TfNSW support for Council's proposed parking controls is noted. <i>See response No.57.a below for further detail.</i>

Table 1 - State Agency Submissions and Council Officer responses

ATTACHMENT 1 – Submission Response Table

Table 2 - Organisation and Council Officer Responses

Submission No.	Respondent	Summarised Submission	Council Officer Response
3.	National Trust of Australia (NSW) Parramatta Regional Branch	a) The National Trust Parramatta Regional Branch states opposition to the NEPIA PP and the impacts on the Sorrell Street HCA. The submission states that Council's previously commissioned heritage studies have been replaced by the CSN Design study.	<p>The NEPIA Planning Proposal aligns with the principles and recommendations of the most recent study (Church Street North Urban Design Study (CSN Design Study)) commissioned by the State Government. The CSN Design Study prevails as it includes the most recent changes in Church Street, and allows for a consistent approach to responding to the heritage context of the area. The CSN Design Study content has been set by the controls put in place by the Department of Planning Housing and Industry (DPHI) for the Church Street North Precinct immediately west of NEPIA.</p> <p>Council referenced and integrated the principles from the CSN Design Study to guide the design and built form for the NEPIA and to deliver a transition in built form.</p> <p>Concerns detailed by the National Trust of Australia are responded to below.</p>
		b) Raises opposition to 40m building height between Harold and Ross Streets. Previously the submitter had raised concern about the proposed 28m height (8 storeys) and 2:1 FSR in response to the draft NEPIA Planning Strategy in 2021. However, the submitter has changed their position and considers the lower maximum height proposed in the NEPIA PP and draft DCP that was placed on public exhibition of 24m with a 6m setback from the Sorrell Street HAC could sensibly be adopted for the entire NEPIA length from Isabella to Ross Streets. Submitter states 24m is most appropriate for development backing significant low-rise heritage houses in HCA.	<p>The proposed height and FSR within the NEPIA PP and draft DCP have been prepared with consideration to the evolving State and local planning framework within the Church Street North Area. This has meant the initial options presented in the Draft NEPIA Planning Strategy in 2021 (e.g. the 28m (8 storeys) and 2:1 FSR identified by the submitter) needed to be reconsidered when preparing the NEPIA Planning Proposal in response to:</p> <ul style="list-style-type: none"> the anticipated development along the Parramatta Light Rail Corridor introduced by the State Government under the Church Street North SEPP allows residential development up to 25 storeys (81m) adjacent to NEPIA and 27 storeys (88 metres) in other parts of CSN; the proposed Low and Mid Rise Housing Reforms (housing reforms) that would permit an increase development in the NEPIA even if Council does not progress with the Council led proposal. the previous community feedback received to the NEPIA Planning Strategy, and the heritage character of the surrounding area. <p>The planning context and built form has evolved since the exhibition of the NEPIA Planning Strategy, which required the proposed heights and FSRs to</p>

Table 2 - Organisation and Council Officer Responses

ATTACHMENT 1 – Submission Response Table

		<p>be reviewed in response to the anticipated development surrounding the NEPIA.</p> <p>It should also be noted that the previous NEPIA exhibition did not propose solely the FSR and height now supported by the submitter (i.e. 28m height and FSR of 2:1). The exhibition included the following Options:</p> <table> <tr> <th>Option</th> <th>Building height</th> <th>Maximum Height achievable with Design Excellence</th> <th>Floor space ratio (FSR)</th> </tr> <tr> <td>Option 1</td> <td>11m (as per current height N/A in PLEP 2023*)</td> <td></td> <td>0.8:1 (as per current FSR in PLEP 2023*)</td> </tr> <tr> <td>Option 2</td> <td>28m (8 storeys)</td> <td>N/A</td> <td>2:1</td> </tr> <tr> <td>Option 3</td> <td>40m (12 storeys)</td> <td>46m (14 storeys)</td> <td>3:1 plus Design Excellence</td> </tr> <tr> <td>Option 4</td> <td>54m (17 storeys)</td> <td>62.1m (20 storeys)</td> <td>4:1 plus Design Excellence</td> </tr> <tr> <td>Option 5</td> <td>67m (20 storeys)</td> <td>77.1m (23 storeys)</td> <td>5:1 plus Design Excellence</td> </tr> <tr> <td>Option 6</td> <td>80m (25 storeys)</td> <td>92m (29 storeys)</td> <td>6:1 plus Design Excellence</td> </tr> </table> <p>Note: The NEPIA PP is not proposing to introduce design excellence bonuses.</p> <p><u>Proposed heights and FSR for NEPIA</u></p> <p>Heights ranging between 24m (6 storeys) and 40m (12 storeys) and FSRs of 2:1 to 3.6:1 have been proposed in response to the planning context outlined above to provide a transition in building scale.</p> <p>This has been based on the ‘viewshed’ approach detailed in the CSN Design Study commissioned by the Department for the CSN SEPP. The heights proposed in the NEPIA PP respond to adjacent heights of 34m up to 81m (25 storeys) introduced by CSN SEPP. The proposed 40m heights in the NEPIA respond to adjacent sites on Church Street which may achieve a height of 81m, and the proposed 24m heights in the NEPIA respond to adjacent sites on Church Street which may achieve a height of 61.5m (18 storeys).</p> <p>The ‘viewshed’ approach builds on the principle that views are generally taken at eye level from different points in the public domain. Applying a ‘viewshed’ approach means buildings in NEPIA would not extend beyond the buildings of Church Street when viewed from Sorrell Street. This helps to protect the heritage setting of the HCA. Please see Council's Consolidated Urban Design Report, page 15 for more detail.</p> <p>The NEPIA controls proposed form a transition to the heights on Church Street through stepping building heights down towards the Sorrell Street HCA as suggested by CSN SEPP Finalisation Report. Sites on the northern end of the NEPIA and the very southern site on the NEPIA where 24m is proposed create an appropriate transition and reflects the adjoining Church Street heights, this is also reflected in the 2:1 FSR. The same conditions are not</p>	Option	Building height	Maximum Height achievable with Design Excellence	Floor space ratio (FSR)	Option 1	11m (as per current height N/A in PLEP 2023*)		0.8:1 (as per current FSR in PLEP 2023*)	Option 2	28m (8 storeys)	N/A	2:1	Option 3	40m (12 storeys)	46m (14 storeys)	3:1 plus Design Excellence	Option 4	54m (17 storeys)	62.1m (20 storeys)	4:1 plus Design Excellence	Option 5	67m (20 storeys)	77.1m (23 storeys)	5:1 plus Design Excellence	Option 6	80m (25 storeys)	92m (29 storeys)	6:1 plus Design Excellence
Option	Building height	Maximum Height achievable with Design Excellence	Floor space ratio (FSR)																											
Option 1	11m (as per current height N/A in PLEP 2023*)		0.8:1 (as per current FSR in PLEP 2023*)																											
Option 2	28m (8 storeys)	N/A	2:1																											
Option 3	40m (12 storeys)	46m (14 storeys)	3:1 plus Design Excellence																											
Option 4	54m (17 storeys)	62.1m (20 storeys)	4:1 plus Design Excellence																											
Option 5	67m (20 storeys)	77.1m (23 storeys)	5:1 plus Design Excellence																											
Option 6	80m (25 storeys)	92m (29 storeys)	6:1 plus Design Excellence																											

Table 2 - Organisation and Council Officer Responses

ATTACHMENT 1 – Submission Response Table

			<p>applicable to the lots in the centre of the NEPIA (Harold and Grose Street) where a 40m height is proposed as the adjacent lots facing Church Street are capable of achieving more height. Maintaining a 24m height on these sites would not create a transition which aligns with the approach taken by the Department for CSN SEPP.</p> <p>The height and FSR controls deliver:</p> <ul style="list-style-type: none"> • An appropriate height transition from the taller buildings anticipated along Church Street to the low-scale development within the Sorrell Street HCA. • Slender towers which align with anticipated development along Church Street and allow for greater views to sky. • Minimise visual impacts from new development to the HCA by: <ul style="list-style-type: none"> ◦ having more open space at the ground level, ◦ orientating the short edge of buildings to the HCA to maximise the separation between buildings and views to the sky, and ◦ accommodating for more landscaping and tree planting. • A suitable response to the topography. • Minimise shadow to surrounding development. <p>If a 3.0-3.6:1 FSR was applied with a lesser height in response to the State Governments housing reforms, the buildings would be bulkier (wider) with smaller setbacks between buildings. This would provide less green space, tree planting area and views to the sky. The bulkier buildings with a less height would also create a less desirable backdrop to the Sorrell Street HCA.</p>
		<p>c) Submitter raises opposition to the 4.5m setback to the HCA between Harold and Ross Streets. With building heights of 40m (potentially 46m with Design Excellence bonuses) it will create an overbearing visual presence on the HCA. Submitter also states that the setback to the HCA boundary should be consistent at 6m along the length of NEPIA from Isabella to Ross Streets.</p>	<p>The proposed building setback of 4.5m is informed by detailed urban design testing (see Consolidated Urban Design Report) to deliver building envelopes that:</p> <ul style="list-style-type: none"> • are consistent with separation distances recommended by the Apartment Design Guide • reduce the perceived bulk from Sorrell Street • create the opportunity for greater views to sky • align future NEPIA towers with the anticipated development along Church Street to reduce visual presence of buildings. <p>Providing a setback greater than 4.5 metres to the Sorrell Street HCA would result in:</p> <ul style="list-style-type: none"> • smaller contiguous landscaped areas • reduce green backdrop to the Sorrell Street HCA • reduce separation between buildings in the NEPIA

Table 2 - Organisation and Council Officer Responses

ATTACHMENT 1 – Submission Response Table

		<ul style="list-style-type: none"> • non-compliance with ADG separation requirements
	<p>d) Raises opposition to increased Floor Space Ratio (FSR) from 3:1 to 3.6:1 afforded to Consolidation Site 7 (23-27 Harold Street, Parramatta) as it is unacceptable and will result in a built form that is inconsistent. States FSR cannot be justified due its proximity to heritage items, the increased FSR would result in bulkier building with greater impact and is an 'ad-hoc' approach to planning.</p> <p>States the decision for 470 Church Street is out of step with the CSN SEPP heights.</p>	<p>23-27 Harold Street, Parramatta is subject to different site conditions and a proponent led site specific Planning Proposal (SSPP) which is currently running alongside the NEPIA Planning Proposal process.</p> <p>The site is smaller in size and has a shorter lot depth (shallower) when compared to other sites in the NEPIA. Increasing the eastern (side) setback would result in non-compliances with ADG separation distances on the western boundary (if the building footprint is not changed), and a potentially unworkable floorplate is the building footprint is reduced to accommodate the additional setback width. In addition, it is adjacent to 470 Church Street, Parramatta, which is subject to greater height and FSR controls in comparison to the rest of the Church Street North Precinct. Therefore the site could accommodate for a greater FSR and achieve the design principles established in the CSN SEPP Finalisation Report. Tower alignment and adequate separation distances between Church Street and the adjacent NEPIA building can be achieved with the proposed 3.6:1 FSR for this site (see Council's Consolidated Urban Design Report).</p> <p>This issue has also been considered by DPHI who have issued a Gateway Determination for the site that permits exhibition of the same height and FSR as is proposed in the exhibited NEPIA PP. Therefore the height ad FSR have been assessed by both organisations and deemed appropriate to the context.</p> <p>The status of the Site Specific PP for 23-27 Harold Street is described in the body of the report. The Planning Proposal is the responsibility of the DPHI who are yet to exhibit the SSPP.</p> <p>470 Church Street, Parramatta was subject to a site specific Planning Proposal and approved in February 2021, please see here for more details. The CSN SEPP carried the SSPP approved controls across as they were subject to a separate planning process.</p>
	<p>e) Submitter raises the previous consultation for the draft NEPIA Planning Strategy in 2021 where they indicated support for 'Option 1' (no changes to controls).</p> <p>Submitter states that public interest is best represented in 'Option 1' (no changes to controls)</p>	<p>The proposed heights of ranging between 24m (6 storeys) and 40m (12 storeys) and FSRs of 2:1 to 3.6:1 in the NEPIA PP have been proposed in response to the planning context as explained in response No.3.b.</p> <p>The proposed controls have been tailored to respond to the surrounding context and are considered to align with the relevant studies guiding planning and design within the Church Street North Precinct.</p>

Table 2 - Organisation and Council Officer Responses

ATTACHMENT 1 – Submission Response Table

		and 'Option 2' (28m height and 2:1 FSR) in the draft NEPIA Planning Strategy 2021.	See response No.3.b that outlines how the draft options presented in the draft NEPIA Planning Strategy in 2021 need to be considered in line with the changing policy framework of Church Street North.
		f) Submitters position is that greater weight in establishing appropriate heights should be given to the low-rise HCA rather than the proposed buildings in the CSN SEPP. Submitter states HCA is a residential based area and is more sensitive to development that is overbearing because of the height and proximity which will destroy residential amenity, and controls should respect heritage significance of the HCA.	See Response No.3.b for more detail on how the heights have been prepared to respond to the HCA.
		g) Submitter states adjacent Church Street building heights identified 57m and the adjacent NEPIA transition at 40m metres. This will result in the NEPIA being 70% of the building height of the adjacent CSN SEPP. With Design Excellence Bonuses for both of CSN and NEPIA buildings heights will rise to 65m and 46m and still result in the NEPIA buildings being 71% of the CSN SEPP height and considers a potential height of 46m inappropriate.	Development in the NEPIA would not be permitted for design excellence bonuses under Parramatta LEP 2023. Whilst a design competition process will not be required, all future development over 3 storeys will be required to be considered via the Design Advisory Panel to support the design process. The Design Advisory Panel provides independent, expert and impartial advice to Council on the design quality of development proposals; panel members are experienced professionals with expertise in urban design, architecture, landscape architecture, and heritage. This process ensures that all new high-density developments are suitably designed, sited, and contribute to the pedestrian experience of the street and the site. However, no bonus is awarded under this process. See response No.3.b for explanation on how the proposed heights and FSRs were prepared.
		h) States upper-level setbacks in the NEPIA buildings would provide significant benefit to the HCA and residents in the area, reducing visual bulk and overbearing when viewed from HCA.	The proposed building envelopes and site configurations in Section 8.3.10.3 have been prepared to assist in delivering a transition in building scale between Church Street North and the Sorrell Street HCA. Providing one step in the built form between the street wall and tower allow for greater setbacks on the lower levels. This approach is consistent with established DCP controls in the City Centre for development in the vicinity of heritage items where ziggurat tower forms (additional stepping of the building at higher levels) designs are not supported. Ziggurat tower forms increase perceived bulk at the skyline. Additional DCP controls are also proposed to ensure the towers in the NEPIA align with the anticipated towers along Church Street. This will help ensure

Table 2 - Organisation and Council Officer Responses

ATTACHMENT 1 – Submission Response Table

			<p>views to skies are maximised, helping to reduce perceived visual bulk from the HCA; and promote the delivery of contiguous deep soil planting areas that protect amenity for the HCA.</p> <p>The proposed upper-level setbacks for the tower elements of developments align with the recommended building separation distances in the Apartment Design Guide (ADG) which is a State Government planning policy.</p> <p>More detail on how the proposed tower alignment and building envelopes reduce the perceived bulk and scale of development next to the HCA can be found in Council's Consolidated Urban Design Report. In addition, see <i>response to submission No.3.b.</i> above regarding height and how the proposed heights relate to setbacks.</p>
4.	North Parramatta Residents Action Group	a) Submitter states that an explanation for how the proposed FSR increase was derived is not provided.	<p>'Part 3 Design Principles and Strategies' and 'Part 4 Urban Design Analysis and Response' in the Consolidated Urban Design Report provides a detailed analysis of the NEPIA and the approach Council Officers undertook to determine the proposed height and FSR controls.</p> <p>In addition, the April 2024 Local Planning Panel Report Paragraph 21 provides details on <i>determining the height of building control and FSR for the NEPIA</i>; and the May 2024 Council Report Paragraph 21 also provides detail on the basis for the recommended FSR controls for the NEPIA.</p> <p>In summary, the recommended FSR controls for the NEPIA are based on:</p> <ul style="list-style-type: none"> • Creating a transition from the anticipated large-scale development along Church Street to the existing lower scale development along Sorrell Street HCA. • Achieving workable FSRs that align with the proposed height of building controls. • Reinforcing the height transition through inter building setbacks, street setbacks, building orientation, and location of landscape areas. • Creating workable residential floor plates within a slender tower form and podium, with space for deep soil and communal open space. <p>See response No.3.b for how FSRs and heights were prepared as part of the NEPIA PP.</p>
		b) Submitter recommends uniform maximum FSR and height for NEPIA of 2.1:1 and 24m respectively, stating it would provide a more sympathetic transitional result, given that impact	<p>Council recognises the area contains heritage significance and has incorporated recommendations from the State Government's commissioned CSN Design Study.</p>

Table 2 - Organisation and Council Officer Responses

10

ATTACHMENT 1 – Submission Response Table

		upon surrounding heritage properties and the pre-eminence of heritage in this precinct.	See response No.3.b for how FSRs and heights were prepared as part of the NEPIA PP.
		<p>c) Submitter references and agrees with recommendations from heritage peer review study carried out by GML Heritage as part of the CBD Planning Proposal process on behalf of the DPHI. It included recommendations to ensure no additional overshadowing on Prince Alfred Square, Saint Patrick's Cathedral and school, the North Parramatta and Sorrell Street Heritage Conservation Areas at any time to preserve the significant views along Church Street and provide a buffer.</p>	<p>It should be noted that Department of Planning, Housing, and Infrastructure (DPHI) did not give any weight to the GLN study when finalising the controls for the Church Street North Precinct. Instead, a new context was established by DPHI when they used the CSN Design study which included some heritage analysis <i>See response No.3.b for more detail on the studies that informed the NEPIA PP and approach to managing heritage.</i> The principles from the CSN Design Study prevail as they include the most recent changes in Church Street and allow for a consistent approach to responding to the heritage context across the area.</p> <p>Council's Consolidated Urban Design Report includes a shadow analysis undertaken by Council Officers for the Winter Solstice (21 June) and Vernal (Spring) Equinox (September).</p> <p>The shadow analysis demonstrates there is no additional overshadowing to any nearby public open spaces, including Prince Alfred Square, and Saint Patricks Cathedral and school occurring as a result of the NEPIA Planning Proposal.</p> <p>The shadow analysis demonstrates additional overshadowing on Sorrell Street HCA as a result of the NEPIA Planning Proposal occurring between 1pm and 3pm. However, the culminative overshadowing impact of the NEPIA Planning Proposal is considered acceptable for the following reasons:</p> <ul style="list-style-type: none"> • The limited timeframe of impact - Sorrell Street buildings achieve a minimum of 4 hours of direct sunlight between 9am – 3pm. This exceeds the comparable State Government requirement applied to the CBD Planning Proposal for a minimum of 2 hours of direct sunlight in mid-winter for HCAs adjoining the CBD PP. • The extent of the shadows – the shadows from proposed NEPIA building envelopes are located within the existing shadows from the anticipated development along Church Street North introduced by the State Government. • The design measures proposed in the draft DCP (such as building orientation and separation distances between towers) minimise the overshadowing impact beyond the shadows cast by the Church Street North buildings. • The majority of shadows cast from the NEPIA PP between 2pm and 3pm during the Winter Solstice are generated from sites between Isabella and Harold Streets (including 23-27 Harold Street, Parramatta). These sites

