

**REPORT NAME** PTE25-17 Finalisation of the Parramatta CBD Supplementary Matters Planning Proposal

**REPORT OF** Project Officer Land Use

**BRIEFING DATE:** 6 May 2024, Councillor BN on 15 May 2025.

**PURPOSE:** To finalise the Parramatta CBD Supplementary Matters Planning Proposal following public exhibition.

**RECOMMENDATION:**

- a) That Council approve for finalisation the Parramatta CBD Supplementary Matters Planning Proposal that makes changes to Part 7 Additional local provisions – Parramatta City Centre in the Parramatta Local Environmental Plan 2023 at **Attachment 1**.
- 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.

**PLANNING PROPOSAL TIMELINE**



**BACKGROUND**

- 1. On [15 June 2021](#), Council endorsed the post-exhibition [Parramatta CBD Planning Proposal](#) (CBD PP) for finalisation and resolved to further investigate

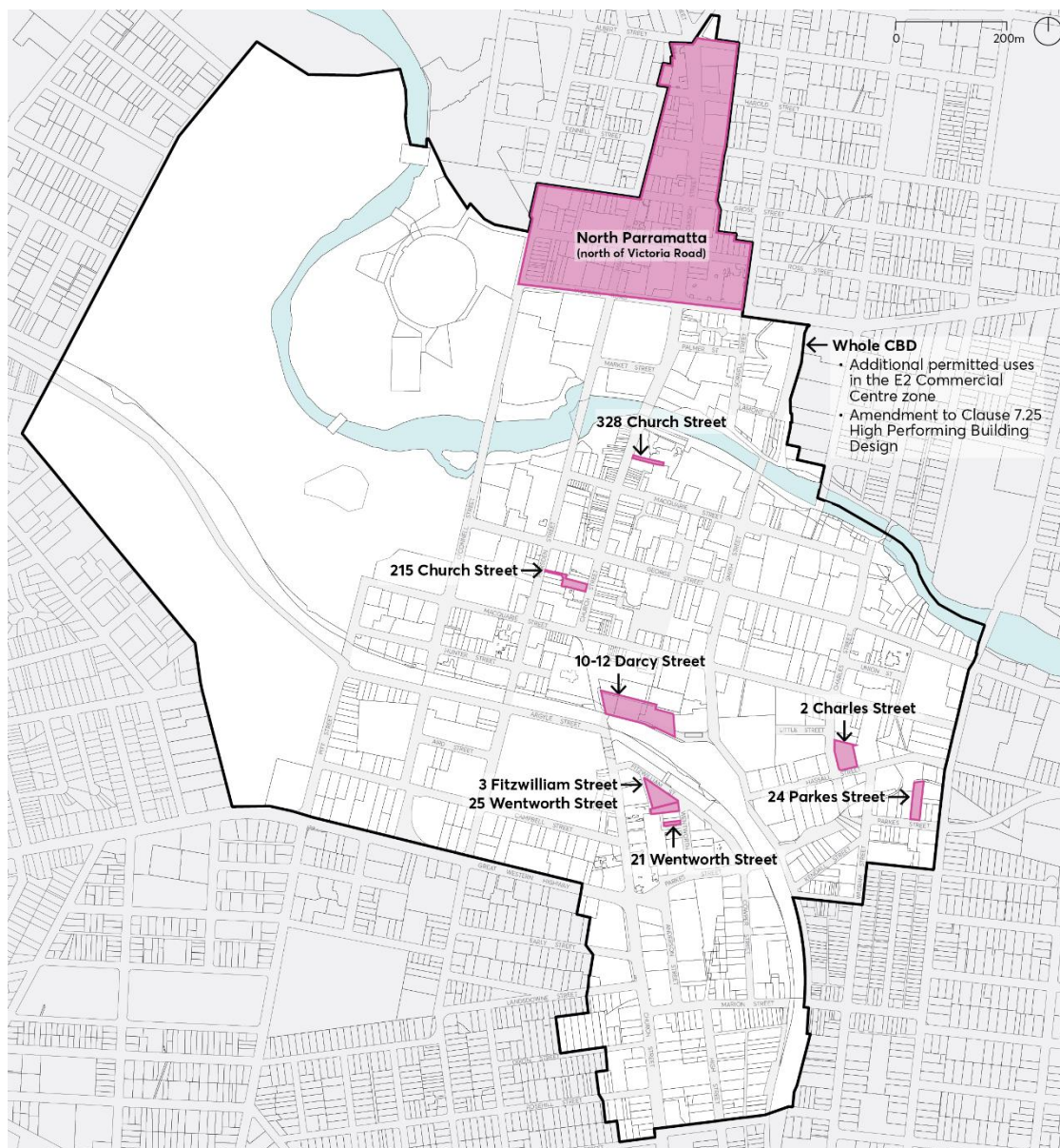
some of the policy changes raised in the submissions through a separate planning proposal process.

2. On [11 June 2024](#), Council endorsed the Parramatta CBD Supplementary Matters Planning Proposal (Planning Proposal) to be forwarded for a Gateway Determination with the Department of Planning, Housing, and Infrastructure (the Department). The Planning Proposal included matters that had strategic merit to progress into the Parramatta LEP 2023.
3. On 23 September 2024, the Department issued a Gateway Determination (**Attachment 2**). Council officer responses demonstrating compliance with the Gateway conditions is contained in Appendix 1 to **Attachment 1**.
4. Between 9 December 2024 and 12 February 2025, the Planning Proposal was placed on public exhibition. Thirteen (13) submissions were received with the key issues provided in this report, and a detailed analysis provided in **Attachment 3**.

## SITE DESCRIPTION AND PLANNING PROPOSAL

5. The Planning Proposal affects the land within the Parramatta CBD as shown in **Figure 1** below and seeks to:
  - a. Rezone the land at 10-12 Darcy Street, Parramatta (also known as 4 & 6 & 8 Parramatta Square) from MU1 Mixed Use to E2 Commercial Centre and apply clause 7.28 (Additional floor space ratio for office premises) to reflect current commercial uses;
  - b. Amend the Land Reservation Acquisition (LRA) Map for laneways and road widenings to promote active transportation and improve safety and movement throughout the Parramatta CBD in alignment with the Parramatta CBD Integrated Transport Plan (ITP) and urban design (see Paragraphs 18-21 for more detail);
  - c. Include 'Creative Industries' and 'Water recycling facilities' as permitted land uses with consent for the E2 Commercial Centre zone to support the objectives of the zone;
  - d. Amend the car parking rates in Clause 7.17 to implement 'Category B' rates as adopted in the ITP for the land north of Victoria Road within the Parramatta CBD. The 'Category B' rate marginally increases the maximum residential parking rate to accommodate the land uses within this area, and its level of connectivity (see Paragraphs 12-17 for more detail).
  - e. Amend the provisions relating to high performing building design in Clause 7.25 to align with the State Government's updated Building Sustainability Index Targets.
6. The justification for these changes is outlined in Table 1 of the 11 June 2024 Council report (Item 13.6). Further background and detail on the planning considerations is contained in the 21 May 2024 LPP Meeting Report (Item 6.2),

11 June 2024 Council Report (Item 13.6), and the Planning Proposal at **Attachment 1**.



**Figure 1:** Land affected by the Parramatta CBD Supplementary Matters Planning Proposal

**PUBLIC EXHIBITON**

- The Planning Proposal was publicly exhibited from 9 December 2024 to 12 February 2025 in accordance with Council’s Community Engagement Strategy and the terms of the Gateway determination. A summary of the exhibition process and engagement activities is provided at the beginning of **Attachment 3**. Table 2 below provides a breakdown of the submissions received, and the key issues raised by submitters and Council officer responses are set out below.

**Table 2:** Breakdown of submissions received

	No.	Breakdown	Support	Not Support	Other
Individuals, residents, & landowners	8. 10	Various individuals, residents, & landowners	8 (80%)	1 (20%)	1 (20%)
State agency	14. 1	Transport for NSW (TfNSW)	1 (100%)	7. -	8. -
Other	20. 2	<ul style="list-style-type: none"> <li>• Walker Corporation</li> <li>• Strata Owners Committee (2 Charles St)</li> </ul>	2 (100%)	22. -	23. -
Total	25. 13	-	11 (84%)	1 (8%)	1 (8%)

## COMMUNITY SUBMISSIONS SUMMARY AND RESPONSE

8. These submissions do not raise any significant concerns that warrant changes to the Planning Proposal, which is therefore recommended for approval as exhibited. The key issue raised relates to traffic, transport and parking, and concerns about congestion and inadequate parking.
9. The Planning Proposal is not seeking to increase density in the CBD, and therefore, will not result in additional population and/or traffic congestion. The Planning Proposal seeks to apply Clause 7.28 (Additional floor space ratio for office premises) to 10-12 Dary Street (4, 6 and 8 Parramatta Square), permitting a higher density – but not height – for office space. This is a consequential amendment associated with the proposed rezoning of the site from MU1 Mixed Use to E2 Commercial Centre. No significant increase in population or traffic congestion is expected as this site already has a major office tower and is unlikely to be redeveloped.
10. The Planning Proposal also seeks to improve traffic movements by identifying three (3) local road widenings on the Land Reservation Acquisition map. This is to improve transport movement and efficiency in the CBD. In addition, a refinement to the parking rates for the land north of Victoria Road is proposed to increase the parking rate per residential unit in alignment with Council's adopted Integrated Transport Plan. Further justification for traffic matters included in the Planning Proposal are provided below under 'Public Agency Submission and in **Attachment 3**.
11. Notwithstanding the above, Council acknowledges that with the introduction of Parramatta Light Rail, traffic conditions in North Parramatta have changed, which has required some movement and access adjustments by local residents, and also delays for visitors and workers travelling into and out of the Parramatta CBD. In response [Council resolved on 14 April 2024](#) to support the report of the Lord Mayor and write to the NSW Minister for Transport, John Grahame, and request Transport for NSW be directed to



undertake a wholistic review of the traffic studies already undertaken in the area having regard to current conditions and the outcomes of the Operational Traffic, Transport and Access Performance Review required by development approval condition E18 for the Parramatta Light Rail (PLR). The letter to the Minister was sent by the Lord Mayors Office on 8 May 2025.

## **PUBLIC AGENCY SUBMISSION SUMMARY AND RESPONSE**

12. Transport for NSW was required to be notified of the public exhibition as per the Gateway Determination. Their original submission objected to the Category B car parking rates, which would allow developers to provide more carparking than the current rates for CBD land north of Victoria Road. The objection was due to the recent investment in Light Rail that services the precinct. Council officers responded to TfNSW's objections in writing on 4 March and 17 April 2025, and in a meeting facilitated by the Department on 7 May 2025 to resolve the objection. TfNSW have since withdrawn their objection and communicated this to Council in writing on 9 May 2025 saying their comments are advisory to allow Council at their discretion to consider and resolve these local matters.
13. In relation to the LRA's at 21 Wentworth Street and 2 Charles Street TfNSW originally did not support these and requested Council consider alternative arrangements to achieve the intent of the LRA. The LRA for 21 Wentworth Street will improve pedestrian safety by restoring sightlines obstructed by a 3m tall fence, making Woodhouse Lane more walkable; a shared path cannot achieve the same visibility. The LRA at 2 Charles Street is essential for improving service vehicle manoeuvrability and addressing increased traffic from the partial closure of Macquarie Street, as heavy rigid vehicles must navigate complex lane crossovers at Charles and Hassall Street. Again, TfNSW withdrew their objection to these LRA after further discussions.
14. Further justification and responses to the issues raised by TfNSW are detailed in Table 1 of Attachment 3; and in summary, the Category B parking rates and LRAs as exhibited are considered appropriate and should proceed without changes.

## **Conclusion**

15. Council officers acknowledge the community and State agency feedback received and variety of views expressed by the stakeholders engaged. Whilst acknowledging the objections and concerns raised, Council officers do not consider any changes are needed to the Planning Proposal.

## **PLAN MAKING DELEGATIONS**

16. Council requested to exercise its plan making delegations for this Planning Proposal, and plan making delegations were granted subject to the meeting the conditions of the Gateway determination.
17. Given TfNSW has formally withdrawn their objections, Council officers are satisfied the Gateway Determination requirements have been met and Council can use the plan making delegations to finalise the LEP. 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. This is then signed off by the CEO before being notified on the NSW Legislation website.