Table 2 - Organisation and Council Officer Responses

11

ATTACHMENT 1 – Submission Response Table

			<p>are subject to other concurrent planning processes which could permit similar built form and shadow outcomes.</p> <ul style="list-style-type: none"> The northern end of the NEPIA contains proposed heights of 24m which is comparable to the potential built form outcomes which could apply to this part of the NEPIA under the exhibited State Government's Low- and Mid-Rise Housing Reforms. 23-27 Harold Street, Parramatta was subject to a separate planning process, see also <i>response No. 3 (d)</i> above for more details on this matter. <p>The shadow analysis concludes that the proposed NEPIA built form does not significantly impact overshadowing beyond the anticipated shadows from the Church Street North controls and is considered acceptable.</p>
		<p>d) Submitter states there is no mention of childhood facilities, parklands, open spaces, accommodation and services for increasing population of elderly. The submitter states Council has failed to provide open space, access to sunlight and greening our city; and provides the extension of Parramatta Park (Wistaria Gardens), Fleet Street area and Peppercorn as examples where more open space could be provided. The submitter states that providing sporting bodies access to Belmore Park reduces the usable open spaces in the area where sporting clubs could be accommodated elsewhere.</p>	<p>The long-term strategic direction for community infrastructure in the City of Parramatta is outlined in Council's Community Infrastructure Strategy (CIS). The CIS recognises North Parramatta as a growth precinct and therefore anticipates a greater demand for local infrastructure in this precinct which includes the NEPIA. The CIS includes a requirement to:</p> <ul style="list-style-type: none"> Develop community space of 1,000m², ideally as part of a larger community hub at North Parramatta, which is identified in the DCP - see Section 9.5.11 Church Street North in Part 9, specifically Figure 9.5.11.2 – Church Street North Special Area Public Domain and Consolidation Plan. Upgrade Belmore Park. <p>The CIS identifies and assesses existing community infrastructure to outline priorities to inform funding and delivering of infrastructure such as those mentioned by the submitter. The CIS is updated at least every 4 years. Community infrastructure not identified in the CIS will generally not be given priority as it has not been identified as a priority for the community.</p> <p>New development will be subject to the 'Outside CBD s7.11 Development Contributions Plan 2021 – Amendment No.1'. This will provide capacity to fund more local infrastructure in accordance with the CIS, ensuring the community continues to be serviced by infrastructure supporting intended growth.</p> <p>In reference to the submitter's recommendations regarding land within North Parramatta, the State Government has commenced exhibition of a rezoning proposal to provide an additional 2,500 dwellings in North Parramatta adjacent to the Parramatta Female Factory and Ngarra light rail stop in the</p>

Table 2 - Organisation and Council Officer Responses

ATTACHMENT 1 – Submission Response Table

			<p>vicinity of Fleet Street. The State Government Planning Proposal includes the provision of 21 hectares of open space. At the time of writing this report Council Officers are preparing a submission to the proposal.</p> <p>Whilst local and regional infrastructure is subject to the strategies and processes outlined above, it is noted that the provision of large contiguous green space on each site in the NEPIA is a key consideration for the proposed planning controls. The height proposed allows slender tower forms, greater green space around buildings, and contiguous deep soil planting area on the ground floor to support large canopy trees. These green spaces will provide amenity to residents and assist in greening the City.</p> <p><i>See response No.4.c for a detailed explanation on solar access and sunlight.</i></p> <p>Council provides opportunities for sporting clubs and other community members to hire Council owned or managed sporting grounds, which is done in accordance with Council's Sportsground Allocation Policy, please see here for more details. Refer to above comments regarding how the CIS deals with demand on infrastructure.</p>
		<p>e) States no commitment from Council or State Government to safeguard the largest undeveloped site nearby being the land between Harold, Fennell, Villiers and Church St which is critical to address the shortfall of community space, public amenity, and parking spaces which have additional demand due to light rail.</p> <p>Submitter is strongly supportive of the proposed community open space in Church Street North and would like opportunity to contribute in future.</p>	<p>As explained in response No.4.d, the land between Harold, Fennell, Villiers and Church Street has been identified in Section 9.5.11 Church Street North in Part 9, specifically Figure 9.5.11.2, as suitable space for public domain. This provides a sufficient safeguard for its future delivery.</p> <p>Submitter support is noted. Council will consult in accordance with Council's Community Engagement Strategy on any future projects.</p>
		<p>f) States proposed new controls should respond to heritage character of surrounding area and the anticipated development on the light rail corridor.</p>	<p><i>See response No.3.b in relation to how the proposed DCP controls respond to the heritage and local character of the area, including along the light rail.</i></p>
		<p>g) Requests assurances from Council that 23-27 Harold Street properties will be controlled by the same planning controls as the rest of the NEPIA and not be granted conditions against objectives of both the State Government and Parramatta Council, emphasising the pre-eminence of heritage considerations of the precinct, especially given the</p>	<p><i>See response No.3.d above for details on the Site Specific Planning Proposal (SSPP) relating to the land at 23-27 Harold Street.</i></p> <p>It</p>

Table 2 - Organisation and Council Officer Responses

ATTACHMENT 1 – Submission Response Table

		sites location around heritage significant buildings. Requests that any final redevelopment plans for this site be placed on public exhibition before any official assessment and determination.	
		<p>h) States the exhibited documents do not provide any information as to the current ownerships, occupancies, number of dwellings, physical conditions of the existing apartments, onsite-parking facilities, or other property details and population.</p>	<p>Council's review of the NEPIA precinct indicates there is 188 <u>existing dwellings</u>. To estimate a population number for the NEPIA precinct, the North Parramatta suburb average of 2.33 person per dwelling (as provided by Profile ID) can be applied. This equates to approximately <u>438 existing residents</u> in the NEPIA.</p> <p>Demographic information can be viewed using this link under the 'Parramatta' profile area; and finer Statistical Area 1 (SA1) level data can be viewed through Social Atlas .id should you wish to view more population data for the area.</p> <p>Council's Consolidated Urban Design Report included in the exhibition material includes an analysis of block qualities and design response, (see section 4.2). This section provides a precinct and block scale overview of:</p> <ul style="list-style-type: none"> • key uses, • ownership patterns, • physical condition of key sites • block character • Identifies access and parking considerations <p>The Design Report provides the necessary level of detail and information to outline urban design considerations to identify sites with opportunities for redevelopment within the NEPIA.</p>
		i) Submitter notes there have been previous strategies exhibited for the NEPIA, and the exhibition material recognises the area's heritage significance	<p>Noted.</p> <p><i>See response No.3.a and No.3.b for more detail on previous strategies and studies, and how heritage is proposed to be managed.</i></p>
		j) The planning proposal does not include specific changes to the current specific DCP heritage provisions, and that all new development will need to comply with those provisions.	<p>Any new development will need to comply with the draft DCP provisions that were exhibited with the Planning Proposal, should the DCP controls be adopted, as well as other relevant sections of the PDCP 2023 such as environmental performance, residential provisions, heritage, and design in context.</p> <p>Any development application is assessed based on the requirements of the <i>Environmental Planning and Assessment Act 1979</i>. The Act includes the</p>

Table 2 - Organisation and Council Officer Responses

ATTACHMENT 1 – Submission Response Table

			requirements to consider the LEP, which provides protection to the heritage items and HCAs under Schedule 5, and the DCP which provides more nuanced controls. Generally only development which is demonstrated to have achieved the objectives of the LEP and DCP is supported by Council.
		k) Submitter generally supports the provisions governing height transition and related design elements set out in the CSN Design Study given the context of the NEPIA.	Noted.
		l) States there is responsibility on Council to mandate precinct-wide heritage impact statements must accompany future development applications.	The <i>Environmental Planning and Assessment Act 1979</i> provides statutory requirements for the development assessment process and what supporting documents must accompany the Development Application. This includes necessary documentation relating to heritage studies. See <i>response to No.1.c</i> for more detail.
		m) Opposes any arrangement whereby developers achieve bonuses in FSR or height bringing potential threats to local heritage.	The NEPIA is not contained within the Parramatta City Centre and is not subject to the PLEP 2023 provision that permits design bonuses. <i>See response No.3.a and No.3.b for how heritage is proposed to be managed.</i>
		n) States exhibition material does not contain figures related to dwelling yield and what the differences would be in yield with a uniformed height across the NEPIA.	Council did not model a development option with a uniformed height during the preparation of the NEPIA PP. This is because a development option with a uniformed height would not adequately respond to the State Government's design principle for Church Street to transition building heights downwards towards the Heritage Conservation Areas to preserve view corridors and retain appropriate spatial relationships between future development and heritage items. The NEPIA Planning Proposal and draft DCP provided a tailored design response that considered each block configuration and lot orientation to deliver suitable building envelopes that response to local context. Finer grain controls tailored for the NEPIA specific conditions were prepared to allow for a suitable transition in height and density between the Church Street North Precinct to the west and the Sorrell Street Heritage Conservation Area to the east. This tailored design response results in a height range of 24-40m and could deliver up to 515 dwellings.
		o) States documents do not explain how lot amalgamation will be achieved as planned in the	The draft DCP for NEPIA requires lots to consolidate (or 'amalgamate') in specific patterns before new development is allowed. This is so new developments minimise overshadowing, promote sunlight around and into buildings, help keep existing trees, and deliver areas of deep soil for new tree

Table 2 - Organisation and Council Officer Responses

15

ATTACHMENT 1 – Submission Response Table

		DCP, or what the alternative will be, further clarification is requested.	<p>plantings and landscaping. The lot configuration requirements will mean new development throughout NEPIA will be gradual as existing landowners are required to consolidate. If they do not consolidate it will be difficult to achieve the FSR and height controls and ensure compliance with the DCP. A likely outcome is that they will not be able to get an approval at the maximum FSR and Height without amalgamation so the financial feasibility of development will also promote consolidation.</p> <p>Council is unable to control when this will occur, and the timing is determined by the private development market.</p>
		p) States NEPIA PP suggests there will be views to the west from Sorrell Street to Church Street along public pathways however, concerns raised as to how views will be preserved across the precinct.	<p>Council's Consolidated Urban Design Report outlines significant view corridors and identifies a massing strategy that provides an appropriate transition to the surrounding lower density development. The coordinated massing strategy maximises views to sky. This is done through finer grain controls tailored for the specific NEPIA conditions proposed in the DCP requiring specific separation distances block by block, maintaining space between buildings, and tower alignment with anticipate development along Church Street.</p> <p>The proposed DCP controls orientate the short edge of buildings to the HCA maximising separation between buildings when viewed from Sorrell Street.</p> <p>This approach allows views to sky mid-block along Sorrell Street, not only along public pathways and roads.</p>
		q) States NEPIA PP will result in 515 more dwellings than government's plan and request evidence for this claim.	<p>Council's proposed new height and built form controls in the NEPIA PP could deliver an additional 515 homes within the City. The 515 dwellings are in addition to the dwellings currently in the NEPIA. To clarify, in the previous report to Council and the exhibition material it was stated that <i>the 515 additional dwellings would not have the same level of adverse effects on surrounding properties and the Sorrell Street HCA compared to the State Government housing reform controls.</i></p>
		r) States restricting on-site parking is not a solution for parking matters.	<p>Housing growth will increase demand for transport infrastructure and there are multiple approaches to reduce traffic congestion. This includes increasing the number of homes closer to:</p> <ul style="list-style-type: none"> • Employment, • Transport options • Shops • Services

Table 2 - Organisation and Council Officer Responses

16

ATTACHMENT 1 – Submission Response Table

			<p>This aligns with Council and State Government Transit-Orientated Development (TOD) principles where new housing is located close to mass transit (i.e. the Parramatta Light Rail and metro). Locating homes closer to frequent destinations reduces dependence on private vehicles and allows for overall less use of roads, reducing congestion.</p> <p>The proposed draft NEPIA DCP includes parking controls which would apply a maximum parking rate in comparison to the current DCP requirements which apply a minimum parking rate. A maximum car parking rate is the greatest number of car parking spaces which a development could provide, any spaces in addition will be included in the development's FSR. A minimum car parking rate is the least number of car parking spaces the development must provide. This aligns with the recommendations of Council's Integrated Transport Plan 2021 (ITP) which also investigated the NEPIA as part of the study area. The intent of proposing a maximum parking rate for the NEPIA is to reduce dependency on private vehicles, reducing congestion on local roads as there are suitable transport alternatives available. <i>See response No. 5.b.</i></p> <p>Collectively these approaches will help manage congestion over time as people shift modes of transport, with parking rates just one component to addressing the issue.</p>
		<p>s) State Council must commit to a parking-demand monitoring program and that sites should be identified in advance to avoid worsening existing parking congestion. Local area traffic plans should be based on estimated densities.</p>	<p>Council does not currently employ a traffic monitoring program for the NEPIA, and recognises an increase in dwellings will create an increased demand for parking facilities, <i>see response No. 4.r.</i></p> <p>Council's adopted approach to parking is for this area is contained in the Integrated Transport Plan 2021 (ITP) which recommends a maximum parking rate for areas well serviced by public transport. This is the approach applied to other areas comparable to NEPIA, reducing demand for private vehicles and congestion on centres with higher populations and transport alternatives. The same approach of applying a maximum parking rate, 'Category B' as identified in the ITP is proposed for CSN area north of Victoria Road as part of CBD Supplementary Matters Planning Proposal on exhibition at the time of writing.</p>
		<p>t) States Council must commit to a monitoring program for stormwater disposal and flood events.</p>	<p>Any potential impacts as a result of development on the site, such as stormwater runoff, will be considered and addressed appropriately at DA stage.</p>

Table 2 - Organisation and Council Officer Responses

17

ATTACHMENT 1 – Submission Response Table

			<p>The Parramatta River Flood Study 2024 found that the majority of the NEPIA is unaffected by flooding except for a part of Fennell Street and Sorrell Street which are subject to increased risk of Probable Maximum Flood (PMF) and increased hazard risk.</p> <p>The proposed DCP requirements for lot amalgamation provide access to public roads with rising access outside the PMF which significantly reduces the impact of flooding within the NEPIA.</p>
		<p>u) States Council must commit to a monitoring program for local shopping, medical services and education facilities</p>	<p>The NEPIA has the benefit of being within proximity to the City Centre and is generally well serviced with local shops and medical services nearby. Council broadly monitors shopping facility provisions through Council's Economic Development Strategy which ensures job and business growth benefits communities.</p> <p>Public medical facilities and schools are provided by the State Government which works with Council's to monitor population and development trends to assist in the planning and delivery of the appropriate infrastructure to meet community needs.</p>
		<p>v) States Council's Community Infrastructure Strategy lacks site-specific detail and predates the NEPIA and Church Street North plan.</p>	<p>The CIS is subject to updates at least every 4 years and considers anticipated growth identified in the Local Strategic Planning Statement (LSPS) and Local Housing Strategy (LHS). Both the LSPS and LHS identify the NEPIA as an area subject to growth.</p>
		<p>w) States that R4 zoning may inhibit the establishment of small local shops and businesses which would support future population and vibrancy.</p>	<p>The land along Church Street is zoned MU1 Mixed Use and permits commercial and retail uses. The surrounding R4 High Density Residential zoning along NEPIA provides an appropriate transition to the surrounding R3 Medium Density and R2 Low Density Residential areas. The current zoning pattern supports the colocation and 'critical mass' of retail and commercial uses along the Church Street spine, which feeds into the Parramatta City Centre and is an appropriate location. The proposed increase in dwellings in NEPIA will likely increase vibrancy to the adjoining Church Street businesses.</p>
		<p>x) States more images than is contained in Council's Consolidated Urban Design Report should be provided from street level from Sorrell Street.</p>	<p>Council's Consolidated Urban Design Report compiles images prepared for the NEPIA Planning Proposal as required by the Gateway Conditions. More detailed images are generally provided at Development Application stage.</p>
		<p>y) States the NEPIA is being over developed when compared to other similar urban areas and ignores requirement that the local heritage significance has</p>	<p>The proposed controls are considered appropriate for the NEPIA context given its proximity to the Parramatta City Centre and the level of public</p>

Table 2 - Organisation and Council Officer Responses

18

ATTACHMENT 1 – Submission Response Table

		been minimised. States there is concern about excessive development in the NEPIA among residents who are not beneficiary of the uplift.	infrastructure service, noting the recently complete Parramatta Light Rail – Stage 1. See response No.3.b above.
--	--	-----------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------

ATTACHMENT 1 – Submission Response Table

Table 3 – Individual Submissions and Council Officer responses**Submissions received via Participate Parramatta**

Submission No.	Respondent	Submission	Council Officer Response
5.	Resident from Parramatta	a) The proposed increase in floor space ratio and building height is completely unacceptable. Council and government continue to destroy the suburb with ridiculous increases in development. The environment of North Parramatta will be destroyed by such reckless development. Council and government are only catering to their own financial needs and do not take into account the needs of residents.	<p>The proposed additional 515 homes to be delivered via the building height and floor space ratio within the NEPIA PP and draft DCP aligns with Council and State Government Transit-Orientated Development (TOD) principles where new housing is located close to mass transit (i.e. the Parramatta Light Rail) and close to business, education, and retail opportunities. In addition, the delivery of additional housing aligns with the City of Parramatta's Local Strategic Planning Statement (LSPS) and Local Housing Strategy (LHS) in their shared goal to provide a diverse range of housing to meet community needs into the future.</p> <p>The draft DCP controls guiding development have been prepared to maintain the existing local character of the suburb while delivering new housing. The urban design controls recognise and respond to the distinct character of the NEPIA and the critical part it plays in creating a transitional edge between larger scale development along the Church Street spine and Sorrell Street HCA. Requirements such as greater ground floor setbacks to ensure larger contiguous areas for existing and new large canopy trees and front setbacks which align with existing prominent heritage alignments are some of the strategies utilised to ensure any impacts to the character of the area are minimised and distinct features are maintained.</p> <p>Council is not a landowner within the NEPIA and does not receive any financial benefit from the change in planning controls in the area.</p> <p><i>See response No.3.b. for further explanation on the preparation of the proposed building height and floor space ratio.</i></p> <p><i>See response No.4.d for an explanation of how community infrastructure needs are planned for to support housing growth.</i></p>
		b) None of these developments ever consider the increased traffic in the area or the lack of parking in the area.	The NEPIA PP proposes to deliver additional housing which will likely increase traffic in and around the NEPIA. However, the additional housing proposed is located within walking distance to Parramatta Light Rail stops. This delivers alternative transport options and helps reduce the dependence