## CONSULTATION & TIMING

### Stakeholder Consultation

18. Council officers contacted the original submitters (associated with private landholdings) who lodged submissions to the Parramatta CBD Planning Proposal - later resolved as the 'Orange Matters' - to notify them of this project prior to reporting to Council on 11 June 2024.
19. Consultation was undertaken with affected landowners and the broader community as part of the public exhibition of the Supplementary Matters Planning Proposal; and meetings were held with TfNSW to discuss their submission:

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
9 December 2024 and 12 February 2025 – Public Exhibition.	Affected landowners, community, and Transport for NSW	See above under 'Key matters raised in submissions' and <b>Attachment 3</b> .	See above under 'Key matters raised in submissions' and <b>Attachment 3</b> .	Group Manager – City Strategic Planning
18 March 2025 – Meeting with Council officers, TfNSW, & DPHI about the objections raised by TfNSW.	TfNSW and DPHI	TfNSW retain objection to Category B parking rates and withdraw their objection to two LRAs (see above and <b>Attachment 3</b> ).	Council officers requested that TfNSW review their objections to the Category B car parking rates for the reasons outlined in this report <b>Attachment 3</b> .	Land Use Planning Manager
7 May 2025 - Meeting with Council officers, TfNSW, & DPHI about the objections	TfNSW and DPHI	TfNSW withdraw their objection to the Category B car parking rates on 9 May 2025 (see above and <b>Attachment 3</b> )	Noted	Land Use Planning Manager

raised by TfNSW.				
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## Councillor Consultation

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

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
15 May 2025	Councillor briefing note detailing the content and history of the Planning Proposal	N/A	N/A	Group Manager – City Strategic Planning

## LEGAL IMPLICATIONS FOR COUNCIL

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

## FINANCIAL IMPLICATIONS FOR COUNCIL

22. Under this Planning Proposal, 79m<sup>2</sup> of land is being added to the Land Reservation Acquisition Map, but 1,098m<sup>2</sup> is being removed, resulting in a net reduction of 1,019m<sup>2</sup> of land being identified for acquisition by Council (Refer to Table 3 of the 11 June 2024 report). This net reduction in land acquisition area will result in associated net reduction in Council's financial liability in terms of acquisition costs, should the land not be secured through redevelopment opportunities.
23. A decision to approve this Planning Proposal will have no direct impact on the budget as the cost of processing this Planning Proposal is funded in the 2024/25 operational budget.

## CONCLUSION AND NEXT STEPS

24. It is recommended that Council endorse the finalisation of the Planning Proposal (**Attachment 1**) for the Parramatta CBD Supplementary Matters for Council to exercise its plan-making delegations as granted by the Gateway Determination.

Dayne Glinkowski  
**Corporate Strategy Manager**

Robert Cologna  
**Executive Director City Planning and Design**

Gail Connolly PSM  
**Chief Executive Officer**

**ATTACHMENTS:**

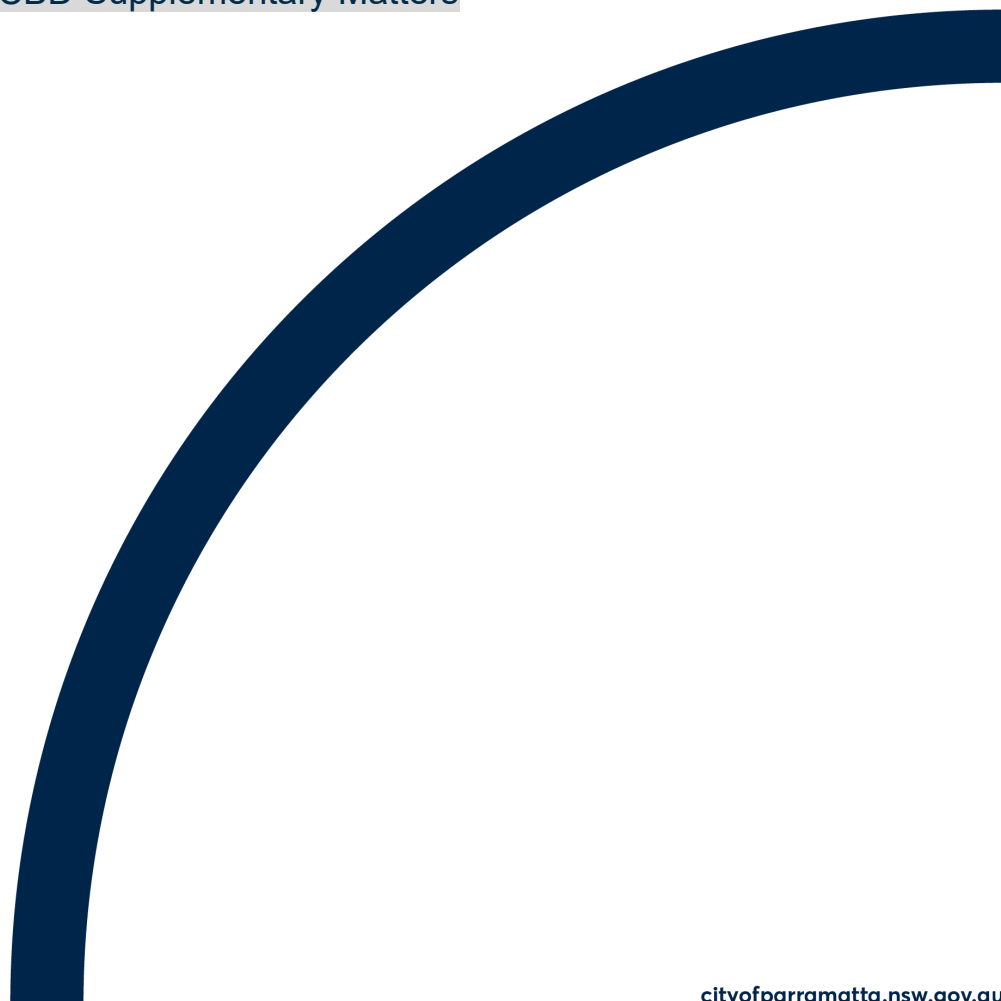
1. Parramatta CBD Supplementary Matters Planning Proposal [PTE25-17.1 - 85 pages]
2. Gateway Determination (September 2024) [PTE25-17.2 - 2 pages]
3. Submission summary and council officer response table [PTE25-17.3 - 16 pages]





# PLANNING PROPOSAL

Parramatta CBD Supplementary Matters



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## Parramatta CBD Supplementary Matters

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**Summary of post-exhibition changes to the Planning Proposal (May 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
<b>1.2 The Proposal</b>	The Planning Proposal was prepared prior to the commencement of Church Street North Precinct controls, which came into effect on 1 July 2024 via the Church Street North Precinct SEPP. Therefore, Figure 4 and any associated text to explain the transition of maximum residential car parking for the subject land is no longer required.
<b>3.2 Section B – Relationship to strategic planning framework → Table 18, 4 Flooding</b>	The Planning Proposal was prepared prior to the finalisation of the 2024 Parramatta River Flood Study (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 accordingly. Minor wording updates were made to reflect the finalisation of the study and to specify the retention of flood affectation for 10-12 Darcy Street in the 2024 Parramatta River Flood Study.
<b>3.3 Section C – Environmental, social and economic impact → Flooding</b>	
<b>3.4 Section D – State and Commonwealth Interests</b>	Updates to Section 3.4.2 to include outcome of Condition 3 of the Gateway Determination (i.e. consultation with Transport for NSW).
<b>Part 5 – Community consultation</b>	Information regarding public exhibition engagement strategy and outcome added.
<b>'Planning Proposal drafts' &amp; Part 6 – Project Timeline</b>	Updated to reflect current project stage and version.
<b>Appendix 1 – Gateway Determination and Table of Responses to Conditions</b>	Inserted to detail Council response to Gateway Determination conditions.

**Planning Proposal drafts**

No.	Author	Version
1.	Council staff, City of Parramatta	May 2024 – Report to Local Planning Panel on the planning proposal
2.	Council staff, City of Parramatta	June 2024 – Endorsed version to be forwarded to the Department of Planning, Housing and Infrastructure for Gateway Determination
3.	Council staff, City of Parramatta	December 2024 – Amended in line with Gateway Determination (September, 2024)
4.	Council staff, City of Parramatta	May 2025 – Administrative post-exhibition changes

# INTRODUCTION

## 1.1 Background and context

In April 2015, Council adopted the [Parramatta CBD Planning Strategy](#) ('the Strategy'). The Strategy set a framework for the preparation of Parramatta CBD Planning Proposal, which proposed changes to the planning controls applicable to the Parramatta CBD.

In April 2016, Council endorsed the draft Parramatta CBD Planning Proposal and forwarded it to the Department of Planning and Environment (DPE) (as it was then known) seeking a Gateway determination. Consistent with the conditions of the Gateway determination issued by DPE, the Parramatta CBD Planning Proposal was publicly exhibited between 21 September 2020 and 2 November 2020.

During the exhibition period, Council received submissions from landowners and other stakeholders seeking changes to certain land within the Parramatta CBD. At its meeting of 15 June 2021, Council endorsed the Parramatta CBD Planning Proposal with minor post exhibition changes and resolved to further investigate some matters raised in submissions received to be dealt with through a separate planning proposal process referred to in the report as 'Decision Pathway 3 – **Orange Matters**'. A list of the 'Orange Matters' and relevant Council resolution is attached as **Appendix 2** to this planning proposal.

The 'Orange Matters' are generally outstanding policy matters remaining from the Parramatta CBD Planning Proposal, as a result of submissions received, that generally:

- a. were consistent with Council's policy framework for the CBD, but were more significant changes, and if integrated into the Parramatta CBD Planning Proposal in the immediate post-exhibition period would have triggered re-exhibition of the Parramatta CBD Planning Proposal at that time; and/or
- b. had some merit on preliminary review, but required further investigation to confirm whether they should be progressed.

Following completion of the Parramatta CBD Planning Proposal, Council officers have undertaken research and further investigated the list of 'Orange Matters'. As a result, some 'Orange Matters' are now included as part of this planning proposal seeking amendments to the Parramatta Local Environmental Plan 2023 (Parramatta LEP 2023), and other matters are considered resolved and/or superseded via separate planning projects and have not been included.

Further to addressing certain 'Orange Matters' arising from the Parramatta CBD Planning Proposal process, this planning proposal also deals with updating the relevant BASIX exceedance targets as specified in clause 7.25(3) of the Parramatta LEP 2023 for high performing building design. The updates to clause 7.25(3) are needed as the BASIX system has been revised through the introduction and commencement of *State Environmental Planning Policy (Sustainable Buildings) 2022* in October 2023.

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On 21 May 2024, the Parramatta Local Planning Panel (the Panel) considered this planning proposal and supported the Council Officer's recommendations to progress the planning proposal to request a Gateway Determination from the Department of Planning, Housing and Infrastructure (DPHI), subject to it being updated to include "creative industries" as permitted with consent in the E2 Commercial Centre zone. For more information in relation to Panel's consideration of this matter, refer to the Council officer's planning report to the Panel, and the Panel's subsequent advice, at Appendix 7.

This planning proposal was later considered by Council at its meeting of 11 June 2024. Consistent with the Panel's planning advice, Council resolved to endorse the planning proposal to be forwarded to DPHI for a Gateway Determination, subject to it being updated to include "creative industries" as permitted with consent in the E2 Commercial Centre zone. This update has subsequently been included in this version of the planning proposal. A copy of the Council report and resolution is available at Appendix 8.

This planning proposal has been prepared consistent with sections 3.31 & 3.33 of the *Environmental Planning and Assessment Act 1979* (the EPA Act), and the Local Environmental Plan Making Guideline 2023 published by DPHI.

This planning proposal explains the intent and justification for the proposed amendments to Parramatta LEP 2023. The proposed amendments by this planning proposal include:

- rezoning of some land;
- extending the application of Area B of the Special Provisions Area Map to the rezoned land so that clause 7.28 (Additional floor space ratio for office premises) also applies;
- amendments to the land reservation acquisition area of some land;
- additional permitted land uses in the E2 Commercial Centre zone for the Parramatta CBD area; and
- amendments to some local provisions (i.e. car parking rates and high performing building design) applicable to part of the Parramatta CBD area.

#### Affected Land

The planning proposal is collectively referred as the 'Parramatta CBD Supplementary Matters Planning Proposal' and generally applies to the Parramatta City Centre area, and specific land within the Parramatta City Centre, as described below:

1. Walker Corporation Landholdings – 10-12 Darcy Street, Parramatta (also known as 4 & 6 & 8 Parramatta Square).
2. Multiple laneways/splay corners/road widenings within the Parramatta CBD area, including:
  - Marsden Lane, being part of 215 Church Street, Parramatta;
  - Fire Horse Lane, being part of 3 Fitzwilliam Street, and 25 Wentworth Street, Parramatta;
  - Woodhouse Lane, being part of 21 Wentworth Street, Parramatta;

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- Charles Street/Hassall Street Intersection, being part of 2 Charles Street, Parramatta;
  - Parkes Street widening, being part of 24 Parkes Street, Harris Park; and
  - 328 Church Street, Parramatta.
3. Certain land at North Parramatta (being the part of the Parramatta CBD north of Victoria Road).
  4. Land zoned E2 Commercial Centre within the Parramatta City Centre.

## **1.2. The Proposal**

The sites and matters included in the planning proposal are discussed below.

### **Amendments to Land Reservation Acquisition Map**

The planning proposal includes amendments to the Land Reservation Acquisition (LRA) Map applicable to the Parramatta CBD, specifically at the following locations:

- a. 328 Church Street, Parramatta (proposed lane);
- b. Marsden Lane, being part of 215 Church Street, Parramatta;
- c. Fire Horse Lane, being part of 3 Fitzwilliam Street, and 25 Wentworth Street, Parramatta;
- d. Woodhouse Lane, being part of 21 Wentworth Street, Parramatta;
- e. Charles Street/Hassall Street Intersection, being part of 2 Charles Street, Parramatta; and
- f. Parkes Street widening, being part of 24 Parkes Street, Harris Park.