Table 3 – Individual Submissions and Council Officer responses

20

ATTACHMENT 1 – Submission Response Table

Submission No.	Respondent	Submission	Council Officer Response
			<p>on private vehicle travel on the local road network in alignment with the principles of Transit-Orientated Development (<i>see response to No.5.a</i>).</p> <p>In addition to locating new homes close to public transport opportunities, the draft DCP includes a maximum parking rate for new development in comparison to the current DCP requirements which apply a minimum parking rate. A maximum parking rates 'caps' the amount of parking permitted within a development. This promotes the reduction of vehicle usage within the area. By comparison, a minimum parking rate allows an 'uncapped' amount of parking, enabling an increase in the number of vehicles within the area.</p> <p>The introduction of a maximum parking rate aligns with the recommendations of Council's Integrated Transport Plan 2021 (ITP) (<i>see response No.4.r. for additional information</i>). In alignment with the ITP, a maximum parking rate is also proposed to be introduced to the land in the Parramatta City Centre north of Victoria Road under the Parramatta CBD Supplementary Matters Planning Proposal.</p> <p>In summary, the delivering of new housing close to the Parramatta Light Rail and the proposed introduction of maximum parking rates collectively will help reduce dependency on private vehicles and reduce congestion on local roads.</p>
		c) None of these developments ever consider the natural look of the area.	<p>The NEPIA is located between two different built environments. The size and scale (i.e. the height and style of buildings) and local character (i.e. design features and qualities) of development anticipated along Church Street (to the west of NEPIA) varies to the low-scale heritage character of the land within the Sorrell Street Heritage Conservation Area (HCA) (to the east of NEPIA) which Council expects to be retained.</p> <p>The unique and differing development contexts surrounding NEPIA were considered by Council when preparing the draft NEPIA Planning Proposal and draft DCP to help maintain the existing local character (i.e. natural look) of the suburb while delivering new housing.</p> <p>The following design controls have been proposed to maintain the character and 'look' of the area and deliver an appropriate height transition from the taller buildings anticipated along Church Street to the low-scale development within the Sorrell Street HCA:</p>

Table 3 – Individual Submissions and Council Officer responses

ATTACHMENT 1 – Submission Response Table

Submission No.	Respondent	Submission	Council Officer Response
			<ul style="list-style-type: none"> Require lots to consolidate (or 'amalgamate') in specific patterns before new development is allowed. <ul style="list-style-type: none"> This is to minimise overshadowing, promote sunlight around and into buildings, help keep existing trees, and deliver areas of deep soil for new tree plantings and landscaping. Provide minimum distances (i.e. setbacks) to buildings and the street. <ul style="list-style-type: none"> This is to ensure heritage buildings remain the focus of the area and set the character of the street. Provide building setbacks to the street and other buildings. <ul style="list-style-type: none"> This is to ensure an acceptable level of amenity is achieved for residents. Set minimum area requirements for deep soil and landscaping. <ul style="list-style-type: none"> This is to keep existing trees and provide large continuous landscaped areas. <p>More detail on the measure to protect local character are contained within the Consolidated Urban Design Report.</p>
6.	Resident from Parramatta	a) Please only build low rise apartments, do not go over 6-8 levels/storeys, no towers and glass facades, think of the overall design, architecture and impact to streetscape.	<p>See response to No.5.c and No.3.b that explains how the proposed 24m (6 storeys) and 40m (12 storeys) height and scale of development was informed by the surrounding built environments to deliver an appropriate height transition from the taller buildings anticipated along Church Street to the low-scale development within the Sorrell Street HCA; and the design measures to help maintain local character and amenity.</p> <p>While the proposed NEPIA PP height range is larger than the submitter's request, the scale of development is considered appropriate to the surrounding context (see response No.3.b for the reasons). It is noted that Council's NEPIA PP will deliver a more suitable built form and development outcome compared to that proposed under the State Government's Low and Mid Rise Housing Reforms that seeks a blanket height of 21m (5-6 storeys) and 3:1 FSR (see response No.3.b for further discussion on the proposed reforms that could apply under the State Government proposal).</p> <p>The future detailed design of any future development in NEPIA will be subject to the NEPIA precinct specific design controls, and all other provisions in the</p>

Table 3 – Individual Submissions and Council Officer responses

ATTACHMENT 1 – Submission Response Table

Submission No.	Respondent	Submission	Council Officer Response
			<p>Parramatta DCP 2023 that relate to design in context, residential development, environmental management, and heritage. A Development Application will be required and assessed against the relevant provisions in the Parramatta LEP 2023, relevant State Environmental Planning Policies, and the Parramatta DCP 2023; and the adjacent neighbours will also be notified with the opportunity to make comment on the proposed development.</p> <p><i>See response No.3.b for further explanation on the preparation of the proposed building height and floor space ratio.</i></p>
		<p>b) Should be buildings that are aesthetically pleasing, encourage pedestrians and maybe similar style of old apartment buildings like in Paris or Milan. This will then attract the right sort of families and people who can call the suburb home.</p>	<p><i>See response No.6.a regarding future design of development and application of the Parramatta DCP 2023 during the assessment process of any future development.</i></p> <p>In addition, all future development over 3 storeys are required to be considered via the Design Advisory Panel to support the design process. The Design Advisory Panel provides independent, expert and impartial advice to Council on the design quality of development proposals; panel members are experienced professionals with expertise in urban design, architecture, landscape architecture, and heritage.</p> <p>This process ensures that all new high-density developments are suitably designed, sited, and contribute to the pedestrian experience of the street and the site.</p>
		<p>c) Should also accommodate 3 bedroom plus apartments.</p>	<p>The PDCP 2023 contains dwelling mix requirements for multi dwelling housing developments (including apartments) containing 10 or more dwellings. Under Section 3.1.2 – Dwelling Mix of PDCP 2023, a minimum 10-20% of dwellings are required to have 3 or more bedrooms.</p> <p>Similarly, Council is proposing to elevate dwelling mix requirements to the PLEP 2023. On 12 August 2024, Council endorsed the Harmonisation Supplementary Matters and Housekeeping Planning Proposal; this Planning Proposal seeks to insert an LEP clause which requires a minimum 15% of dwellings in a development to have 3 or more bedrooms. This clause is proposed to apply to residential flat buildings and shop top housing that result in 10 or more dwellings.</p> <p>These provisions ensure a range of dwelling sizes, including 3+ bedroom apartments, are delivered in new high-density developments. These existing</p>

Table 3 – Individual Submissions and Council Officer responses

ATTACHMENT 1 – Submission Response Table

Submission No.	Respondent	Submission	Council Officer Response
			planning controls will need to be responded to as part of any future Development Application.
7.	Resident from Parramatta	<p>a) Yes, the NSW government seems intent on ridding itself of the last vestige of pesky heritage that Parramatta has by effectively destroying it in their zeal to construct monster high-rises. As they are unable to build their towers in the heritage zone, they are doing the next best thing by building right up to the edge of it. It is inconceivable that the bureaucrats are unaware of the devastating effect this will have on those heritage houses that will suffer from endless construction, cracking foundations and loss of sunlight.</p> <p>b) If they must proceed, I have a suggestion. Stop the NEPIA at Albert Street instead of Isabella Street. That is, do not change the current height restrictions in the area bounded by Albert Street, Isabella Street and Pennant Hills Road. By leaving the height restrictions in this small pocket as they are, the government will be at least showing a little respect for Parramatta's heritage. It would be a gesture to show that heritage actually means something to them.</p>	<p>Council acknowledges the valuable contribution heritage makes to the City's identity. The contribution the Sorrell Street Heritage Conservation Area adjacent to the NEPIA makes to the local character and 'look and feel' of the area informed the design controls proposed within the draft DCP. Specific design controls are proposed to support the transition in development scale from the concentrated height on Church Street to the mid-rise development scale of Sorrell Street.</p> <p>Response No.5.c. outlines the key design measures proposed to deliver development that respects the HCA, delivers appropriate building separations, promotes landscaping, protects views and the prominence of heritage items along the streetscape, and to promotes sunlight. These are further discussed in Council's Consolidated Urban Design report.</p> <p>In addition, the draft DCP controls proposed by Council for the NEPIA responds to the State Government's design principle for Church Street of transitioning building heights downwards towards the Heritage Conservation Areas to preserve view corridors and retain appropriate spatial relationships between future development and heritage items. Further information on the State Government's design principles and the relevant studies related to the Church Street North SEPP can be found here under 'Finalisation Document'.</p> <p>The boundary of the NEPIA responds to the adjoining precincts that have been defined by other strategic planning processes. The western boundary of NEPIA abuts the Parramatta City Centre boundary; and the boundary to the east abuts the Sorrell Street Heritage Conservation Area. The total inclusion of the land in between the two adjoining precincts ensures holistic planning is delivered and prevents isolated land parcels. Further, to reflect the low scale adjoining development addition more modestly scaled 6-storey forms have been recommended for the northernmost sites of the North-East PIA between Isabella and Harolds Streets. The NEPIA area was also identified within the Parramatta CBD Planning Strategy endorsed by Council in April 2015 for investigation, with the NEPIA PP and draft DCP being the outcome of the investigation and further urban design refinement.</p> <p><i>See response No.2.b for further detail on how heritage has been considered.</i></p>

Table 3 – Individual Submissions and Council Officer responses

ATTACHMENT 1 – Submission Response Table

Submission No.	Respondent	Submission	Council Officer Response
8.	Resident from Parramatta	a) Stop with multi storey buildings. Most of the multi storey buildings in the North Parramatta are ugly, not in keeping with the area and a disgrace.	<p>The NEPIA area already permits residential flat buildings (i.e. multi storey buildings) within the R4 High Density Residential land use zone under the PLEP 2023. The NEPIA Planning Proposal is seeks to increase the scale of this existing land use to meet the housing targets for our City.</p> <p><i>See response No.3.b. for explanation on the preparation of the proposed building height and floor space ratio.</i></p> <p><i>See response No.5.c. for explanation on the design measures proposed to deliver new development that promotes building separation, landscaping, views to sky, appropriate transition to the HCA, and amenity.</i></p>
		b) Most of the new developments over the past years have entirely changed the heritage, feel and impacted on long term residents.	<i>See response No.7.a. and No.5.c. for how the proposed height and built form controls have been prepared to respond to the heritage value of the area, and to provide a transition in development scale from Church Street to the Sorrell Street HCA.</i>
		c) There is no parking available now for me to even go to my nearest Chemist (carpark that was always used is now part of the horrible light rail). Stop with the radical, multi storey buildings - no-one likes them and they cause traffic/parking chaos and are ruining the look of our heritage city and making local residents angry.	<p>Council officers acknowledge that the additional housing from the NEPIA PP will likely increase traffic in and around the NEPIA. However, the delivering of new housing close to the Parramatta Light Rail delivers alternative transport options. This coupled with the introduction of maximum parking rates will help reduce dependency on private vehicles and reduce congestion on local roads.</p> <p><i>See response No.5.b for more detail on proposed maximum car parking rates.</i></p> <p><i>See response No.5.c for explanation on how the NEPIA PP and draft DCP have responded to heritage within the area.</i></p>
9.	Resident from Parramatta	a) This part of Parramatta is crying out for more community/neighbourhood vibes. I don't oppose the construction of towers in this area out of hand, but I really want to see more shops, cafes, pubs - more vibrancy.	The land along Church Street is zoned MU1 Mixed Use and permits an array of commercial, business, and retail uses. The additional dwellings and population proposed by the NEPIA PP may help increase the diversity of the types of uses within this mixed use area, and additional people will support their feasibility and vibrancy. In addition, the opening of the Paramatta Light Rail increases access to the business and retail opportunities along Church Street and within Parramatta City Centre.
		b) There is no local bakery here, the restaurants are sparse, and it's completely dead on weekends.	The type and nature of retailers cannot be prescribed or managed by the planning controls within the Local Environmental Plan or Development Control Plan. The type of retailers and businesses within a commercial or

Table 3 – Individual Submissions and Council Officer responses

ATTACHMENT 1 – Submission Response Table

Submission No.	Respondent	Submission	Council Officer Response
			neighbourhood centre are determined by the private market. As noted above, additional people will support the feasibility of new retail uses and vibrancy in the area.
10.	Resident from Parramatta	a) Expression of support or objection to NEPIA was not clarified.	Noted.
11.	Resident from Parramatta	a) Parramatta city and north parramatta already suffocatingly congested. The noise and traffic is unbearable. Residents with kids in our building complex are selling their apartments and moving to quieter suburbs due to noise, traffic and lack of infrastructure.	<p>See response No.5.b that explains the measures to address traffic and congestion within NEPIA.</p> <p>See response No.4.d that explains the measures to plan for and deliver local infrastructure to support growth.</p> <p>Council recently introduced controls to enable late night trade within the Parramatta City Centre while also ensuring noise is adequately managed (see Part 10 - Late Night Trading).</p>
12.	Ratepayer in Parramatta	a) I do not support the proposed changes. Increasing the floor space ratio and height of buildings will increase the population density of the area.	<p>The proposed new height and built form controls could deliver an additional 515 homes near the Parramatta Light Rail which offers connectivity to the business, education, and retail opportunities, and aligns with Transit-Orientated Development (TOD) principles, which fosters liveable, sustainable, and productive communities.</p> <p>See response No.3.b for explanation on the preparation of the proposed building height and floor space ratio.</p>
		b) Increased population density will increase traffic congestion, reduce the number of available parking spaces, place more pressure on public transport and local schools.	<p>See response No.5.b for explanation on measures to address traffic congestion and parking.</p> <p>See response No.4.d that explains the measures to plan for and deliver local infrastructure to support growth.</p>
		c) There are already lots of high-rise buildings in Parramatta. Building more high-rise buildings will decrease the sense of community for those living in the area.	<p>The proposed additional 515 homes to be delivered via the building height and floor space ratio within the NEPIA PP and draft DCP aligns with Council and State Government Transit-Orientated Development (TOD) principles where new housing is located close to mass transit (i.e. the Parramatta Light Rail) and close to business, education, and retail opportunities. In addition, the delivery of additional housing aligns with the City of Parramatta's Local Strategic Planning Statement (LSPS) and Local Housing Strategy (LHS) in their shared goal to provide a diverse range of housing to meet community needs into the future.</p>

Table 3 – Individual Submissions and Council Officer responses

ATTACHMENT 1 – Submission Response Table

Submission No.	Respondent	Submission	Council Officer Response
			<p>See response No.5.a for No.5.c for how the proposed draft DCP controls have been prepared to respond to the local character of the area.</p> <p>See response No.3.b for further explanation on the preparation of the proposed building height and floor space ratio.</p>
13.	Bayview Resident	a) I object to the height and setbacks and the lack of green space allocated to NEPIA	<p>The proposed heights in NEPIA have been prepared to deliver an appropriate height transition from the taller buildings anticipated along Church Street to the low-scale development within the Sorrell Street HCA.</p> <p>See response No.3.b for further explanation on the preparation of the proposed building height and floor space ratio.</p> <p>The proposed setbacks provide building separation which helps minimise overshadowing, promote sunlight around and into buildings, help keep existing trees, and deliver areas of deep soil for new tree plantings and landscaping. The proposed setbacks facilitate continuous landscaped areas and promote green space.</p> <p>Council's Consolidated Urban Design Report includes more detail on how the setbacks and other design measures help promote landscaping and green space.</p>
14.	Ratepayer in Parramatta	a) The proposed increase in height would decimate the access to sunlight, which is already a problem for properties in the area due to height increases along Church St.	<p>The urban design principles which informed the CSN SEPP also informed the urban design principles and direction for the NEPIA. This provided for a holistic approach for the Parramatta North area and allowed for the NEPIA to create an effective transition to the Church Street Spine.</p> <p>Provisions proposed in the draft DCP include controls for minimum distances between towers to enable views to the sky. These controls have been drafted alongside controls for the CSN Precinct to allow for minimal impacts to adjoining areas and maximise solar access. The solar diagrams also demonstrate that any additional overshadowing caused by the proposed tower forms in the NEPIA generally do not extend beyond those caused by the CSN Precinct. The sun access diagrams can be viewed in the Consolidated Urban Design Report.</p> <p>In summary, the NEPIA proposal is not considered to worsen the likely overshadowing to be generated by new development along Church Street.</p>

Table 3 – Individual Submissions and Council Officer responses

ATTACHMENT 1 – Submission Response Table

Submission No.	Respondent	Submission	Council Officer Response
			See response No.4.c. for more detail regarding solar access and overshadowing.
		b) Currently properties have views of Sydney CBD including being able to observe the fireworks at NYE, based on your proposed increases this would block out such views that people have already paid for.	The submitter's concerns are noted. Decisions on future development size and scale are not made based on existing views landowners currently benefit from. As Parramatta continues to grow as the 'Central River City' the existing built environment will change to accommodate new housing and employment opportunities. This will result in views and sightlines changing in response. NEPIA is zoned R4 High Density Residential and the increase in height and FSR will deliver additional housing in close proximity to public transport (i.e. Parramatta Light Rail) and will provide a transition from Church Street North down to the HCA. See response No.3.b for further explanation on the preparation of the proposed building height and floor space ratio.
		c) The greater heights would limit sunlight to allow for trees and garden areas further limiting amenities for the people who would have to live in this area.	See response No.14.a regarding building heights and solar access to NEPIA. The proposed setbacks and building separation requirements in the draft DCP promote sunlight around and into buildings delivering amenity for residents. The lot consolidation requirements and setbacks also support the retention of existing trees and provides continuous landscaped areas also promoting amenity for residents. Council's Consolidated Urban Design Report includes more detail on how the setbacks and other design measures help promote landscaping, sunlight, and amenity.
		d) As it is with the existing medium density there is parking issues, adding an extra 515 housing units on top of the existing number would exacerbate this situation and traffic problems that arise. Medium density living improves quality of life, like in most European city centres, this excess height increase would lead to a colder greyer darker and more depressing area. Just need to look at a lot of the high rise now in Parramatta which is all of these things, the redevelopment of Parramatta square - a cold windy depressing place with no sun and ugly hideous architecture!	See response No.5.b for explanation on measures to address traffic congestion and parking. See response No.5.a for No.5.c for how the proposed draft DCP controls have been prepared to respond to the local character of the area. See response No.3.b for further explanation on the preparation of the proposed building height and floor space ratio. See response No.14.a regarding building heights and solar access to NEPIA.
		e) The current height limits allow for sunlight and medium density for families and visitors. Clearly no	See response No.14.a regarding building heights and solar access to NEPIA.

Table 3 – Individual Submissions and Council Officer responses

ATTACHMENT 1 – Submission Response Table

Submission No.	Respondent	Submission	Council Officer Response
		one has thought of the consequences of this for those who would need to live in the area.	
15.	Resident from Parramatta	a) Ensure the eastern facing side of the taller buildings is aesthetically pleasing for residents on the eastern side of the new buildings to look at.	The future design and architecture of development will be individually assessed as part of any future Development Application process. <i>See response No.6.a regarding future design of development and application of the Parramatta DCP 2023 during the assessment process of any future development; and response No.6.b. regarding the Design Excellence Advisory Panel process that promotes good building design.</i>
16.	Resident from Parramatta	a) Submitter was in support of NEPIA	Noted.
17.	Resident from Parramatta	a) I support this as it's a well-planned approach to improve density while ensuring that setbacks etc. are in place to avoid it from feeling 'cramped' or shadowed.	Noted.
		b) While outside the scope of this specific measure, I hope Council is considering using the former Fennell Street carpark site (currently in use for Parramatta Light Rail construction) as a park etc. to provide recreation for this area	Noted. Section 9.5.11 Church Street North in Part 9 of the Parramatta DCP 2023 (specifically Figure 9.5.11.2 – Church Street North Special Area Public Domain and Consolidation Plan) identifies this site as a future public space.
18.	Resident from Parramatta	a) I fully support this and highly recommend knock down and rebuild of current worn out and outdated old apartment buildings in the highlighted NEPIA zone to become larger, modern residential complexes. Such aesthetic developments and increase in housing would greatly contribute to the development of Parramatta as the next great Sydney city!	Noted.
19.	Resident from Parramatta	a) I am writing to object to the proposed changes to the planning controls for our area, particularly the increase in the floor space ratio (FSR) from 0.8:1 to between 2:1 and 3.6:1, as well as the increase in height limits to 40 meters (12 storeys). - The surrounding area is mid-density dwelling. The proposed changes will lead to high-density	Noted. NEPIA is zoned R4 High Density Residential and the increase in height and FSR will deliver additional housing in close proximity to public transport (i.e. Parramatta Light Rail) and will provide a transition from Church Street North down to the HCA.