### **Multiple laneways/splay corners/road widenings**

Consistent with the Council resolution of 15 June 2021, where Council resolved to: *“Investigate potential refinements to the car parking rates and any amendments to the **Local Road Reservations** following the public exhibition of the Integrated Transport Plan and endorsement by Council of any amendments as part of an alternative planning pathway”*, this planning proposal seeks to amend the Land Reservation Acquisition (LRA) Map in relation to five specific matters regarding laneways, splay corners and road widenings, that were identified following the public exhibition of the Parramatta CBD Integrated Transport Plan (ITP).

The ITP was undertaken to inform the Parramatta CBD Planning Proposal, setting out a required plan to support the increased growth of employment and residents in the city. The ITP was publicly exhibited from 6 May 2021 to 3 June 2021. The proposed LRA changes were not incorporated into the ITP at that time, as the proposals would have triggered a re-exhibition of the ITP. As such, these proposed changes were deferred to this planning proposal.

### **LRA at 328 Church Street, Parramatta**

Council also resolved on 15 June 2021 to investigate the financial implications for Council regarding the Land Reservation Acquisition notation that currently applies to the site located at 328 Church Street, Parramatta as an ‘Orange Matter’. The site is zoned MU1 Mixed Use under the Parramatta LEP 2023 with an approximate site area of 445sqm with a 7m frontage and 45m depth. The site has a mapped FSR of 10:1. However, given its small size, the site is subject to the FSR sliding scale at clause 7.3



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of the Parramatta LEP 2023, and therefore results in an FSR of 6:1, without amalgamation with adjacent properties. The maximum height controls applicable are 12m, for the western portion of the site fronting Church Street (in the area 12m from the street boundary), and then RL 211m beyond that for the remaining portion of the site.

The LRA notation on the site has been in place for many years (prior to the Parramatta CBD Planning Proposal) and is an existing financial liability for Council. Should Council be required to acquire this site for a proposed laneway, Council officers estimate this would cost approximately \$5.28 million to \$10.12 million, which is a significant financial expense.




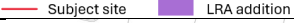




Urban design analysis indicates there is a strategic need to establish pedestrian permeability in this street block by connecting Church Street to Phillip Lane, however instead of one wide ‘open to the sky’ laneway at 328 Church Street, this could instead be achieved through two thinner connections that could be either ‘open to the sky’ or covered arcades, depending on lot amalgamation in future developments. These connections could be articulated in a Development Control Plan (DCP) provision for this street block. Enabling these connections as a part of future developments removes the need for an LRA on 328 Church Street and the associated significant financial burden for Council in acquisition costs. As such, this planning proposal seeks to remove the entire LRA applicable to the site at 328 Church Street.

Table 1 outlines the existing and proposed LRAs proposed as part of the planning proposal:

**Table 1 – Current and Proposed LRAs (including removals)**

LRA	Site location	Current LRA under PLEP2023	Proposed LRA - Indicative
1	Marsden Lane, being part of 215 Church Street, Parramatta	<p>— Subject site    — LRA to be acquired</p>	<p><b>Proposal: Full deletion of current LRA notation.</b></p> <p>— Subject site    — LRA deletion</p>
2	Fire Horse Lane, being part of 3 Fitzwilliam Street, and 25 Wentworth Street, Parramatta	<p>— Subject site    — LRA to be acquired</p>	<p>— Subject site    — LRA deletion</p>

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LRA	Site location	Current LRA under PLEP2023	Proposed LRA - Indicative
			<p><b>Proposal:</b> Partial deletion of current LRA notation.</p> 
3	Woodhouse Lane, being part of 21 Wentworth Street, Parramatta	N/A	 <p><b>Proposal:</b> Insertion of new splay corner LRA notation.</p> 
4	Charles Street/Hassall Street Intersection, being part of 2 Charles Street, Parramatta	N/A	 <p><b>Proposal:</b> Insertion of new road-widening/splay corner LRA notation.</p> 
5	Parkes Street widening, being part of 24 Parkes Street, Harris Park	N/A	 <p><b>Proposal:</b> Insertion of new road-widening LRA notation.</p> 

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LRA	Site location	Current LRA under PLEP2023	Proposed LRA - Indicative
6	328 Church Street, Parramatta		

Conclusion

The proposed LRA amendments are in response to the findings of the Parramatta ITP and updated urban design analysis, and they also minimise the financial implications for Council as shown in Table 2 below, where the proposed LRA removal area is significantly larger than the proposed new additions. The changes will improve safety, promote active transportation, and facilitate better traffic circulation and movement throughout the Parramatta CBD.

**Table 2 – proposed LRA area change (new additions and reductions)**

Site	Additions (sqm)	Retention (sqm)	Deductions (sqm)
2 Charles Street, Parramatta (splay corner)	40		
24 Parkes Street, Harris Park (road taper)	35		
Fire Horse Lane – 3 Fitzwilliam and 35 Wentworth Street Parramatta		71	473
21 Wentworth Street Parramatta (splay corner)	4		
215 Church Street Parramatta (Marsden Lane)			187
328 Church Street Parramatta			438
<b>Totals</b>	<b>79</b>	<b>71</b>	<b>1,098</b>

Further justification of the proposed amendments is available at Part 3 of this planning proposal.

**Walker Corporation Landholdings – 10-12 Darcy Street, Parramatta (also known as 4 & 6 & 8 Parramatta Square)**

Council’s resolution of 15 June 2021 resolved that Walker Corporation landholdings at Parramatta Square be further investigated for rezoning from MU1 Mixed Use (as

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per current controls and as exhibited under the Parramatta CBD Planning Proposal) to B3 Commercial Core, now referred to as E2 Commercial Centre.

The Walker Corporation landholdings are located directly adjacent to Parramatta railway station and are commonly known as 4 & 6 & 8 Parramatta Square. The land proposed to be rezoned has an area of approximately 9,727sqm and contains four existing commercial office towers and also parts of the Church Street and Darcy Street corridors (refer to Figure 1). The land is currently zoned MU1 Mixed Use with an FSR 10:1 (excluding part of the Darcy Street corridor, which has no FSR control). The building height control for the land is partially subject to a HOB of 200m or no height control (for land generally in the Parramatta Square public domain or the road corridors).