Table 3 – Individual Submissions and Council Officer responses

ATTACHMENT 1 – Submission Response Table

Submission No.	Respondent	Submission	Council Officer Response
		developments that are out of scale with the existing area.	<i>See response No.3.b for further explanation on the preparation of the proposed building height and floor space ratio.</i>
		b) The nearby heritage areas will remain undeveloped, creating a stark contrast and visual imbalance. - The high density along Church St hasn't actually been used, there is a 4.5-6:1 FSR along church street and most of those buildings are double storey. This should be utilised before development changes are made to actively used residential areas.	<p>The low-scale development within the Sorrell Street Heritage Conservation Area is being retained. The proposed controls respond to the heritage character of the surrounding area and the anticipated development along the Parramatta Light Rail corridor on Church Street to provide a transition between the two areas. The principles for responding to heritage and the contrast in density was informed by the State Government commissioned study titled Church Street North Urban Design Study (CSN Design Study).</p> <p>Council is unable to control when new development occurs in different parts of the City (i.e. make sure Church Street is developed before NEPIA as indicated in the Submission). The timing of when development occurs is determined by the private development market.</p> <p>However, it is noted that the draft DCP for NEPIA requires lots to consolidate (or 'amalgamate') in specific patterns before new development is allowed. This is to minimise overshadowing, promote sunlight around and into buildings, help keep existing trees, and deliver areas of deep soil for new tree plantings and landscaping. The lot configuration requirements will mean new development throughout NEPIA will be gradual as existing landowners are required to consolidate.</p>
		c) On the west side of Church St we have several undeveloped plots of land that are sitting empty. The council should focus on development in those locations before changing planning controls in areas that are currently occupied.	<i>See response No.19.c in relation to the timing of new development.</i>
		d) The proposed changes prioritise large-scale development over thoughtful, sustainable planning that respects the existing community. I urge the council to reconsider these changes and explore options that respect the existing character of our area and prioritise sustainable, well-scaled growth that focuses on community building rather than investor assets.	<p>The draft DCP has established a range of controls that aim to maintain the character of the Sorrell Street HCA along with the established character of the surrounding suburb of North Parramatta.</p> <p><i>See response No.5.c for more detail on how the draft DCP was informed to retain character.</i></p>

Table 3 – Individual Submissions and Council Officer responses

30

ATTACHMENT 1 – Submission Response Table

Submission No.	Respondent	Submission	Council Officer Response
20.	Resident from Parramatta	a) We are the owners of a property within NEPIA. We support the proposed North-East Planning Investigation Area (NEPIA) including the increase in floor space ratio to 3:1 and building height to 40m. Thank you for the opportunity to comment,	Noted.
21.	Resident from Parramatta	a) Since the light rail was built, the traffic on Sorrell Street and Grose Street and areas around became very busy. If the NEPIA area adds more high-rise buildings with more residents, the narrow streets around this area will be overcrowded and affect people's living conditions in this area.	See response No.5.b for explanation on measures to address traffic congestion and parking.
		b) We should restrict the height of the buildings and hence the number of extra residents in this area.	Delivering additional homes in NEPIA aligns with Council and State Government Transit-Orientated Development (TOD) principles where new housing is located close to mass transit (i.e. the Parramatta Light Rail) and close to business, education, and retail opportunities. Increasing building heights and density in NEPIA means new residents have access to public transport and is a strategically positioned area to support additional population. See response No.3.b for further explanation on the preparation of the proposed building height and floor space ratio.
22.	Resident from Parramatta	a) I believe the buildings on the western side of Sorrell Street should also be included in the plan.	The land on the western side of Sorrell Street is located within the Sorrell Street HCA and are subject to different considerations due to their local heritage significance for Parramatta. Council is not proposing any changes to the HCA as part of this Planning Proposal. The existing HCA is protected under the Parramatta LEP 2023, and the Parramatta DCP 2023 also contains specific planning controls in Section 7.10.1 for the Sorrell Street HCA.
		b) Many of these buildings are old, do not have any heritage value as they were built in 1960s and 1970s. Developers should be able to demolish and re-build these sites. You would still be able to keep the heritage value on the eastern side of Sorrell Street. This site is also close to the new light rail so will provide access to transport links.	See response No.22.a regarding the retention of the Sorrell Street HCA.
23.	Resident from Parramatta	a) Submitter does not support the NEPIA Planning Proposal.	Noted.

Table 3 – Individual Submissions and Council Officer responses

31

ATTACHMENT 1 – Submission Response Table

Submission No.	Respondent	Submission	Council Officer Response
24.	Resident from Parramatta	a) NEPIA is located very close to light rail, main roads, schools and parks. It's a great idea to build high rise buildings in this area, so more people can live near to Parramatta City.	Noted. Delivering additional homes in NEPIA aligns with Council and State Government Transit-Orientated Development (TOD) principles where new housing is located close to mass transit (i.e. the Parramatta Light Rail) and close to business, education, and retail opportunities <i>See response No.5.a for more detail on Transit Orientated Development.</i>
		b) I strongly recommend increasing the height of the buildings to minimum 10-12 storeys so that more units can be built in this convenient location.	The proposed height range of 24m (i.e. 6 storeys) and 40m (12 storeys) have been proposed to deliver an appropriate transition from the taller buildings anticipated along Church Street to the low-scale development within the Sorrell Street HCA and to the low scale areas to the north. This height range is considered appropriate for the surrounding development contexts. Council's Consolidated Urban Design Report provides more detail on the proposed heights and how it supports the character of the area. <i>See response No.3.b for further explanation on the preparation of the proposed building height and floor space ratio.</i>
25.	Resident from Parramatta	a) NEPIA is situated in a developing area, offering convenient access to amenities such as the light rail, bus services, Parramatta CBD, schools, swimming pool, CommBank stadium, churches, and more. As Parramatta continues to grow, with many businesses establishing themselves in the area and the population increasing, it is crucial to plan for the future.	Noted. NEPIA is strategically positioned to support an increase in dwellings and population due to its proximity to the Parramatta Light Rail and employment and services within the Parramatta City Centre. <i>See response No.5.a for more detail on Transit Orientated Development.</i>
		b) To accommodate more people near essential amenities, consider increasing the floor space ratio of buildings in the far north to allow for structures of at least 10 to 12 stories, aligning with the heights proposed for other buildings in NEPIA	<i>See response No.3.b and No.24.b for further explanation on the preparation of the proposed building height and floor space ratio.</i>
26.	Resident from Parramatta	a) Improved footpaths and new cycleways in both a latitudinal and longitudinal direction would be a nice addition as well.	New cycleways within the City of Parramatta would be delivered in alignment with the Parramatta Bike Plan 2024 , which was adopted by Council on 11 June 2024 (refer to Item 13.1). The Parramatta Bike Plan 2024 indicates a shared pathway along Fennell Street, as well as a cycleway through Albert Street connecting to a north-south cycleway at Brickfield Street. This is expected to be delivered in the existing roadway.

Table 3 – Individual Submissions and Council Officer responses

ATTACHMENT 1 – Submission Response Table

Submission No.	Respondent	Submission	Council Officer Response
			Improvements to the pedestrian network, including footpaths, are delivered in alignment with Council's Outside CBD Contribution Plan (Amendment 1) (as informed by the 2017 Parramatta Ways Walking Strategy). The Contributions Plan details the implementation of a north-south principal pedestrian network on Sorrell Street, with links to Harold, Fennell, and Grose Street (see Item PN25 of Appendix F). These works are estimated to be delivered in 5-10 years.
27.	Resident from Parramatta	a) With the booming Parramatta CBD, the light rail along Church St, Western Sydney Airport and ever-increasing infrastructure in the area, it is a no brainer that the area is in desperate need for more homes for people to live. Population is ever increasing and there is a lack of supply for people to live. It makes perfect sense to build development along the light rail line so people can catch public transport to work right from their doorstep. We need to build for the future and development is well overdue. We can't have a light rail along Church St with a lack of passengers to use it.	Noted. NEPIA is strategically positioned to support an increase in dwellings and population due to its proximity to the Parramatta Light Rail and employment and services within the Parramatta City Centre. <i>See response No.5.a for more detail on Transit Orientated Development.</i>
		b) We need to increase the housing along the light rail route. If anything, the height limitations should be higher to plan for the future of Parramatta CBD. (They built the Sydney Harbour Bridge with 8 lanes back in 1932. Could you imagine if it was only 4 lanes??!)	<i>See response No.3.b and No.24.b for further explanation on the preparation of the proposed building height and floor space ratio.</i>
28.	Resident from Parramatta	a) I support this proposal. This area needs development, especially that it is so close to the soon to open light rail. There needs to be more density housing to support the nearby transport options. It's a waste to not use the land for mid to high density housing.	Noted. NEPIA is strategically positioned to support an increase in dwellings and population due to its proximity to the Parramatta Light Rail and employment and services within the Parramatta City Centre. <i>See response No.5.a for more detail on Transit Orientated Development.</i>
		b) The rental crisis is out of control and Parramatta council needs to support the development of more housing options for the community. It is only going	The NEPIA Planning Proposal and draft DCP could deliver an additional 515 dwellings. The delivery of additional housing aligns with the City of Parramatta's Local Strategic Planning Statement (LSPS) and Local Housing

Table 3 – Individual Submissions and Council Officer responses

ATTACHMENT 1 – Submission Response Table

Submission No.	Respondent	Submission	Council Officer Response
		to get more populated. Parramatta is growing fast and it needs to support more housing.	Strategy (LHS) in their shared goal to provide a diverse range of housing to meet community needs into the future.
29.	Resident from Parramatta	a) Submitter does not support the NEPIA Planning Proposal.	Noted.
30.	Resident from Parramatta	a) Need to address crime and drugs in the area first	The NEPIA Planning Proposal and draft DCP does not address crime. The submitter is encouraged to contact the police with concerns about crime.
31.	Resident from Parramatta	a) I strongly oppose these changes and believe they will be detrimental to the future of North Parramatta as a whole. It is currently a lovely area and one of the biggest draw cards is that it has not been built up in any way, shape or form. Leave the high-density areas to Parramatta and leave the north alone.	The draft DCP has established a range of controls that aim to maintain the character of the Sorrell Street HCA along with the established character of the surrounding suburb of North Parramatta. <i>See response No.5.c for more detail on how the draft DCP was informed to retain local character.</i>
32.	Resident from Parramatta	a) It will be an eyesore for the community having buildings that high next to the conservation area.	<i>See response No.5.a for No.5.c for how the proposed draft DCP controls have been prepared to respond to the local character of the area.</i>
		b) The roads and parking will not support the increased population and congestion the traffic brings. The community does not need this.	<i>See response No.5.b for explanation on measures to address traffic congestion and parking.</i>
33.	Resident from Parramatta	a) This area is in the North Parramatta public school catchment. The school is already over capacity and using demountables. If there are plans to further increase population in this area, they should include plans to turn the demountables into permanent structures.	State infrastructure (such as schools) is delivered by the relevant state agency. Council discusses infrastructure provisions and Parramatta's growth with the relevant state agencies periodically to assist in their planning and delivery process.
34.	Resident from Parramatta	a) It's good to try and keep high density to areas that already support it and are maintaining it to a degree. Don't let NIMBYS ruin development over selfish reasons which ruins it for everyone else.	Noted. NEPIA is strategically positioned to support an increase in dwellings and population due to its proximity to the Parramatta Light Rail and employment and services within the Parramatta City Centre. <i>See response No.5.a for more detail on Transit Orientated Development.</i>
		b) Saving space for plant life and pedestrians is far far better and helps decrease the general "grey city" look, is more lively and keeps space open for	<i>See response No.5.a and No.5.c for how the proposed draft DCP controls have been prepared to respond to the local character of the area.</i>

Table 3 – Individual Submissions and Council Officer responses

ATTACHMENT 1 – Submission Response Table

Submission No.	Respondent	Submission	Council Officer Response
		literally anything else and future projects even if they're small in scale.	In addition, DCP controls are proposed that support mid-block courtyards with tree planting, mid-block views to sky between towers and 6 metre setbacks to the front boundary to encourage deep soil and vegetated streets.
35.	Resident from Parramatta	a) In the interim can there please be an increase of residential parking zone on Fennell Street between Sorrell and Church.	This request is out of scope for what a Planning Proposal and DCP can govern. The installation and management of resident parking zones under Council's Resident Parking Scheme is undertaken by Council's Traffic and Transport team, in consultation with the Parramatta Traffic Engineering Advisory Group and residents of the affected area.
36.	Resident from Parramatta	a) Supports the increase to the height of Buildings from 11m to a range of 24 m, but not 40 m.	The proposed height range of 24m (i.e. 6 storeys) and 40m (12 storeys) have been proposed to deliver an appropriate transition from the taller buildings anticipated along Church Street to the low-scale development within the Sorrell Street HCA and to the north. This height range is considered appropriate for the surrounding development contexts. Council's Consolidated Urban Design Report provides more detail on the proposed heights and how it supports the character of the area. <i>See response No.3.b for further explanation on the preparation of the proposed building height and floor space ratio.</i>
37.	Resident from Parramatta	a) This change in planning controls clearly is addressing the needs for affordable housing. I strongly oppose packing more of us into small areas like sardines. How many of you making this decision live in medium to high density apartments? No one does except when there is no alternative.	NEPIA is strategically positioned to support an increase in dwellings and population due to its proximity to the Parramatta Light Rail and employment and services within the Parramatta City Centre. The proposed height range of 24m (i.e. 6 storeys) and 40m (12 storeys) have been proposed to deliver an appropriate transition from the taller buildings anticipated along Church Street to the low-scale development within the Sorrell Street HCA. The draft DCP controls have been prepared to deliver new development that delivers adequate building separation, views to sky and sunlight, and promotes continuous landscaping in deep soil areas and vegetated streets. These measures promote amenity and are design features to support well-design high density living. <i>See response No.5.a for more detail on Transit Orientated Development; and see response No.3.b for further explanation on the preparation of the proposed building height and floor space ratio.</i>
		b) I strongly support this, instead of the southwest and northwest growth areas. Families desperately need space, as I well know (living in a 2 bedroom	Parramatta is recognised as the 'Central River City' with a focus on providing new housing and employment opportunities to meet demand from population growth. NEPIA is zoned R4 High Density Residential and the increase in

Table 3 – Individual Submissions and Council Officer responses

35

ATTACHMENT 1 – Submission Response Table

Submission No.	Respondent	Submission	Council Officer Response
		unit without a lift, expecting my first child). I have worked as a mechanical engineer for 5 years now and cannot afford more. Please choose to support room to breathe for families. Please do not pack us in any further.	<p>height and FSR will deliver additional housing in close proximity to public transport (i.e. Parramatta Light Rail) and will provide a transition from Church Street North down to the HCA.</p> <p>The delivery of additional housing aligns with the City of Parramatta's Local Strategic Planning Statement (LSPS) and Local Housing Strategy (LHS) in their shared goal to provide a diverse range of housing to meet community needs into the future. The councils governing the southwest and northwest growth areas are guided by their councils' respective LSPS and LHS plans for housing.</p> <p><i>See response No.5.a for more detail on Transit Orientated Development; and see response No.3.b for further explanation on the preparation of the proposed building height and floor space ratio.</i></p>
38.	Resident from Parramatta	a) Submitter does not support the NEPIA Planning Proposal and draft DCP	Noted.
39.	Resident from Parramatta	a) My partner and I recently moved to the area because we fell in love with what the area currently offers. We liked the mixed of houses and apartments and the quiet streets with little congestion. We feel the existing parking infrastructure is not permitting to more cars parked on the road and will only add more congestion and frustrations to the local community.	<p><i>See response No.5.a for No.5.c for how the proposed draft DCP controls have been prepared to respond to the local character of the area.</i></p> <p><i>See response No.5.b for explanation on measures to address traffic congestion and parking.</i></p>
40.	Resident from Parramatta	a) Yes. Please ensure that for any future increase in development density in the area proposed for rezoning does not impede the flow of stormwater throughout the surrounding catchments. That is, all the canals leading to the Parramatta River must have sufficient capacity to accommodate extreme floods and high intensity rainfall.	The recently adopted Parramatta River Flood study 2023 shows that the majority of the NEPIA is unaffected by flooding except for a part of Fennell Street and Sorrell Street which are subject to increased risk of Probable Maximum Flood (PMF) and increased hazard risks. Potential for lot amalgamation and existing access to public roads with rising access outside the PMF significantly reduces the impact of flooding within the NEPIA. Any potential impacts as a result of development on the site, such as stormwater runoff, will be considered and addressed appropriately at DA stage.
		b) Any new development should have sufficient car parking to avoid on street parking.	<i>See response No.5.b for explanation on measures to address traffic congestion and parking.</i>
		c) Pedestrian walk ways and landscaping should be provided to enhance the area. Especially	The proposed setbacks provide building separation which helps keep existing trees and deliver areas of deep soil for new tree plantings and landscaping.

Table 3 – Individual Submissions and Council Officer responses

36

ATTACHMENT 1 – Submission Response Table

Submission No.	Respondent	Submission	Council Officer Response
		pedestrian access to light rail from surrounding areas.	The proposed setbacks facilitate continuous landscaped areas and promote green space. Pedestrian walkways are delivered on the public verge and will continue to be maintained by Council.
41.	Resident from Parramatta	a) North Parramatta is one of the few places in Sydney with affordable three-bedroom apartments that are located within walking distance to amenities and transport. This fosters an increased sense of community and supports working families.	Noted. <i>See response No.6.c regarding the planning provisions currently in place to encourage three-bedroom units within the City of Parramatta.</i>
		b) While I support the new planning controls and highly encourage density near the light rail line, I would urge Council to also include significant targets for three-bedroom housing to ensure that families can continue to live and work in the area and maintain our sense of community.	Noted. <i>See response No.6.c regarding the planning provisions currently in place to encourage three-bedroom units within the City of Parramatta.</i>
42.	Resident from Parramatta	a) The heights of buildings in your data are incorrect and misleading. You show in one of your graphs that the heights of buildings on Church Street between Harold Street and Albert Street are 40m tall i.e. 12 storeys. This is false, the buildings on the block are only 6 storeys tall and your plan is build 12 storeys directly across from this. This data is misleading and does not accurately show how the current apartments will be dwarfed by the new builds.	In December 2023, as part of a separate planning process, the State Government announced new planning controls to come into effect in July 2024 along the light rail corridor on Church Street via the State Environmental Planning Policy (Church Street North) 2023 . The changes permitted heights along Church Street between 40m to 57m creating up to 1800 new dwellings. These existing permitted heights are shown on the Height of Building Map within the public exhibition material. The map shows the heights that new development could build to – it does not show the existing heights of buildings. Council prepared a Consolidated Urban Design Report which contains several diagrams illustrating perspectives from Harold Street looking west which helps show how new development in NEPIA may look.
43.	Resident from Parramatta	a) Proper inspections during the development to ensure there are no apartment defects. We need to build quality apartments people can raise families in.	Checking compliance with building standards is the responsibility of the building certifier nominated by a developer for any future development proposal. The NSW Building Commissioner within NSW Fair Trading oversees the building certification process, and the role of certifiers. Construction issues are managed by the NSW Building Commissioner, not Council.

Table 3 – Individual Submissions and Council Officer responses

37

ATTACHMENT 1 – Submission Response Table

Submission No.	Respondent	Submission	Council Officer Response
44.	Ratepayer in Parramatta	a) I am writing to express my concerns regarding the proposed Planning Proposal and draft Development Control Plan (DCP) for the North-East Planning Investigation Area (NEPIA) in Parramatta. While I understand the need for increased housing density, I strongly believe that the proposed height and built form controls are not suitable for this area.	<p>Noted. NEPIA is strategically positioned to support an increase in dwellings and population due to its proximity to the Parramatta Light Rail and employment and services within the Parramatta City Centre.</p> <p><i>See response No.5.a for more detail on Transit Orientated Development.</i></p> <p><i>See response No.3.b for further explanation on the preparation of the proposed building height and floor space ratio.</i></p>
		b) The streets surrounding Sorrell Street, including those leading to Pennant Hills Road and Church Street, are small, one-lane streets with street parking that services local retail businesses. The proposed development of 6-12 storey buildings in this area will irrevocably disrupt the character of these streets, remove essential parking for local businesses, and put undue pressure on the existing infrastructure.	<p><i>See response No.5.a for No.5.c for how the proposed draft DCP controls have been prepared to respond to the local character of the area.</i></p> <p><i>See response No.5.b for explanation on measures to address traffic congestion and parking.</i></p> <p>Local infrastructure (such as parks) is upgraded by Council as demand increases. The Community Infrastructure Strategy (CIS) outlines Council's long-term strategic direction for community infrastructure. Development contributions go towards the provision of infrastructure according to Councils Contribution Plan, and the contributions collected by Council fund the infrastructure outlined in Council's CIS.</p>
		c) North Parramatta is a leafy, family-friendly area with low-rise buildings, and it is essential to preserve this character. I urge the Council to reconsider the proposed height and built form controls and instead focus on promoting high-density development within the Parramatta CBD, where infrastructure and transportation links are more suitable to support such growth.	<p><i>See response No.5.c for how the proposed draft DCP controls have been prepared to respond to the local character of the area.</i></p> <p>Noted. To manage the significant growth and changes in the CBD identified in the State Government's strategic planning framework, Council undertook a major review of its planning framework that comprehensively addressed the land use and infrastructure needs for the City Centre into the future, and this included allowing additional density for residential uses. The Framework Plan also identified areas adjacent to the City Centre for additional review and this Planning Proposal for the NEPIA forms 'Phase 1' of the work program endorsed by Council on 20 November 2023.</p> <p>NEPIA is strategically positioned to support an increase in dwellings and population due to its proximity to the Parramatta Light Rail and employment and services including additional public transport modes within the Parramatta City Centre.</p> <p><i>See response No.5.a for more detail on Transit Orientated Development.</i></p>

Table 3 – Individual Submissions and Council Officer responses

ATTACHMENT 1 – Submission Response Table

Submission No.	Respondent	Submission	Council Officer Response
45.	Business owner in Parramatta	a) Submitter does not support the NEPIA Planning Proposal and draft DCP	Noted.
46.	Resident from Parramatta	a) I oppose the new planning controls near where I live due to the numerous challenges it would impose on residents. With the growing population, I already deal with noise disturbances, including sirens, cars, motorbikes, and people walking by—often late at night. Increased development will exacerbate these issues, adding even more traffic around my building.	<p>Noted. NEPIA is strategically positioned to support an increase in dwellings and population due to its proximity to the Parramatta Light Rail and employment and services within the Parramatta City Centre. <i>See response No.5.a for more detail on Transit Orientated Development.</i></p> <p>The NEPIA PP proposes to deliver additional housing which will likely increase traffic in and around the NEPIA. <i>See response No.6.b. for explanation on measures to address traffic congestion and parking.</i></p> <p>In response to the concerns about noise, Council recently introduced controls to enable late night trade within the Parramatta City Centre while also ensuring noise is adequately managed (see Part 10 - Late Night Trading).</p>
		b) Parking is another major concern, as the lack of spaces causes cars to circle my apartment, creating safety hazards on the small street where I enter and exit.	<i>See response No.5.b for explanation on measures to address traffic congestion and parking.</i>
		c) Additionally, overdevelopment places strain on local infrastructure, including healthcare services. I've noticed longer wait times for doctor appointments, which will only worsen with a higher population density.	<p><i>See response No.44.b and No.64.b for an explanation about provision of local infrastructure.</i></p> <p>Public healthcare services are delivered by the State Government. Council discusses infrastructure provisions and Parramatta's growth with state agencies periodically to assist in their infrastructure planning and delivery process. However, private healthcare services are managed by the private sector, and Council does not have a role in delivering these.</p>
		d) While encouraging public transport may seem like a solution, not all routes are practical or accessible, and this approach fails to account for the needs of current residents. It also makes hosting visitors difficult, adding further inconvenience to our lives. This development would make it less safe, less peaceful, and less liveable for those already here.	NEPIA is strategically positioned near the Parramatta Light Rail. The Parramatta Light Rail can connect residents to the employment and services within the Parramatta City Centre; the Western Trainline (that connects to the Sydney CBD); and also to the Parramatta Bus Interchange. The future Metro station in the CBD will also connect residents to the Sydney CBD.

Table 3 – Individual Submissions and Council Officer responses

ATTACHMENT 1 – Submission Response Table

Submission No.	Respondent	Submission	Council Officer Response
47.	Resident from Carlingford	a) The north end of Church Street should be like a showcase for a gateway into Parramatta CBD. Centred around Fennell Street light rail station, the building height could go higher to 80 meters with the better designs.	<p>The building heights along Church Street are not the subject of the NEPIA Planning Proposal. The planning controls along Church Street were amended in December 2023, as part of a separate planning process. The State Government announced new planning controls to come into effect in July 2024 along the light rail corridor on Church Street via the State Environmental Planning Policy (Church Street North) 2023.</p> <p>The changes permitted heights along Church Street between 40m to 57m to create up to 1,800 new dwellings. The height and scale of development along Church Street was informed by the State Government commissioned study titled Church Street North Urban Design Study (CSN Design Study) carried out by consultants 'Hassell'. The CSN Design Study informed the Church Street North (CSN) State Environmental Planning Policy's (SEPP) response to the local context which included the surrounding Heritage Conservation Areas (HCAs) of North Parramatta and Sorrell Street and considers the lower density residential uses surrounding the CSN commercial spine.</p>
48.	Resident from Parramatta	a) Increasing the height of the buildings will just cause congestion in the area. It will lead to the suburb losing its charm of being a quiet leafy neighbourhood	<p>See response No.5.b for explanation on measures to address traffic congestion and parking.</p> <p>See response No.5.a and No.5.c for how the proposed draft DCP controls have been prepared to respond to the local character of the area.</p>
49.	Ratepayer in Parramatta	a) I am concerned about the impact of overshadowing (and lack of sun and natural light) on existing high-rise blocks (such as 34 Albert St, North Parramatta). This is already an issue in the heart of Parramatta. How do Council's proposed plans address the overshadowing issue?	See response No.14.a regarding building heights and solar access to NEPIA.
50.	Ratepayer in Parramatta	a) Yes. As an owner of an apartment in Parramatta, I would like my block to also be considered. The current FSR does not even allow us to build a 2-story building, noting that a 2-story building is already on the property. The rationale that a heritage listed property borders the block is false. The house is an old, dilapidated property in need of development.	<p>See response No.7.b for what informed the boundary of the NEPIA Planning Proposal.</p> <p>The Planning Proposal did not carry out a comprehensive heritage review or analysis of items or HCAs. No changes are proposed to the heritage listing or status of the Sorrell Street HCA as part of the NEPIA Planning Proposal. See response No.22.a. regarding the retention of the Sorrell Street HCA.</p> <p>Council is commencing a Comprehensive Heritage Review which will look at heritage listings within the City. The community will be consulted on this</p>

Table 3 – Individual Submissions and Council Officer responses

ATTACHMENT 1 – Submission Response Table

Submission No.	Respondent	Submission	Council Officer Response
			project in the future, and the submitter is welcome to provide feedback as part of this process.
51.	Ratepayer in Parramatta	a) Misalignment with Community Character: The proposed development disregards the existing heritage and aesthetic values of the surrounding areas, particularly the Sorrell Street Heritage Conservation Area. The proposed height and density increases would result in a drastic and unwelcome transition, undermining the low-scale, community-focused nature of North Parramatta.	See response No.5.a and No.5.c for how the proposed draft DCP controls have been prepared to respond to the local character of the area.
		b) Overemphasis on Investor-Oriented Units: By prioritising high density residential apartments, the proposal seems tailored for speculative investments rather than addressing the genuine housing needs of local residents. This risks creating a transient, disconnected community rather than a cohesive neighbourhood.	The NEPIA area already permits residential flat buildings (i.e. multi storey buildings) within the R4 High Density Residential land use zone under the PLEP 2023. The NEPIA Planning Proposal seeks to increase the scale of this existing land use to meet the housing targets for our City. Locating higher density development close to transport links is in alignment with Council and State policy relating to Transit Orientated Development (TOD). High density living is part of the housing solution in Parramatta, but also Greater Sydney. Council's Local Housing Strategy (LHS) discusses the role of different housing types to provide a diverse range of housing to meet community needs into the future. Council has no influence over whether the apartments are purchased by 'owner-occupiers' or investors. Regardless, the additional housing supply provides housing to meet the demand of the community. See response No.6.c that explains the requirements for more family-friendly apartments.
		c) Environmental Considerations: The current infrastructure does not adequately support the proposed density increase. Concerns about overshadowing, traffic congestion, and insufficient green space must be addressed. The environmental implications, including the impact on local ecosystems and flooding risks, remain inadequately mitigated in the proposal.	The proposed setbacks in the draft DCP provide building separation which helps minimise overshadowing, promote sunlight around and into buildings, help keep existing trees, and deliver areas of deep soil for new tree plantings and landscaping. The proposed setbacks facilitate continuous landscaped areas and promote green space. Council's Consolidated Urban Design Report includes more detail on how the setbacks and other design measures help promote landscaping and green space. See response No.14.a regarding building heights and solar access to NEPIA.

Table 3 – Individual Submissions and Council Officer responses

41

ATTACHMENT 1 – Submission Response Table

Submission No.	Respondent	Submission	Council Officer Response
			<p>See response No.5.a and No.5.c for how the proposed draft DCP controls have been prepared to respond to the local character of the area and foster green space.</p> <p>See response No.5.b for explanation on measures to address traffic congestion and parking.</p> <p>See response No.40.a. for how the controls have been prepared in the context of flood data.</p>
		<p>d) Community Feedback: The document outlines community consultation processes, the overwhelming public support for lower-density options (Option 1: 0.8:1 FSR and 11m height) has been overlooked. This neglects the community's expressed desire to preserve North Parramatta's heritage and livability. This proposal, as it stands, prioritises rapid urban expansion and developer interests over community integrity and long-term sustainability.</p>	<p>A draft NEPIA Planning Strategy was consulted with the community in 2021 that proposed ideas for how the area could redevelop in the future. As Council's priority was to finalise the new planning controls for the Parramatta CBD, further work on the NEPIA was paused to commit resources to other elements of the CBD Review which was completed in December 2022. Council in November 2023 committed to recommencing the NEPIA planning controls which has resulted in this exhibition.</p> <p>Since the draft NEPIA Planning Strategy was prepared and consulted with the community, the planning context/framework has evolved, impacting on the size and scale of development that is now appropriate for the area.</p> <p>When preparing the NEPIA Planning Proposal, Council needed to respond to:</p> <ul style="list-style-type: none"> the anticipated development along the Parramatta Light Rail Corridor introduced by the State Government under the Church Street North SEPP which allows residential development up to 29 storeys; the proposed Low and Mid Rise Housing Reforms that would permit increased development in the NEPIA. the previous community feedback received to the NEPIA Planning Strategy, and the heritage character of the surrounding area. <p>Further technical urban design and policy work had also been undertaken by the State Government which is summarised in the Finalisation Report for the CSN SEPP. This work has identified that the NEPIA should form a transition area between Church Street within the Parramatta City Centre to the west, and to the Sorrell Street HCA situated to the east, with the 'viewshed' approach determining the transition height.</p>

Table 3 – Individual Submissions and Council Officer responses

ATTACHMENT 1 – Submission Response Table

Submission No.	Respondent	Submission	Council Officer Response
			<p>The exhibition documentation also included visual representation and comparison information of the height and FSR that may be achieved in the NEPIA under the Low and Mid Rise Housing Reforms. Council's controls result in approximately 515 additional dwellings in the NEPIA without the same level of adverse effects on surrounding properties and the Sorrell Street HCA.</p> <p>In summary, the planning context and built form has evolved since the exhibition of the NEPIA Planning Strategy, which required the proposed heights and FSRs to be reviewed in response to the anticipated development surrounding the NEPIA.</p> <p>See response No.3.b for further explanation on the preparation of the proposed building height and floor space ratio.</p> <p>See response No.14.a regarding building heights and solar access to NEPIA.</p> <p>See response No.5.a and No.5.c for how the proposed draft DCP controls have been prepared to respond to the local character of the area.</p>
52.	Ratepayer in Parramatta	<p>a) I am writing to object to the North-East Planning Investigation Area (NEPIA) Planning Proposal due to its disregard for community feedback and the adverse impacts it would have on our neighbourhood. During the public exhibition of the Planning Strategy, almost half of the 194 submissions (46.1%) supported Option 1, advocating no change to the current low density planning controls. This overwhelming preference highlights the community's desire to preserve the area's unique heritage, character, and liveability. Despite this, the proposal recommends substantial increases in building height and density, ignoring the clear message from residents.</p> <p>b) Key concerns raised by the community include the impact of high-density development on local heritage areas, overshadowing, and loss of character. The proposed changes are out of scale with the surrounding area, particularly the Sorrell Street Heritage Conservation Area, and threaten to</p>	<p>See response No.51.d for an explanation of the evolution of the NEPIA Planning Proposal and response to recent State Government planning projects that change the strategic context for NEPIA.</p> <p>See response No.5.a and No.5.c for how the proposed draft DCP controls have been prepared to respond to the local character of the area.</p>
			<p>See response No.14.a regarding building heights and solar access to NEPIA.</p> <p>See response No.5.a and No.5.c for how the proposed draft DCP controls have been prepared to respond to the local character of the area and foster green space.</p>

Table 3 – Individual Submissions and Council Officer responses

ATTACHMENT 1 – Submission Response Table

Submission No.	Respondent	Submission	Council Officer Response
		<p>overwhelm existing infrastructure, including roads, schools, and green spaces. The consultation process revealed widespread opposition to high-rise development, with only 16.7% of respondents supporting the highest-density option (Option 6).</p> <p>c) By prioritising speculative development over community priorities, the proposal risks alienating residents and undermining the strong sense of identity. Council should respect the community's voice and prioritise sustainable development that aligns with residents' values and protects the character of this historic area.</p>	<p>See response No.5.b for explanation on measures to address traffic congestion and parking.</p> <p>See response No.4.d for an explanation of how community infrastructure needs are planned for to support housing growth.</p> <p>See response No.33.a for response on school infrastructure delivery.</p> <p>NEPIA is strategically positioned to support an increase in dwellings and population due to its proximity to the Parramatta Light Rail and employment and services within the Parramatta City Centre. See response. No.6.a. for more detail on Transit Orientated Development.</p> <p>High density living is part of the housing solution in Parramatta, but also Greater Sydney. Council's Local Housing Strategy (LHS) discusses the role of different housing types to provide a diverse range of housing to meet community needs into the future. The proposal will contribute to housing supply in Parramatta.</p> <p>See response No.5.a and No.5.c for how the proposed draft DCP controls have been prepared to respond to the local character of the area.</p>
53.	Ratepayer in Parramatta	a) North Parramatta is famous for the beautiful low brick buildings which makes it unique in its own way. It gives people the opportunity to relax in a quite pocket in between busy city life.	Noted.
54.	Ratepayer in Parramatta	a) Submitter does not support the NEPIA Planning Proposal and draft DCP.	Noted.
55.	Resident from Parramatta	a) The proposed building height of 40m is too high and will increase traffic around the area. Traffic along Fennell and Sorrell Street is quite narrow compared to Harold, Grose and Ross Street, hence will increase higher risk to pedestrian along the area.	<p>See response No.5.b for explanation on measures to address traffic congestion and parking.</p> <p>See response No.3.b and No.51.d for further explanation on the preparation of the proposed building height and floor space ratio.</p>
56.	Resident from Parramatta	a) The NEPIA region should be treated equally as the "Sorrell Street Heritage Conservation Area". The NEPIA region contains elements similar to the Heritage Conservation Area such as equal building heights, mature trees, ample vegetation and	A HCA is an area of land which has been recognised as having specific and significant historical value which should be protected under Schedule 5 of the PLEP 2023 . Whilst there may be some similarities between the streetscapes as identified by the submitter (i.e. mature trees, vegetation and character), the building fabric and settings has not been recognised by Council to have