During the exhibition of the Parramatta CBD Planning Proposal, the landowner made a request to rezone the land from B4 Mixed Use to B3 Commercial Core (now referred to as MU1 Mixed Use and E2 Commercial Centre, respectively). Council recognised the planning merits to further investigate the proposed rezoning given the significant, recently completed office tower developments on the land.

Council officers have further investigated the proposed rezoning and consider that the current commercial office uses of these newly completed office towers at Parramatta Square strongly align with the objectives of the E2 Commercial Centre zone. Further, rezoning the land from MU1 Mixed Use to E2 Commercial Centre would ensure the continuity with the existing office uses, facilitation of employment, and intended use of Parramatta Square as a commercial core in the heart of the Parramatta CBD. The rezoning would also ensure consistency with the E2 Commercial Centre zoning of the other office towers at Parramatta Square, including the NAB Tower, Western Sydney University Tower, and the Sydney Water Tower, by extending the E2 Commercial Centre zoning west over the subject land (refer to Figure 1). The proposed amendment is also supported by the Urbis study - Achieving A Grade Office Space 2019 prepared for the Parramatta CBD which recommended the expansion of the commercial core to include Parramatta Square to realise its potential to accommodate significant A - Grade office premises. Table 3 outlines the existing and proposed controls for the subject land.

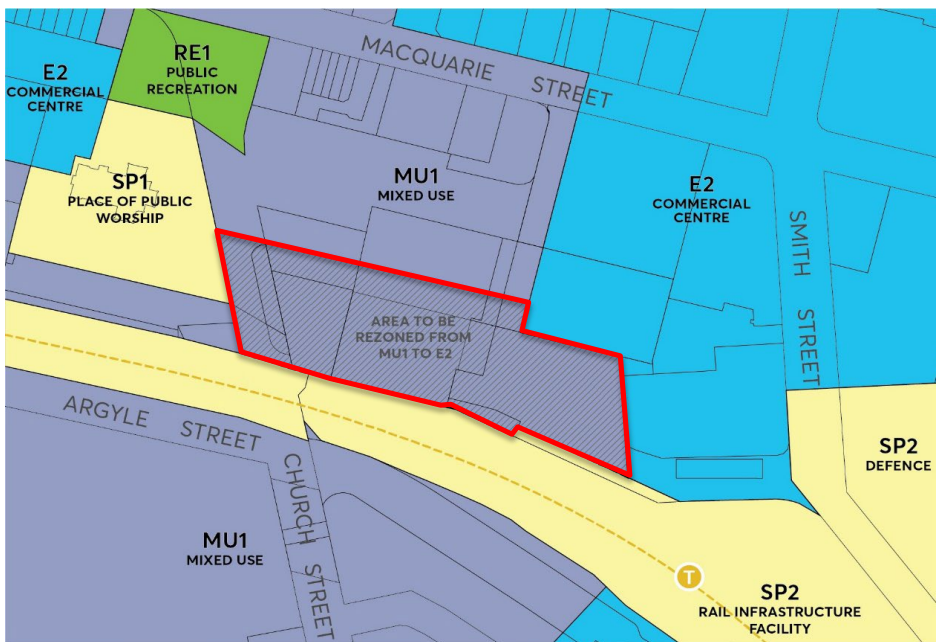
In addition to the proposed rezoning, and consistent with the original intent of the Parramatta CBD Planning Proposal for the B3 Commercial Core zone (now referred to as the E2 Commercial Centre zone), it is also proposed to extend the application of Area B of the Special Provisions Area Map to the rezoned land (as per Figure 1) so that Clause 7.28 (Additional floor space ratio for office premises) of the Parramatta LEP 2023 applies. Clause 7.28 allows a building to exceed the maximum permissible FSR if the consent authority is satisfied the additional GFA will be used only for office premises. This will further incentivise additional office premises on this land if future circumstances allow this to happen.

Further justification of the proposed amendments is available at Part 3 of this planning proposal.

***Table 3 – Current and proposed amendment – 10-12 Darcy Street, Parramatta (also known as 4 & 6 & 8 Parramatta Square - Walker Corporation Landholdings)***

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<p><b>Current relevant control under Parramatta LEP 2023</b></p>	<p>MU1 Mixed Use zone</p>
<p><b>Proposed amendments</b></p>	<ul style="list-style-type: none"> <li>• Rezone from MU1 Mixed Use zone to E2 Commercial Centre zone.</li> <li>• Extend application of Area B of the Special Provisions Area Map to the rezoned land so that clause 7.28 (Additional floor space ratio for office premises) applies.</li> </ul>



**Figure 1 – Land proposed to be rezoned from MU1 Mixed Use to E2 Commercial Centre (shown in thick red edging)**



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***Figure 2 – Recently completed commercial office towers on Walker Corporation Landholdings at Parramatta Square, which is subject to rezoning under this planning proposal (known as 4 & 6 & 8 Parramatta Square).***

**High Performing Building Design – Clause 7.25 Update**

This planning proposal includes amendments to Clause 7.25 High Performing Building Design of the Parramatta LEP 2023. Clause 7.25 of the Parramatta LEP 2023 incentivises high performing building design that minimises energy and water consumption in new residential and mixed-use developments through a floorspace bonus scheme. The 5% bonus incentive floor space offered under the clause is achievable when development can demonstrate it can exceed BASIX targets by a specified number of BASIX points, based on development size, which are articulated in the table contained within the clause.

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However, the BASIX system has been revised through the introduction and commencement of *State Environmental Planning Policy (Sustainable Buildings) 2022* (*'Sustainable Buildings SEPP'*) in October 2023 since the clause was finalised. This includes revised compliance targets as well as BASIX calculator updates that incorporate policy, technology and industry trends. Given these updates to BASIX, Council officers engaged consultants Kinesis to assess the impacts of these updates to the BASIX system and recommend updated BASIX exceedance targets for inclusion in clause 7.25 to trigger the bonus. This is to ensure the controls are continuing to incentivise high performing buildings in the Parramatta CBD and therefore improved environmental outcomes.