Table 3 – Individual Submissions and Council Officer responses

ATTACHMENT 1 – Submission Response Table

Submission No.	Respondent	Submission	Council Officer Response
		character. The Planning Proposal would diminish the characteristic value of both the NEPIA and Heritage Conservation Area.	<p>specific value to retain. However, the draft NEPIA DCP recognises these elements of the local streetscape and aims to preserve these features by providing continuous landscaping, promoting the retention of trees and deep soil, and providing sufficient setbacks to support a transition in development scale to the surrounding heritage context.</p> <p><i>See response No.5.a and No.5.c for how the proposed draft DCP controls have been prepared to respond to the local character of the area.</i></p> <p><i>See response No.50.a in relation to the future heritage review to be undertaken by Council.</i></p>
		b) The juxtaposition of the proposed building heights with the Heritage Conservation area will alter the region's character from a quiet leafy suburb into a concrete jungle, similar to the development in Camillia and Sydney Olympic Park - As a number of developments with the NEPIA region have been built in the 1900s, there is limited sunlight to each development, therefore increasing building heights would greatly affect existing households.	<p><i>See response No.5.a and No.5.c for how the proposed draft DCP controls have been prepared to respond to the local character of the area.</i></p> <p><i>See response No.14.a regarding building heights and solar access to NEPIA.</i></p>
		c) Parking in North Parramatta, in particular the NEPIA and Conservation Area has always been an issue, in particular on weekdays and when CommBank Stadium is holding an event. Increasing the number of residents would greatly increase the number of cars on the road, with existing residents struggling to find parking on a daily basis. Our existing roads are predominantly single lanes with a number of roundabouts. Understanding a light rail will service the North Parramatta Region, we are yet to understand the impact of the light rail will have in relation to parking and light rail capacity	<p><i>See response No.5.b for explanation on measures to address traffic congestion and parking.</i></p> <p>The Parramatta Light Rail can connect residents to the employment and services within the Parramatta City Centre; the Western Trainline (that connects to the Sydney CBD); and also to the Parramatta Bus Interchange. The future Metro station in the CBD will also connect residents to the Sydney CBD. The increase in public transport opportunities encourages a mode shift away from private vehicle usage, helping to address congestion on local roads.</p>
57.	Ratepayer in Parramatta	a) Increase the parking allotments for the proposed development/s. I understand the push to public transport influencing the reduction in parking in new builds; but there should be a minimum of 1 car space per unit lot. And there needs to be adequate	<p>Providing parking requirements with a minimum rate can create excess parking spaces in new developments. In some instances, the amount of parking provided is superfluous to the needs of residents, and can increase the number of vehicles that would travel to and from the NEPIA. The submitter's proposed approach could result in an increase in traffic as it</p>

Table 3 – Individual Submissions and Council Officer responses

ATTACHMENT 1 – Submission Response Table

Submission No.	Respondent	Submission	Council Officer Response
		<p>visitor parking within. The surrounding streets are clogged with parked cars as it is. Once the light rail opens, more people will be driving to the area too.</p>	<p>supports additional cars within the area, and would not align with Council's adopted Integrated Transport Plan 2021 (ITP).</p> <p>The intent of proposing a maximum parking rate for the NEPIA is to reduce dependency on private vehicles and reduce congestion on local roads as there are suitable transport alternatives available. <i>See response No.5.b for explanation on measures to address traffic congestion and parking.</i></p>
		<p>b) Also consider more "green" requirements - rooftop gardens, water harvesting etc.</p>	<p>The Parramatta DCP 2023 (PDCP 2023) that came into effect on 18 September 2023 provides controls on the best approach for energy and water efficiency, urban cooling, solar reflectivity, natural refrigerants, bird friendly design, wind mitigation and waste management to promote the highest quality of environmental performance for the City of Parramatta. These controls are contained in Section 5.4 'Environmental Performance' in Part 5 – Environmental Management of the PDCP 2023. These controls would apply to any future development within NEPIA.</p>
		<p>c) More clear consultation / definition of what the proposal means. This has been a very stressful and worrying time, as I do not fully understand how my property will be impacted (a council officer has called me already).</p>	<p>The public exhibition and community consultation for the NEPIA PP and draft DCP was carried out in accordance with Council's Community Engagement Strategy. In addition to notification letters to all landowners, the public exhibition material included FAQs to assist the community in understanding the proposal and its impacts. Copies of this were available at PHIVE library and on Council's Participate Parramatta website. In addition, 'Phone-a-Planner' sessions were able to be booked with the project team to provide community members with the opportunity to ask questions about the proposal and its impact. The submitter can provide additional engagement methods that would have assisted in their understanding of the proposal to Council which can be considered as part of the next review of the Community Engagement Strategy.</p>
58.	Resident from Parramatta	<p>a) I have been living in my unit in Parramatta since 2010. Being an older unit, I have been able to afford the rent on this property. I have major concerns as to what will happen to myself and my children if our home is to be demolished.</p>	<p>The importance of housing affordability is identified Council's Local Strategic Planning Statement (LSPS) and Local Housing Strategy (LHS) in their shared goal to provide a diverse range of housing to meet community needs into the future. Any redevelopment in NEPIA would be first required to have a Development Application Approved, and it is acknowledged that existing residents would need to relocate while any future development occurs. The proposal is seeking to introduce an addition 515 dwellings into the suburbs</p>

Table 3 – Individual Submissions and Council Officer responses

ATTACHMENT 1 – Submission Response Table

Submission No.	Respondent	Submission	Council Officer Response
			housing market and the additional supply will assist in managing rental prices in the future to ensure housing is available to the community.
59.	Resident from Parramatta	a) Supportive of increase space and height ratios near the light rail line. Council however needs to ensure developments are well constructed and designed to stand the test of time. There are many other areas within the LGA where developments of these sizes become dilapidated and an eyesore within 5 years.	See response No.6.a regarding future design of development and application of the Parramatta DCP 2023 during the assessment process of any future development; and response No.6.b regarding the Design Excellence Advisory Panel process that promotes good building design. See response No.43 for detail on compliance with building standards.
60.	Resident from Parramatta	a) I believe that following the opening of the parramatta light rail, the area would benefit from an increase in homes surrounding those stops. It would help drive traffic to small businesses and if implemented well, will see more growth accompanying it.	Noted. NEPIA is strategically positioned to support an increase in dwellings and population due to its proximity to the Parramatta Light Rail and employment and services within the Parramatta City Centre. See response No.5.a for more detail on Transit Orientated Development. The additional dwellings and population proposed by the NEPIA PP may help increase the diversity of the types of business uses within this mixed use area, and additional people will support their feasibility and vibrancy.
61.	Resident from Parramatta	a) Submitter does not support the NEPIA PP and draft DCP	Noted.
62.	Resident from Parramatta	a) Submitter does not support the NEPIA PP and draft DCP	Noted.
63.	Ratepayer in Parramatta	a) Submitter raises concern of the inclusion of 42 Harold Street in the HCA, recognises importance of preserving character however, the proposal does not fully address the complexities of the surrounding development context, nor does it adequately protect 42 Harold Street from potential negative impacts.	42 Harold Street, Parramatta, is not included in the Sorrell Street HCA. Section 7.10.1 of the PDCP 2023 provides details on the HCA and its significance and boundary. The Planning Proposal did not carry out a comprehensive heritage review or analysis of items or HCAs. No changes are proposed to the heritage listing or status of the Sorrell Street HCA as part of the NEPIA Planning Proposal. See response No.22.a regarding the retention of the Sorrell Street HCA. No changes are proposed to the planning controls in the HCA or the land to the east of the HCA which surrounds 42 Harold Street. Therefore, the NEPIA Planning Proposal is not considered to have an impact on 42 Harold Street.

Table 3 – Individual Submissions and Council Officer responses

ATTACHMENT 1 – Submission Response Table

Submission No.	Respondent	Submission	Council Officer Response
		b) Recognises the NEPIA will provide a transition to the higher density development on Church Street to protect heritage.	Noted. <i>See response No.5.a and No.5.c for how the proposed draft DCP controls have been prepared to deliver a transition between development scales and respond to the local character of the area.</i>
		c) States there is an inconsistency in the zoning approach as 42 Harold Street is not included in the planning proposal which would allow for an adjacent 40 storey tower which would impact quality of life, personal health and wellness due to reduction in natural light, increased noise due to volume of movement created by adjacent development. Furthermore, it would not really provide a buffer to the Sorrell Street HCA.	No changes are proposed to the planning controls in the HCA or the land to the east of the HCA which surrounds 42 Harold Street. <i>See response No.7.b regarding the NEPIA boundary</i>
		d) Requests 42 Harold Street is included in the planning proposal and receive an increase to height and FSR to 24 stories and 2:1 respectively with green space in line with the intent of transition and minimising the negative impacts on 42 Grose Street residents and the HCA. States this would strike a better balance between development and preservation of heritage and environment, a lower height in conjunction with building materials similar to those in the Sorrell Street HCA would be more respectful to the character of the area.	No changes are proposed to the planning controls in the Sorrell Street HCA or the land to the east of the HCA which surrounds and includes 42 Harold Street. This request is therefore out of scope of the NEPIA Planning Proposal and draft DCP. <i>See response No.63.a for further detail on 42 Harold Street and response No.7.b regarding the NEPIA boundary.</i>
		e) Requests 44 Grose Street should also be included in the planning proposal and receive an increased FSR to 2:1 and be designated as 'green space', the property could also be used as communication point for information about the Sorrell Street HCA, such as History Boards setting out stories and photos of the past. States the property is badly neglected which will be an issue for health and safety on this corner and will unlikely be maintained. Green space on this corner would enhance liveability and contribute to creating a buffer between the higher-density development	No changes are proposed to the planning controls in the Sorrell Street HCA, which includes 44 Grose Street. This request is therefore out of scope for the NEPIA Planning Proposal and draft DCP. <i>See response No.7.b regarding the NEPIA boundary.</i>

Table 3 – Individual Submissions and Council Officer responses

ATTACHMENT 1 – Submission Response Table

Submission No.	Respondent	Submission	Council Officer Response
		and the HCA. Green space in this location would provide both environmental and social benefits, such as improved air quality, recreational areas, and opportunities for community engagement.	
		f) Supports the preservation of the Sorrell Street HCA, states urban growth must be managed in a way that is sustainable and sensitive to historical value, the needs of a growing population and the needs of existing residents. The current zoning proposal does not seem to sufficiently address these tensions. Including 42 Harold Street in the re-zoned area with a lower building height and the creation of green space would create a more balanced approach, while ensuring that residents benefit from public space.	No changes are proposed to the planning controls in the Sorrell Street HCA or the land to the east of the HCA, which surrounds and includes 42 Harold Street. This request is therefore out of scope of the NEPIA Planning Proposal and draft DCP. <i>See response No.63.a for further detail on 42 Harold Street and response No.7.b regarding the NEPIA boundary.</i>
64.	Resident from Parramatta	a) This strategy appears to be inappropriate for this heritage rich area. The heritage of the area should be preserved and the development required to compromise in order to maintain the local heritage sites integrity. It proposes a very high level of development as a transition zone between the heritage listed Sorrell St Conservation area and the Church St zoning.	<i>See response No.7.a and No.5.c for how the proposed height and built form controls have been prepared to respond to the heritage value of the area, and to provide a transition in development scale from Church Street to the Sorrell Street HCA.</i>
		b) There is little benefit / incentives for us residents except greater demand upon the very limited community facilities in the area which the Council over many years has under resourced such as adequate public spaces and recreation area, Community meeting facilities and providing the necessary street parking for local residents and those who use our streets a parking when doing business south of the river. This I anticipate will increase soon with the commencement of the light rail.	The provision of local infrastructure in response to community needs is detailed within the City of Parramatta (Outside CBD) Development Contributions Plan 2021 . Infrastructure such as open space, indoor recreation, community facilities, playspaces, and traffic and transport infrastructure are addressed in the Plan. These are to be delivered as a result of contributions (in the form of monetary contributions or land dedication) from development that generates an increase in demand for local infrastructure. This includes local infrastructure upgrades to service the NEPIA precinct. The Plan is monitored at least every five years to ensure it addresses community needs, responds to changes in development conditions, and reflects Council priorities and relevant legislation.

Table 3 – Individual Submissions and Council Officer responses

ATTACHMENT 1 – Submission Response Table

Submission No.	Respondent	Submission	Council Officer Response
			See response No.4.d and No.44.b for information regarding the provision of local infrastructure.
		c) We are concerned about the Architectural compatibility of the new developments to the surrounding heritage buildings and residents' homes.	See response No.7.a and No.5.c for how the proposed height and built form controls have been prepared to respond to the heritage value of the area, and to provide a transition in development scale from Church Street to the Sorrell Street HCA.
		d) We would also like to see the greening of our area improved with the keeping to the local vegetation rather than the bulldozing to the site to start their development.	See response No.5.c for explanation on the design measures proposed to deliver new development that promotes building separation, landscaping, views to sky, appropriate transition to the HCA, and amenity.
65.	Resident from Parramatta	a) To whom it may Concern, I think the NEPIA has many inconsistencies and errors in policy and interpretation of the area which has such a rich and diverse Heritage. It should do what has been argued over many years that such a heritage rich area preservation should be preeminent in making any development proposal or a or approval. The strategy should also be required to handle the transition between heritage sites and any new development that the development has to enhance the local heritage, not dominate or detract from it.	See response No.7.a and No.5.c for how the proposed height and built form controls have been prepared to respond to the heritage value of the area, and to provide a transition in development scale from Church Street to the Sorrell Street HCA.
		b) There should be NOT uplifts for developers in order to comply with this requirement. The local residents should be compensated for the increased demand upon the local community resources by the Council providing budget funding for local improvements in Community resources such as parkland, open space and meeting halls.	See response No.44.b and No.64.b for details on the provision of community infrastructure.
		c) The anticipated parking issues should be addressed before any developments is approved and commence by secure in Council site between Harold and Fennell St for these additional community resources.	See response No.5.b for explanation on measures to address traffic congestion and parking.
		d) NEPIA is the transition between the high density on Church St and the Heritage Conservation area of Sorrell St. Therefore, the height and density is	In October 2022, a landowner submitted a Site Specific Planning Proposal (SSPP) to increase the height and density at 23-27 Harold Street, Parramatta, and later requested a rezoning review with the State Government

Table 3 – Individual Submissions and Council Officer responses

50

ATTACHMENT 1 – Submission Response Table

Submission No.	Respondent	Submission	Council Officer Response
		critical and MUST be balanced in favour of the adjoining Heritage precinct and adjoining sites. Any spot rezoning in the area such as in Harold St should be deferred until the area strategy is finalised and has community support	<p>in January 2024. The Sydney Central City Planning Panel reviewed it, suggested amendments, and recommended it be submitted to the Department of Planning, Industry, and Environment (DPIE) for approval, with consideration to Council's proposed controls via the NEPIA project.</p> <p>DPIE is currently assessing this SSPP. Although the Council's NEPIA Planning Proposal includes this land, the planning controls for 23-27 Harold Street are being considered separately (and concurrent to the NEPIA project).</p> <p>The State Government will ultimately decide on the planning controls for this specific site, and the Sydney Central Planning Authority is the planning proposal authority for the SSPP.</p> <p><i>See response No.7.a and No.5.c for how the proposed height and built form controls have been prepared to respond to the heritage value of the area, and to provide a transition in development scale from Church Street to the Sorrell Street HCA.</i></p> <p><i>See response No.3.d above for details on the Site Specific Planning Proposal (SSPP) relating to the land at 23-27 Harold Street.</i></p>
66.	Resident from Parramatta	a) Submitter raises concern of the inclusion of 42 Harold Street in the HCA and the proposal does not fully address the complexities of the surrounding development context, nor does it adequately protect 42 Harold Street from potential negative impacts.	<p>No changes are proposed to the planning controls in the Sorrell Street HCA or the land to the east of the HCA, which surrounds and includes 42 Harold Street. This request is therefore out of scope of the NEPIA Planning Proposal and draft DCP.</p> <p><i>See response No.63.a for further detail on 42 Harold Street and response No.7.b regarding the NEPIA boundary.</i></p>
		b) States there is an inconsistency in the zoning approach as 42 Harold Street is not included in the planning proposal which would allow for an adjacent 40 storey tower which would impact quality of life, personal health and wellness due to reduction in natural light, increased noise due to volume of movement created by adjacent development.	<p>No changes are proposed to the planning controls in the Sorrell Street HCA or the land to the east of the HCA, which surrounds and includes 42 Harold Street. This request is therefore out of scope of the NEPIA Planning Proposal and draft DCP.</p> <p><i>See response No.63.a for further detail on 42 Harold Street and response No.7.b regarding the NEPIA boundary.</i></p>
		c) Requests 42 Harold Street is included in the planning proposal and receive an increase to height and FSR to 24 stories and 2:1 respectively, and include a green space to the east, in	<p>No changes are proposed to the planning controls in the Sorrell Street HCA or the land to the east of the HCA, which surrounds and includes 42 Harold</p>

Table 3 – Individual Submissions and Council Officer responses

51

ATTACHMENT 1 – Submission Response Table

Submission No.	Respondent	Submission	Council Officer Response
		<p>conjunction with façade and building materials akin to those within the Sorrell Street HCA, will help mitigate the visual impact on the heritage area while accommodating growth in a manner that respects the character of the neighbourhood. States that this would strike a better balance between development and the preservation of heritage.</p>	<p>Street. This request is therefore out of scope of the NEPIA Planning Proposal and draft DCP.</p> <p><i>See response No.63.a for further detail on 42 Harold Street and response No.7.b regarding the NEPIA boundary.</i></p>
		<p>d) Requests 44 Grose Street should also be included in the planning proposal and receive an increase to an FSR of 0.8:1 and be designated as 'green space', the property could also be used as communication point for information about the Sorrell Street HCA, such as History Boards setting out stories and photos of the past. States the property is badly neglected which will be an issue for health and safety on this corner and will unlikely be maintained. Green space on this corner would enhance liveability and contribute to creating a buffer between the higher-density development and the HCA. Green space in this location would provide both environmental and social benefits, such as improved air quality, recreational areas, and opportunities for community engagement.</p>	<p>No changes are proposed to the planning controls in the Sorrell Street HCA, which includes 44 Grose Street. This request is therefore out of scope for the NEPIA Planning Proposal and draft DCP.</p> <p><i>See response No.7.b regarding the NEPIA boundary.</i></p>
		<p>e) Supports the preservation of the Sorrell Street HCA, states urban growth must be managed in a way that is sustainable and sensitive to historical value, the needs of a growing population and the needs of existing residents. The current zoning proposal does not seem to sufficiently address these tensions. Including 42 Harold Street in the re-zoned area with a lower building height and the creation of green space would create a more balanced approach, while ensuring that residents benefit from public space.</p>	<p>No changes are proposed to the planning controls in the Sorrell Street HCA or the land to the east of the HCA, which surrounds and includes 42 Harold Street. This request is therefore out of scope of the NEPIA Planning Proposal and draft DCP.</p> <p><i>See response No.63.a for further detail on 42 Harold Street and response No.7.b regarding the NEPIA boundary.</i></p>
67.	Resident from Parramatta	<p>a) Submitter raises concern of an inconsistent approach as the planning proposal does not include 42 Harold Street and would allow a 40</p>	<p>No changes are proposed to the planning controls in the Sorrell Street HCA or the land to the east of the HCA, which surrounds and includes 42 Harold</p>

Table 3 – Individual Submissions and Council Officer responses

ATTACHMENT 1 – Submission Response Table

Submission No.	Respondent	Submission	Council Officer Response
		storey building adjacent to their property to the west which would have a significant impact on quality of life for their family. It would affect such things as personal health and wellness, due to no natural light onto the existing properties, increased noise due to traffic and increased residents.	Street. This request is therefore out of scope of the NEPIA Planning Proposal and draft DCP. <i>See response No.63.a for further detail on 42 Harold Street and response No.7.b regarding the NEPIA boundary.</i> <i>See response No.5.c for explanation on the design measures proposed to deliver new development that promotes building separation, landscaping, views to sky, appropriate transition to the HCA, and amenity.</i>
		b) Requests 42 Harold Street is included in the planning proposal and receive an increase to height and FSR to 24m and 2:1 respectively and provide green space to the east. States this would achieve the intended transition of the NEPIA while minimising negative impacts, along with façade and building materials similar to those within the Sorrell Street HCA, this approach would better balance the need for development with the preservation of Heritage.	No changes are proposed to the planning controls in the Sorrell Street HCA or the land to the east of the HCA, which surrounds and includes 42 Harold Street. This request is therefore out of scope of the NEPIA Planning Proposal and draft DCP. <i>See response No.63.a for further detail on 42 Harold Street and response No.7.b regarding the NEPIA boundary.</i> <i>See response No.7.a and No.5.c for how the proposed height and built form controls have been prepared to respond to the heritage value of the area, and to provide a transition in development scale from Church Street to the Sorrell Street HCA.</i>
		c) Supports the preservation of the Sorrell Street HCA, states urban growth must be managed in a way that is sustainable and sensitive to historical value, the needs of a growing population and the needs of existing residents.	Noted.
		d) The current zoning proposal does not seem to sufficiently address these tensions. Including 42 Harold Street in the re-zoned area with a lower building height and the creation of green space would create a more balanced approach, while ensuring that residents benefit from public space.	No changes are proposed to the planning controls in the Sorrell Street HCA or the land to the east of the HCA, which surrounds and includes 42 Harold Street. This request is therefore out of scope of the NEPIA Planning Proposal and draft DCP. <i>See response No.22.a regarding the retention of the Sorrell Street HCA.</i> <i>See response No.7.a and No.5.c for how the proposed height and built form controls have been prepared to respond to the heritage value of the area, and to provide a transition in development scale from Church Street to the Sorrell Street HCA.</i>

Table 3 – Individual Submissions and Council Officer responses

ATTACHMENT 1 – Submission Response Table

Submission No.	Respondent	Submission	Council Officer Response
68.	Resident from Parramatta	a) Submitter raises concern of an inconsistent approach to zoning as the planning proposal does not include 42 Harold Street and would allow a 40-storey building adjacent to the west which would have a significant impact on quality of life for the existing tenants. It would affect such things as personal health and wellness, due to no natural light onto the existing properties, increased noise due to traffic and increased residents.	No changes are proposed to the planning controls in the Sorrell Street HCA or the land to the east of the HCA, which surrounds and includes 42 Harold Street. This request is therefore out of scope of the NEPIA Planning Proposal and draft DCP. <i>See response No.63.a for further detail on 42 Harold Street and response No 7.b regarding the NEPIA boundary.</i> <i>See response No.14.a regarding building heights and solar access to NEPIA.</i>
		b) Requests 42 Harold Street is included in the planning proposal and receive an increase to height and FSR to 24m and 2:1 respectively in conjunction with façade and building materials akin to those within the Sorrell Street HCA, will help mitigate the visual impact on the heritage area while accommodating growth in a manner that respects the character of the neighbourhood. States that this would strike a better balance between development and the preservation of heritage.	No changes are proposed to the planning controls in the Sorrell Street HCA or the land to the east of the HCA, which surrounds and includes 42 Harold Street. This request is therefore out of scope of the NEPIA Planning Proposal and draft DCP. <i>See response No.63.a for further detail on 42 Harold Street and response No 7.b regarding the NEPIA boundary.</i> <i>See response No.7.a and No.5.c for how the proposed height and built form controls have been prepared to respond to the heritage value of the area, and to provide a transition in development scale from Church Street to the Sorrell Street HCA.</i>
		c) States the planning proposal would significantly impact the value of property as well as the ability to maintain tenants, the suggested amendments would be mutually beneficial for all stakeholders, namely the owners, renter, and Council.	Noted.
		d) Requests 44 Grose Street should also be included in the planning proposal and receive an increase to FSR of 2:1 and be designated as 'green space', the property could also be used as communication point for information about the Sorrell Street HCA, such as History Boards setting out stories and photos of the past. States the property is badly neglected which will be an issue for health and safety on this corner and will unlikely be maintained. Green space on this corner would enhance liveability and contribute to creating a buffer between the higher-density development	No changes are proposed to the planning controls in the Sorrell Street HCA, which includes 44 Grose Street. This request is therefore out of scope for the NEPIA Planning Proposal and draft DCP. <i>See response No 7.b regarding the NEPIA boundary.</i>

Table 3 – Individual Submissions and Council Officer responses

ATTACHMENT 1 – Submission Response Table

Submission No.	Respondent	Submission	Council Officer Response
		and the HCA. Green space in this location would provide both environmental and social benefits, such as improved air quality, recreational areas, and opportunities for community engagement.	
		e) Supports the preservation of the Sorrell Street HCA, states urban growth must be managed in a way that is sustainable and sensitive to historical value, the needs of a growing population and the needs of existing residents. The current zoning proposal does not seem to sufficiently address these tensions. Including 42 Harold Street in the re-zoned area with a lower building height and the creation of green space would create a more balanced approach, while ensuring that residents benefit from public space.	<p>No changes are proposed to the planning controls in the Sorrell Street HCA or the land to the east of the HCA, which surrounds and includes 42 Harold Street. This request is therefore out of scope of the NEPIA Planning Proposal and draft DCP.</p> <p>See response No.63.a for further detail on 42 Harold Street and response No.7.b regarding the NEPIA boundary.</p> <p>See response No.7.a and No.5.c for how the proposed height and built form controls have been prepared to respond to the heritage value of the area, and to provide a transition in development scale from Church Street to the Sorrell Street HCA.</p>
69.	Resident from Parramatta	a) Concerns raised regarding DCP heritage controls C.02 and C.04 being open ended and give developers a lot of flexibility that could be detrimental to the heritage items on Sorrell Street. This could be solved through detailed controls (i.e. a stepped design etc).	See response No.7.a and No.5.c for how the proposed height and built form controls have been prepared to respond to the heritage value of the area, and to provide a transition in development scale from Church Street to the Sorrell Street HCA.
		b) States fine tuning DCP Controls could help protect the Sorrell Street HCA.	See response No.7.a and No.5.c for how the proposed height and built form controls have been prepared to respond to the heritage value of the area, and to provide a transition in development scale from Church Street to the Sorrell Street HCA.
		c) Concerns raised regarding DCP landscaping controls, C.05 is too vague and will be exploited by developers as it leaves a lot of room for interpretation regarding what 'minimised' means. Suggests a maximum requirement is set and encourage developers to consider alternatives like permeable paving (where possible), assisting with minimising heat island effect and improve site drainage.	<p>The submitter's concern regarding the wording of C.05 in Section 8.3.10.5 of the draft NEPIA DCP is noted.</p> <p>The existing Section 5.1.2 – Water Sensitive Urban Design (WSUD) and Section 5.4.3 – Urban Cooling of PDCP 2023 provides further guidance on environmentally sustainable methods (including landscape based WSUD methods) to be considered as part of any future development application. Section 5.1.2 provides a table of practical measures to achieve this in C.11.</p> <p>Therefore, the existing controls within PDCP 2023 are considered adequate in capturing the request to ensure developers consider alternate methods to</p>

Table 3 – Individual Submissions and Council Officer responses

ATTACHMENT 1 – Submission Response Table

Submission No.	Respondent	Submission	Council Officer Response
			improve environmental sustainability in future development. No changes to the proposed controls in the draft NEPIA DCP are required.
		d) Concerns raised regarding traffic and parking DCP controls for apartment units under Control C.01 will result in increased street parking and traffic impacts as residents and visitors will end up parking on the street. States It is already busy with visitors parking on residential streets and commuting to the Parramatta CBD for work.	See response No.5.b for explanation on measures to address traffic congestion and parking.
		e) States not everybody will use the light rail to travel as a lot of people are still reliant on cars. It should also be noted apartments are rented out or sub-leased to multiple tenants which have more than 1 car. Please consider what additional traffic / parking measures will be implemented to cater for this increased parking demand, suggests timed street parking everywhere on all local streets in North Parramatta, providing more ride share options, ensuring the apartments have sufficient visitor parking spots on-site, or ability for residents to purchase or rent additional spots on-site, provide dedicated car parks in North Parramatta for commuters, (eg, like a secure carpark in one of the future high rise towers on Church Street North), increase the frequency of light rail or bus services.	The intent of proposing a maximum parking rate for the NEPIA is to reduce dependency on private vehicles and reduce congestion on local roads as there are suitable transport alternatives available. See response No.5.b for explanation on measures to address traffic congestion and parking.

Table 3 – Individual Submissions and Council Officer responses

ATTACHMENT 1 – Submission Response Table

Submissions received via email

Submission No.	Respondent	Submission	Council Officer Response
70.	Resident from Parramatta	b) Submitter raises concern of the inclusion of 42 Harold Street in the HCA, recognises importance of preserving character however, the proposal does not fully address the complexities of the surrounding development context, nor does it adequately protect 42 Harold Street from potential negative impacts.	No changes are proposed to the planning controls in the Sorrell Street HCA or the land to the east of the HCA, which surrounds and includes 42 Harold Street. This request is therefore out of scope of the NEPIA Planning Proposal and draft DCP. <i>See response No.63.a for further detail on 42 Harold Street and response No.7.b regarding the NEPIA boundary.</i>
		c) Recognises the NEPIA will provide a transition to the higher density development on Church Street to protect heritage.	Noted. <i>See response No.7.a and No.5.c for how the proposed height and built form controls have been prepared to respond to the heritage value of the area, and to provide a transition in development scale from Church Street to the Sorrell Street HCA.</i>
		d) States there is an inconsistency in the zoning approach as 42 Harold Street is not included in the planning proposal which would allow for an adjacent 12 storey tower which would impact quality of life, personal health and wellness due to reduction in natural light, increased noise due to volume of movement created by adjacent development. Furthermore, it would not really provide a buffer to the Sorrell Street HCA.	No changes are proposed to the planning controls in the Sorrell Street HCA or the land to the east of the HCA, which surrounds and includes 42 Harold Street. This request is therefore out of scope of the NEPIA Planning Proposal and draft DCP. <i>See response No.63.a for further detail on 42 Harold Street and response No.7.b regarding the NEPIA boundary.</i>
		e) Requests 42 Harold Street is included in the planning proposal and receive an increase to height and FSR to 6 stories and 2:1 respectively in line with the intent of transition and minimising the negative impacts on 42 Grose Street residents and the HCA.	No changes are proposed to the planning controls in the Sorrell Street HCA or the land to the east of the HCA, which surrounds and includes 42 Harold Street. This request is therefore out of scope of the NEPIA Planning Proposal and draft DCP. <i>See response No.63.a for further detail on 42 Harold Street and response No.7.b regarding the NEPIA boundary.</i>
		f) Suggests 44 Grose Street should also be included in the planning proposal and designated as 'green space', states the property is neglected and if zoning remains as proposed cannot see any	No changes are proposed to the planning controls in the Sorrell Street HCA, which includes 44 Grose Street. This request is therefore out of scope for the NEPIA Planning Proposal and draft DCP. <i>See response No.7.b regarding the NEPIA boundary.</i>

Table 3 – Individual Submissions and Council Officer responses

57

ATTACHMENT 1 – Submission Response Table

Submission No.	Respondent	Submission	Council Officer Response
		improvements will be made to the property as there is no incentives to do so.	
71.	Resident from Parramatta	a) Submitter opposes NEPIA PP, and states that height should not exceed 6 storeys (24m) to maintain distinctive urban character and Sorrell Street HCA.	See response No.3.b for details on the preparation of the proposed building heights within the NEPIA precinct.
		b) States 6 Storeys is consistent with the State Governments Transport Oriented Development.	NEPIA is strategically positioned to support an increase in dwellings and population due to its proximity to the Parramatta Light Rail and employment and services within the Parramatta City Centre. See response No.5.a for more detail on Transit Orientated Development.
		c) Concerns raised regarding heights proposed for 23-27 Harold Street site as the site is opposite 'Endrim', which is one of the oldest buildings in the area.	See response No.7.a and No.5.c for how the proposed height and built form controls have been prepared to respond to the heritage value of the area, and to provide a transition in development scale from Church Street to the Sorrell Street HCA. See response No.3.d above for details on the Site Specific Planning Proposal (SSPP) relating to the land at 23-27 Harold Street.
		d) States Parramatta is one of the most significant historic site in Australia and should be proud to display its colonial history and not hide or overshadow its early buildings, or destroy the character of intact heritage areas.	See response No.7.b for further detail on how heritage has been considered.
72.	Resident from Parramatta	a) I am writing about the planned development proposal with increased floor space ratio and increased building heights. As I have lived in the neighbourhood for many years and am wary of the flooding zone specifications in the area, I am concerned that the plan does not take account of sufficient points to drain surplus water. The development may well impact units lower down in the street with those properties having excess water making them unliveable even during a moderate rainy season. Please confirm how you have modelled impact of rainfall on the surrounding neighbourhood.	See response No.40.a for how the controls have been prepared in the context of flood data.

Table 3 – Individual Submissions and Council Officer responses

ATTACHMENT 1 – Submission Response Table

Submissions via NSW Planning Portal

Submission No.	Respondent	Submission	Council Officer Response
73.	Resident from Parramatta	a) Personally, I think the Paramatta Planning Panel has done an excellent job. They have taken into account heritage concerns and balanced that nicely with the need to build more housing amid a housing crisis. The planning panel has taken into account the need to utilise the light rail to its fullest effect by allowing building of high rise in close proximity to light rail stop near Fennell Street. If design excellence is to be rewarded, then a maximum height allowing for 14 stories should be granted. My sincere thanks to the Planning Panel for their hard work. From my point of view there is little to fault in regards to their proposal. Well done 👍	Noted.
74.	Resident from Parramatta	a) I strongly support this proposal for density and height uplift. More density - both residential and commercial in various locations in Sydney should be embraced and strongly encouraged	Noted. NEPIA is strategically positioned to support an increase in dwellings and population due to its proximity to the Parramatta Light Rail and employment and services within the Parramatta City Centre. <i>See response No.5.a for more detail on Transit Orientated Development.</i>
75.	Individual	a) States the proposed uplift in FSR and height is welcomed; however, the proposed changes for 37-39 Grose Street, Parramatta remains at the lower end of the sites true development potential given its proximity to the Parramatta CBD and major public transport, in the form of the new light rail, sited in Church Street, approximately 100m west of the site. b) 37-39 Grose Street, Parramatta adjoins 35 Grose Street, Parramatta, which is located to the west and contains an older style 1960'sRFB. While Council	Noted. Heights ranging between 24m (6 storeys) and 40m (12 storeys) and FSRs of 2:1 to 3.6:1 have been proposed for the NEPIA in response to the planning context to provide a transition in building scale. In particular, this has been based on the 'viewshed' approach detailed in the CSN Design Study commissioned by the Department for the CSN SEPP. The heights proposed in the NEPIA PP respond to adjacent heights introduced by CSN SEPP. <i>See response No.3.b for further explanation on the preparation of the proposed building height and floor space ratio and planning context.</i> The draft DCP for NEPIA requires lots to consolidate (or 'amalgamate') in specific patterns before new development is allowed. For the sites referenced by the submitter, the DCP draft controls consider all three sites

Table 3 – Individual Submissions and Council Officer responses

59

ATTACHMENT 1 – Submission Response Table

Submission No.	Respondent	Submission	Council Officer Response
		will need to consider that site in conjunction with this submission.	and recommend that Nos. 35, 37 and 39 amalgamate. If these sites do not consolidate it will be difficult to achieve the DCP objectives and setback requirements to comply with the DCP. A likely outcome is that they will not be able to get an approval at the maximum FSR and Height without amalgamation so the financial feasibility of development will also promote consolidation.
		c) 37-39 Grose Street, Parramatta also abuts land to the south that is afforded a base FSR of 5:1. Submitter states an FSR for 37-39 Grose Street, Parramatta of between 3.6:1 to 4:1 is achievable without generating any additional impacts upon the surrounding built environment to that existing and now proposed.	The site to the south of 37-39 Grose Street is not part of the NEPIA and was subject to a different planning process by the State Government. Further information on the State Government's design principles and the relevant studies related to the Church Street North SEPP can be found here under 'Finalisation Document'. <i>See response No.3.b for further explanation on the preparation of the proposed building height, floor space ratio and planning context.</i>
		d) Given 37-39 Grose Street are afforded generous street frontages a sensitive design response can readily be achieved on these sites at an FSR of between 3.6:1 to 4:1. This would also be the case if 35 Grose Street was incorporated into a future design that is set out in accordance with Council's draft DCP for this North-East precinct.	<i>See response No.75.b regarding anticipated development patterns and response No.3.b for further explanation on the preparation of the proposed building height, floor space ratio and planning context.</i>
		e) Additional housing generated by the proposed increase in FSR would allow for greater use of the new light rail and on going expansion and benefits that the Parramatta CBD has on offer. As mentioned previously, the transition in scale will still be achieved with the FSR now proposed in this submission.	<i>See response No.3.b for more detail further explanation on the preparation of the proposed building height and floor space ratio and planning context.</i>
		f) Overall, the proposed FSR of between 3.6:1 to 4:1 is appropriate for its transitional context and the scale of other future development in this precinct.	Noted. The NEPIA Planning Proposal and draft DCP respond to the distinct character of the NEPIA and the critical part it will play in creating a transitional edge between larger scale development along the Church Street spine and Sorrell Street HCA.

Table 3 – Individual Submissions and Council Officer responses

CITY OF PARRAMATTA LOCAL PLANNING PANEL

Tuesday 18 February 2025

PLANNING PROPOSAL

ITEM NUMBER	6.1
SUBJECT	Post Exhibition: Planning Proposal and draft Development Control Plan for the North-East Planning Investigation Area
APPLICANT/S	City of Parramatta Council
OWNERS	Multiple Landowners
REPORT OF	Issa Trad, Senior Project Officer Land Use

PURPOSE:

To seek the Parramatta Local Planning Panel's advice on the Planning Proposal and draft Development Control Plan (DCP) for the land known as the North-East Planning Investigation Area (NEPIA) following public exhibition.

RECOMMENDATION:

That the Parramatta Local Planning Panel (LPP) consider the following Council Officer recommendation in its advice to Council:

- (a) That Council approve for finalisation the following for the North-East Planning Investigation Area:
 - a. The Planning Proposal at **Attachment 2** that seeks the following changes to the Parramatta Local Environmental Plan 2023:
 - i. Increase the Maximum Floor Space Ratio from 0.8:1 to a range between 2:1 and 3.6:1.
 - ii. Increase the Maximum Height of Building from 11m to a range between 24m and 40m (approximately 6 – 12 storeys).
 - b. The supporting draft DCP amendments at **Attachment 3**.
- (b) That Council delegate authority to the Chief Executive Officer to make any minor amendments and corrections of a non-policy and administrative nature that may arise during the plan finalisation process relating to the Planning Proposal and draft DCP.

REASON FOR REFERRAL

- 1. At its meeting of 14 May 2018, Council resolved the following in relation to Planning Proposals after public exhibition:
 - (b) *That in addition to the requirements of the Local Planning Panels Direction, planning proposals be referred to the City of Parramatta Council Local Planning Panel after exhibition where a request for amendment to the Planning Proposal has been received.*

CITY OF PARRAMATTA LOCAL PLANNING PANEL

Tuesday 18 February 2025

- The submissions (see **Attachment 1**) raised matters that Council Officers consider to be requests to amend the Planning Proposal. Therefore, in line with the 14 May 2018 resolution of Council, the outcome of the public exhibition process is being referred to the LPP for consideration.