The proposed amendments to Clause 7.25 are minor in nature and relate only to an update of the table at clause 7.25(3)(c)(ii), which articulates the BASIX exceedance targets that trigger the bonus. These updated BASIX exceedance targets are supported by the Parramatta High Performance Building Study Review prepared by Kinesis (refer to **Appendix 4**). The study concluded that the proposed new BASIX exceedance targets are achievable for new residential and mixed-use development across the Parramatta CBD area. It should be noted that these changes relate to BASIX exceedance targets for energy only, there was no change recommended by Kinesis to the BASIX exceedance targets for water of 15 points, as specified in clause 7.25(3)(c)(i). Further justification of these updates to the BASIX exceedance targets for energy can be found in Part 3 of this planning proposal. Table 4 outlines the current and proposed BASIX Energy exceedance targets specified under Clause 7.25(3)(c)(ii):

**Table 4 - Current and proposed BASIX Energy exceedance targets**

Height of Building	Current		Proposed
	<i>Building with FSR of at least 6:1 but less than 14:1</i>	<i>Building with FSR of at least 14:1</i>	<i>Building with FSR ranging from 6:1 to 16:1</i>
	BASIX Points	BASIX Points	<b>BASIX Points</b>
5-15 storeys	25	15	<b>25</b>
16-30 storeys	20	10	<b>20</b>
31-40 storeys	10	10	<b>15</b>
41 or more storeys	10	10	<b>15</b>

**Additional permitted land uses in E2 Commercial Centre zone**

- **Water recycling facilities**

This planning proposal introduces a new land use of 'water recycling facility' to be permitted in the E2 Commercial Centre zone in the Parramatta CBD area. The proposed amendment is a result of further investigation as per Council's resolution of 15 June 2021, which was to investigate the inclusion of 'water recycling facilities' as a permissible use within the E2 Commercial Centre zone (previously referred to as the B3 Commercial Core zone). Under Parramatta LEP 2023, 'water recycling facility' is defined as follows:

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**“water recycling facility** means a building or place used for the treatment of sewage effluent, stormwater or waste water for use as an alternative supply to mains water, groundwater or river water (including, in particular, sewer mining works), whether the facility stands alone or is associated with other development, and includes associated—

- (a) retention structures, and
- (b) treatment works, and
- (c) irrigation schemes.”

Under Parramatta LEP 2023 ('PLEP 2023'), land in the Parramatta CBD is predominantly subject to two zones, being E2 Commercial Centre and MU1 Mixed Use. However, 'water recycling facility' is permitted with consent only in the MU1 Mixed Use zone but prohibited in the E2 Commercial Centre zone.

Under the Parramatta CBD Planning Proposal, clause 7.24 (Dual Water Systems) was introduced into PLEP 2023 across the entire Parramatta CBD area, which requires dual water reticulation systems containing pipes for potable water and recycled water for all inside and outside water uses in all new buildings. The purpose of this clause is to ensure the security of water supply in the Parramatta CBD.

Ensuring that 'water recycling facilities' are permissible in both the E2 and MU1 zones across the entire Parramatta CBD area, and not just the MU1 zone, will complement the requirements for dual water systems under clause 7.24, and will provide maximum flexibility in permissibility for recycled water systems. This will help improve environmental and sustainability outcomes in the Parramatta CBD. Table 5 outlines the current and proposed permissibility under this planning proposal. Further justification of the proposed amendment can be found in Part 3 of this planning proposal.

**Table 5 – current and proposed controls – new land use permissibility**

<b>Current relevant control under Parramatta LEP 2023</b>	<p>MU1 Mixed Use zone permits 'water recycling facility' with consent.</p> <p>E2 Commercial Centre zone prohibits 'water recycling facility'.</p>
<b>Proposed amendments</b>	<p>Make 'water recycling facility' permissible with consent in the E2 Commercial Centre zone. No change to current permissibility in the MU1 Mixed Use zone.</p>

- **Creative Industries**

This planning proposal introduces a new land use of 'creative industry' to be permitted in the E2 Commercial Centre zone in the Parramatta CBD area. This proposed amendment is a result of the Parramatta Local Planning Panel's planning advice. The planning proposal was considered by the Panel at its meeting on 21 May 2024 (refer



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to Appendix 7) and the Panel provided their planning advice to Council, which included that the planning proposal be “updated to include “creative industries” as permitted with consent in the E2 Commercial Centre zone”. This was in response to a submission to the Panel made by Walker Corporation in relation to the proposed rezoning of their land at Parramatta Square under the planning proposal. In their submission, Walker Corporation noted that the proposed rezoning from MU1 Mixed Use to E2 Commercial Centre would make “creative industries” prohibited development on their land. This was of concern as it would make the newly approved ABC Studios on their land a prohibited land use, as this development was characterised as a “creative industry” in their approved development application (DA/482/2022). Under the provisions of *Parramatta LEP 2023*, “creative industries” are defined as follows:

*“creative industry means a building or place the principal purpose of which is to produce or demonstrate arts, crafts, design or other creative products, and includes artists’ studios, recording studios, and set design and production facilities.”*

To address this issue, Council officers further recommended to the Panel that the use of “creative industries” be added as permitted with consent across the entire E2 Commercial Centre zone. This was considered justifiable for the following reasons:

- a. The Parramatta CBD area primarily consists of two main zones, being the MU1 Mixed Use zone and the E2 Commercial Centre zone. The primary difference between the two zones is the permissibility of residential development. “Creative industries” are already permissible with consent in the MU1 zone. This change to make “creative industries” permissible in the E2 zone would ensure that “creative industries” are permissible with consent across the entire Parramatta CBD area.
- b. The “creative industries” use is consistent with the objectives of the E2 Commercial Centre zone, in particular the following:
  - i. *To strengthen the role of the commercial centre as the centre of business, retail, community and cultural activity.*
  - ii. *To encourage investment in commercial development that generates employment opportunities and economic growth.*
  - iii. *To strengthen the role of Parramatta City Centre as a regional business, retail and cultural centre and as a primary retail centre in the Six Cities Region.*
- c. “Creative industries”, including recording studios, set design and production facilities, are strategically desired for the Parramatta CBD area as they bring significant economic benefits, including supporting businesses and job creation, add to the cultural fabric of the CBD, and are a compatible land use with office development, as evident with the approval of the ABC Studios at Parramatta Square.

This officer recommendation was subsequently supported by both the Panel in their advice, and the Council in its resolution, and therefore has been included as an amendment in this planning proposal (noting the justification provided above).

**Maximum Residential Car Parking Rate for certain land at North Parramatta (being the part of the Parramatta CBD north of Victoria Road)**

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On 15 June 2021, Council resolved to investigate potential refinements to car parking rates for the Parramatta CBD following the public exhibition of the Parramatta CBD Integrated Transport Plan (ITP). The ITP was required to be prepared under a condition of the Parramatta CBD Planning Proposal’s Gateway Determination (issued December 2018). The ITP was finalised on 3 August 2021 and submitted to the former Department of Planning and Environment. The ITP adopts two categories of parking rates, being Category A and Category B, as outlined in Table 6. A copy of the ITP is available at Appendix 5 to this planning proposal (refer to section 5 and Figure 93 in the ITP, which shows the recommended Category A and B areas).