PLANNING PROPOSAL TIMELINE



SUMMARY

- This report seeks the advice of the LPP to Council on a recommendation to support the finalisation of a Planning Proposal and DCP for the North-East Planning Investigation Area (NEPIA).
- The Planning Proposal and draft DCP were placed on public exhibition from 7 November 2024 to 19 December 2024 in accordance with the Gateway Determination (**Attachment 4**) issued by the Department of Planning, Housing, and Infrastructure (DPHI) in September 2024.
- Council received 75 submissions comprising of: seventy-one (71) from the community, two (2) from organisations, and two (2) from state agencies. A summary of the key issues raised in the submissions is provided in this report, and a more detailed analysis is provided in **Attachment 1**.
- Council Officers have reviewed and considered the submissions received. It is proposed to finalise the Planning Proposal with no amendments to the proposed heights and FSRs (**Attachment 2**) and to finalise the DCP (**Attachment 3**) without policy amendments.

SITE DESCRIPTION

- The NEPIA is a collection of 25 sites in the suburb of Parramatta adjacent to the east of the Parramatta City Centre boundary as shown in **Figure 1** below.

Page 2

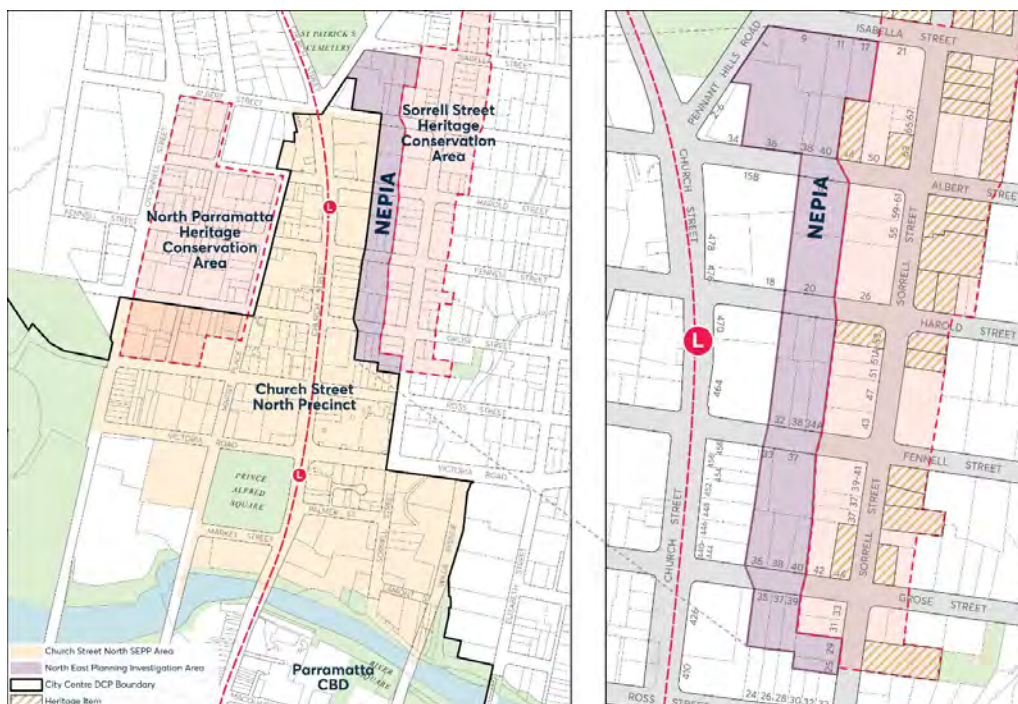


Figure 1: North-East Planning Investigation Area Boundaries

8. No sites within the NEPIA are heritage listed; however, as shown in **Figure 1**, the NEPIA is adjacent to the Sorrell Street Heritage Conservation Area (HCA) which contains Heritage Items under Schedule 5 of the PLEP 2023 (shown with a yellow cross hatch in the right-hand diagram in Figure 1).

BACKGROUND

9. On [16 April 2024](#), the LPP supported Council officer's recommendation that Council approve the Planning Proposal and draft DCP seeking to increase the height and density for the NEPIA for the purposes of seeking a Gateway Determination with the Department of Planning, Housing, and Infrastructure (DPHI).
10. On [27 May 2024](#), Council endorsed the Planning Proposal and draft DCP to proceed for a Gateway Determination; and on 10 September 2024, the State Government issued a Gateway Determination for the NEPIA Planning Proposal with a requirement to publicly exhibit the Planning Proposal.

PLANNING PROPOSAL AND DRAFT DCP

11. The Planning Proposal seeks to facilitate higher density residential development for the NEPIA by amending the Floor Space Ratio (FSR) and Height of Building (HOB) controls in Parramatta LEP 2023 as per **Table 1** below. Refer to the Planning Proposal (**Attachment 2**) for mapping changes.

Table 1: Current and proposed Parramatta LEP 2023 controls for the NEPIA

Controls	Current	Proposed
Land Zoning	R4 High Density Residential	No Change
FSR	0.8:1	2:1, 3:1, 3.6:1
HOB	11m	24m (6 storeys), 40m (12 storeys)

12. The draft DCP controls support the proposed building height and FSR controls in the Planning Proposal and ensure future development considers heritage sensitivities and transition to the Sorrell Street Heritage Conservation Area.
13. Further background and detail on the planning considerations is contained in the 16 April 2024 LPP Meeting Report ([Item 6.2](#)), and 27 May 2024 Council Report ([Item 13.9](#)).

OTHER RELEVANT PLANNING MATTERS

14. **Site Specific Planning Proposal (SSPP) at 23-27 Harold Street, Parramatta, Rezoning Review** is located within the NEPIA. A Gateway Determination was issued by DPHI on 9 December 2024 for the planning controls in this proponent-led SSPP which are the same controls in the NEPIA Planning Proposal (i.e. a HOB of 40m and FSR of 3.6:1). At the time of writing this report, this SSPP is yet to be placed on public exhibition by the Sydney Central City Planning Panel (the plan making authority nominated in the Gateway).
15. **State Government Low- and Mid-Rise Housing Reforms** (housing reforms) were exhibited at the end of 2023 and could apply to NEPIA however are yet to come into force. **Table 2** below compares the exhibited housing reform controls with the Council proposed controls for the NEPIA. Whilst the State Government has not finalised their process, the NEPIA Planning Proposal should proceed as the controls are designed for the unique site conditions of the NEPIA and the Sorrell Street Heritage Conservation, whereas the State Government controls are blanket controls that do not take into account the local context and intended to apply to all R4 High Density Residential zoned land in Sydney within 800 metres of a centre or transport node. This is explained in the [previous report to Council](#) and [FAQs](#) prepared as part of NEPIA exhibition.

Table 2: State Government's housing reforms and NEPIA PP proposed controls

	Height	FSR
Housing Reforms	21m (7 storeys)	3.0:1
NEPIA PP	24m (6 storeys), 40m (12 storeys)	2:1, 3:1, 3.6:1

GATEWAY DETERMINATION

16. The Gateway Determination issued by DPHI on 10 September 2024 indicated the Planning Proposal for the NEPIA should proceed subject to conditions (**Attachment 4**). **Table 3** below notes key conditions followed by a Council officer response. Detailed responses demonstrating compliance with the Gateway conditions are contained in Appendix 1 to **Attachment 2**.

Table 3: Gateway Determination key conditions and Council Officer response.

Gateway Condition	Council Officer Response
Provide consolidated urban design analysis to be included as part of the PP exhibition material.	Council officers prepared a Consolidated Urban Design Report (see Appendix 2 to Attachment 2)
The PP to be publicly exhibited for a minimum of 30 working days. Condition 3 required consultation occur with the following public authorities: Transport for NSW (TfNSW); and the Department of Climate Change, Energy, the Environment and Water (DCCEE) - Heritage NSW.	The proposal was exhibited from 7 November 2024 to 19 December 2024. TfNSW and DCCEE have been consulted, and both provided a submission raising matters for Council's consideration. See comments below under the heading 'Agency Submissions'.
The Gateway Determination authorised Council as the local plan-making authority under section 3.36(2) of the EP&A Act subject to: <ul style="list-style-type: none"> satisfying all the conditions of the Gateway; the PP is consistent (or inconsistencies are justified) with Section 9.1 of EP&A Act; and there are no outstanding written objections from public authorities. 	Council officers are of the view the conditions of the Gateway Determination have been satisfied, and Council is authorised as the local plan-making authority.

PUBLIC EXHIBITION

17. The Planning Proposal and draft DCP were publicly exhibited from 7 November to 19 December 2024 consistent with the requirements of the Gateway Determination. A summary of the exhibition process and engagement activities is provided at the beginning of **Attachment 1**. **Table 4** below provides a breakdown of the submissions received.

Table 4 – Breakdown of submissions received

	No.	Breakdown	Support	Not Support	Other
Individuals, businesses, residents, and landowners	71	Various individuals, businesses, residents, and landowners	27 (38%)	41 (58%)	3 (4%)
Public Agencies	2	<ul style="list-style-type: none"> Heritage NSW Transport for New South Wales (TfNSW) 	0 (0%)	0 (0%)	2 (100%) Advisory Comments
Other Organisations	2	<ul style="list-style-type: none"> National Trust (Parramatta branch) North Parramatta Residents Action Group (NPRAG) 	0 (0%)	2 (100%)	0 (0%)
Total	75		27 (36%)	43 (57%)	5 (7%)

KEY MATTERS RAISED IN SUBMISSIONS

Density and scale of development

18. *Support for the proposed increase in density and scale of development as it:*
- *Accommodates population growth through well planned density located close to transport and services,*
 - *Promotes active neighbourhoods and supports businesses*
 - *Promotes good building design and amenity*

Council Officer response: The proposed height and built form controls could deliver an additional 515 homes near the Parramatta Light Rail which offers connectivity to business, education, and retail opportunities.

19. *Concern the increase in density and scale will change the local character*

Council Officer response: An increase in density responding to new light rail infrastructure and the development of the Parramatta City Centre as a major CBD will mean the character will change. The urban design controls contained in the proposed DCP amendments recognise the NEPIA's distinct features and seek to establish its future character by creating a transitional edge between larger scale development along the Church Street North Precinct and Sorrell Street HCA. Design requirements such as greater ground floor setbacks to ensure larger contiguous areas for existing and new large canopy trees, and front setbacks which align with existing prominent heritage alignments are some of the strategies minimise impacts on the character of the HCA and maintain distinct features.

Traffic, Transport and Parking

20. *Concern the scale of development will increase traffic congestion on the local road network.*

Council Officer response: The additional housing proposed will deliver new dwellings closer to employment and services. Providing the population opportunity to use active modes of transport including the nearby light rail to access these services reduces the overall dependence on private vehicles.

21. *Concern there are inadequate provisions for visitor parking and the additional dwellings in the NEPIA would worsen existing parking constraints.*

Council Officer response: Housing growth will increase demand on transport infrastructure and to address this the draft NEPIA DCP car parking controls are proposed to account for the increases in population and reduce dependence on private vehicles. The proposed parking controls apply a maximum parking rate in comparison to the current DCP requirement, which are minimum rates. This aligns with the recommendations of Council's [Integrated Transport Plan 2021 \(ITP\)](#) which investigated the NEPIA as part of the study area. The intent of proposing a maximum parking rate for the NEPIA is to reduce dependency on private vehicles and reduce congestion on local roads as there are suitable transport alternatives available. This approach is taken in growth precincts/ sites across the LGA with access to existing and future proposed light rail infrastructure.

Heritage, Building Height and Overshadowing

22. *Support for the increase in height of development given proximity to the city centre and is adjacent to taller development along Church Street with designs controls adding to views into the area.*

Council Officer response: The Planning Proposal provides a transition in heights and density from the Church Street North Precinct to the Sorrell Street HCA to the east as required by DPHI.

23. *Concern raised regarding the proposed building heights stating they are excessive given the proximity to the Sorrell Street HCA, and that this will increase overshadowing and create a visual imbalance between the HCA.*

Council Officer response: The recommendations for the NEPIA are based on a comprehensive approach to transition as required by DPHI in the Church Street North SEPP [Finalisation Report](#) that includes a combination of both building height and site planning. The method for transition includes stepping down in building height from the Church Street North Precinct to the Sorrell Street HCA, and also includes:

- Slender tower forms, vegetated setbacks, and communal open space which include contiguous deep soil zones between buildings, maximising separation between towers, and
- Setback controls to reflect the prevailing heritage alignment and orientation of the short edge of towers towards the HCA.

This multifaceted approach to transition applied to NEPIA sites is explained further in the [Consolidated Urban Design Report](#) that forms Appendix 2 to **Attachment 2**.

The shadow analysis prepared by Council for the Winter Solstice (21st June, worst case) and the Vernal (Spring) Equinox (22nd September) exhibited with the Planning Proposal (see **Attachment 2**) indicates that during both midwinter and the spring equinox, there is no additional overshadowing from the NEPIA Planning Proposal on Sorrell Street in the morning. No additional overshadowing to any nearby public open spaces occurs as a result of the NEPIA Planning Proposal at any time of the year.

Additional overshadowing to the east from new buildings within NEPIA – in addition to the shadows cast by the Church Street North potential towers – occurs from early afternoon. It is expected most north and east facing buildings within the NEPIA should continue to receive a minimum of 3 hours of sunlight, and Sorrell Street (including the HCA) will achieve a minimum 4 of sunlight during the course of the day. This exceeds the comparable requirement applied to the Parramatta CBD Planning Proposal for a minimum 2 hours of direct sunlight in mid-winter for HCAs adjoining the CBD PP. As such, the additional overshadowing is considered acceptable.

Most of the shadows cast from new buildings within NEPIA between 2pm and 3pm are generated from sites at the northern end of the NEPIA including 23-27 Harold Street, Parramatta. The 24 metre heights in this part of the precinct are comparable to heights proposed in the State Government's Housing Reforms and therefore the shadow impacts are no greater.

Conclusion

CITY OF PARRAMATTA LOCAL PLANNING PANEL

Tuesday 18 February 2025

24. Council officers acknowledge the community feedback received and the variety of views expressed by the stakeholders engaged. Whilst acknowledging the objections and concerns raised, Council Officers consider that the issues raised in the exhibition responses are addressed by the Planning Proposal and supporting documentation. Council Officers recommend that the Planning Proposal and draft DCP should proceed to finalisation.

AGENCY SUBMISSIONS

25. As required in the Gateway Determination, two agencies were notified of the public exhibition. A summary of key issues raised is included below.

Heritage NSW

26. *Heritage NSW notes previous advice they provided regarding the NEPIA Draft Planning Strategy in April 2021, and that some of the previous concerns raised relating to heritage impacts caused by the scale and density have been addressed in the NEPIA PP.*

Heritage NSW states the following measures are an appropriate heritage response to the items on the State Heritage Register (SHR) in the vicinity of the NEPIA and the Sorrell Street HCA:

- i. stepping down of built form towards the Sorrell Street HCA*
- ii. ensuring views of sky from Sorrell Street*
- iii. ensuring deep soil spaces with large canopy trees are delivered*
- iv. allow heritage items to be the dominant features of the streetscape.*

Council Officer Response: Heritage NSW comments are noted.

27. *Heritage NSW made the following recommendations:*
- Statement of Heritage Impact (SOHI) is prepared for State Heritage Registered items in the vicinity of the NEPIA.*
 - The SOHI should consider impacts on the Sorrell Street HCA and the nearby local heritage items.*
 - A comprehensive Aboriginal Cultural Heritage Assessment Report (ACHAR) is prepared to inform future development of the subject site.*

Council Officer Response: The NEPIA Planning Proposal aligns with the recommendations of the most recent study (Church Street North Urban Design) commissioned by the State Government and therefore Council officers are of the view that a SOHI and ACHAR is not required at this stage of the planning process.

Summary: The Heritage NSW's submission does not constitute an objection to the Planning Proposal, and this was confirmed by DPHI. The Planning

CITY OF PARRAMATTA LOCAL PLANNING PANEL

Tuesday 18 February 2025

Proposal is therefore consistent with the Gateway Condition and can proceed.

Transport for NSW (TfNSW)

Building setbacks

28. *TfNSW recommends that all setbacks fronting streets ensure sufficient space for active transport facilities including walking and cycling to future proof streets for any Council or TfNSW Active Transport Route; and secondly, a 2 metre setback be provided for the Fennell Street shared path identified in the Parramatta Bike Plan similar to that in the DCP controls for Villiers Street.*

Council Officer Response: The street conditions along Fennell Street differ to those of Villiers Street with Fennell Street being narrower. The bike path proposed on Fennell Street is a 'shared path' intended to fit within the existing roadway, whereas the 'separated cycleway' on Villiers Street is proposed on private land and subject to an existing land reservation in Parramatta LEP 2023 as shown on the Land Reservation Acquisition Map. The proposed DCP controls along Villiers Street include a 6m front setback to be predominately used for landscaping, which would support any future opportunity for additional active transport infrastructure should the requirement arise. Council Officers consider that the comparison with Villiers Street is not comparable, and the controls as exhibited appropriate and should proceed.

29. *TfNSW suggest consideration of raised priority pedestrian crossings over streets joining through-site connections proposed through blocks throughout NEPIA to provide a local active transport connections.*

Council Officer Response: Council Officers identify that the north-south pedestrian desire line in North Parramatta is along Church Street, which already has facilities for pedestrians constructed by Parramatta Light Rail. Furthermore, midblock crossing facilities along the east-west roads are unlikely to generate enough demand for crossings to be needed.

30. *TfNSW supports the DCP controls for the NEPIA applying maximum parking rates to reduce car dependency.*

Council Officer Response: Support noted.

Summary: The TfNSW submission does not constitute an objection to the Planning Proposal, with the matters raised relating to DCP controls. The Planning Proposal is therefore consistent with the gateway condition and can proceed.

PLAN MAKING DELEGATIONS

CITY OF PARRAMATTA LOCAL PLANNING PANEL

Tuesday 18 February 2025

31. Council requested to exercise its plan making delegations for this Planning Proposal. As explained above, plan making delegations were granted subject to the conditions outlined in Table 3 above.
32. Council officers are satisfied the Gateway Determination requirements have been met and Council can use the plan making delegations. Council Officers consulted with DPHI on whether the submission from Heritage NSW constitutes a written objection. DPHI advised that in their view the submission from this public authority does not constitute an objection. Council officers will deal directly with the Parliamentary Counsel on the legal drafting and finalisation of the amendment to the LEP facilitated by this Planning Proposal.

FINANCIAL IMPLICATIONS FOR COUNCIL

33. A decision to approve this Planning Proposal and draft DCP will have no direct impact on the budget. Any cost of processing this Planning Proposal will be funded from the City Planning and Design budget.

Issa Trad
Senior Project Officer Land Use

Robert Cologna
Group Manager City Strategic Planning

Jennifer Concato
Executive Director City Planning and Design

ATTACHMENTS:

1. Submission Response Table [6.1.1 - 60 pages]
2. NEPIA Planning Proposal [6.1.2 - 100 pages]
3. NEPIA Development Control Plan [6.1.3 - 17 pages]
4. Gateway Determination [6.1.4 - 2 pages]