**Table 6 - ITP recommended residential car parking rates for Parramatta CBD**

Category	Maximum Parking Rate
Category A	0.1 spaces per studio dwelling 0.3 spaces per 1-bedroom dwelling 0.7 spaces per 2-bedroom dwelling 1 space per 3 or more bedroom dwelling
Category B	0.2spaces per studio dwelling 0.4 spaces per 1-bedroom dwelling 0.8 spaces per 2-bedroom dwelling 1.1 spaces per 3 or more -bedroom dwelling For each dwelling up to 30 dwellings – 0.167 spaces* For each dwelling more than 30 and up to 70 dwellings – 0.1 spaces* For each dwelling more than 70 dwellings – 0.05 spaces*  <i>*Note: These final 3 rates relate to the provision of visitor car parking and are calculated cumulatively. Whilst the reference to visitor parking is not explicitly made in the ITP, the original source of these rates is from clause 7.5 of Sydney LEP 2012, which does reference visitor car parking for these rates.</i>

Currently, Parramatta LEP 2023 specifies the more restrictive Category A car parking rate for all residential development within the entire Parramatta CBD area, other than the area referred to as “Area A” on the Special Provisions Area Map, which preserves the original car parking rates from Parramatta LEP 2011 (due to this area not being subject to change under the Parramatta CBD Planning Proposal – refer to Figure 4). Consistent with the ITP and Council resolution of 15 June 2021, this planning proposal proposes to amend the car parking rate that is applicable to residential development for the subject land within North Parramatta, as shown as ‘Category B’ in Figure 3, to the Category B rate (as described in Table 6).

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**Figure 3 – Land subject to proposed ‘Category B’ Residential Car Parking rate at North Parramatta and remaining land in the Parramatta CBD to retain their current parking rates (proposed to be referred to as ‘Category A’)**

The allocation of categories in the ITP is based on proximity to stations (heavy rail and metro) within the Parramatta CBD, which is similar to the approach used in the Sydney CBD. Figure 3 shows the proposed Category B location under this planning proposal, which has been derived from the ITP. All other areas of the Parramatta CBD (except the preserved area identified as ‘Area A’ on Special Provisions Area Map) would retain their current maximum parking controls and would be labelled as Category A on a new ‘Land Use and Transport Integration Map’, which is similar to the approach used in the Sydney LEP 2012 (refer to Figure 3 above and also Figures 4, 5 and 6 below, which show in order the proposed timeline of changes to the parking controls, as applicable to the Parramatta CBD area). As Category A land is closer to the stations, the maximum parking rates are more restrictive, whereas given that Category B land is on

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the fringe of the CBD area in North Parramatta, the maximum parking rates are less restrictive and would allow more car parking. Table 7 includes the current and proposed residential car parking rates. Further justification and intended outcomes are available at Part 2 and Part 3 of this planning proposal.

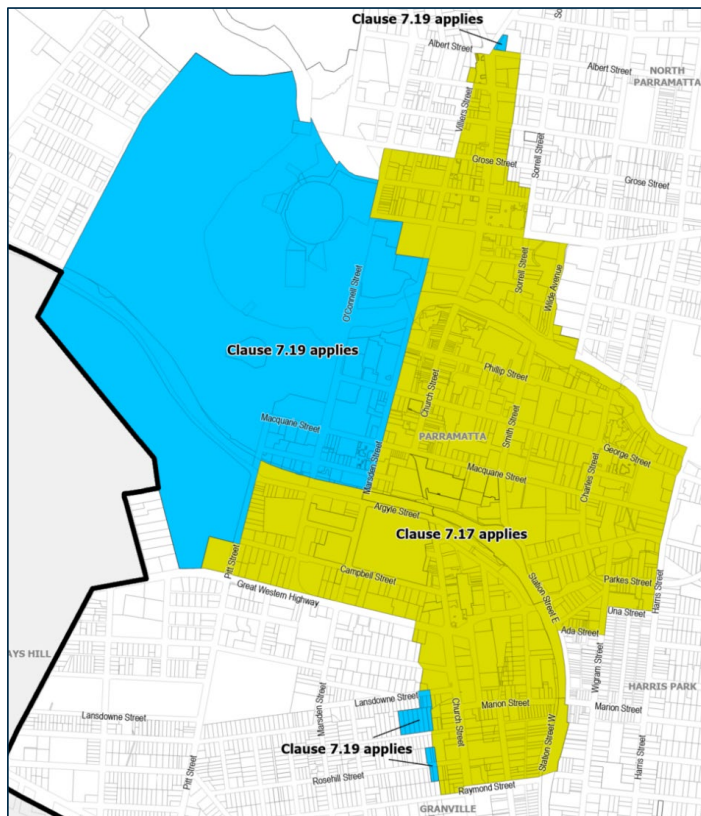
**Table 7 – Current and proposed maximum car parking rates for the subject land at North Parramatta (as identified as Category B north of Victoria Road in Figure 3)**

<p><b>Current control under Parramatta LEP 2023 – refer to Figure 4</b></p>	<p>Residential flat buildings, dual occupancies and multi dwelling housing</p> <p>The sum of the following—                      0.1 space for each studio dwelling                      0.3 space for each dwelling containing 1 bedroom                      0.7 space for each dwelling containing 2 bedrooms                      1 space for each dwelling with 3 or more bedrooms</p>
<p><b>Proposed amendments (under this planning proposal) – refer to Figure 5</b></p>	<ul style="list-style-type: none"> <li>• Insert a new 'Land Use and Transport Integration Map' into Parramatta LEP 2023.</li> <li>• Identify the subject land at North Parramatta as Category B on the new Land Use and Transport Integration Map, with all remaining land to be identified as Category A, as shown in Figure 3 above.</li> <li>• Category A land on the Land Use and Transport Integration Map to retain their existing car parking rates, but the residential car parking rates for Category B land will change to those shown below.</li> <li>• Amend the table to clause 7.17 to show the existing car parking rates for “Residential flat buildings, dual occupancies and multi dwelling housing” will apply to land shown as ‘Category A’ on the Land Use and Transport Integration Map. Further, add a new Land Use type in the table for “Residential flat buildings, dual occupancies and multi dwelling housing – Category B land” (as shown on the Land Use and Transport Integration Map), with the following rates:</li> </ul> <p><i>The sum of the following—                      Resident spaces:                      (a) 0.2 space for each studio dwelling</i></p>

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	<p>(b) 0.4 space for each dwelling containing 1 bedroom</p> <p>(c) 0.8 space for each dwelling containing 2 bedrooms</p> <p>(d) 1.1 spaces for each dwelling with 3 or more bedrooms</p> <p>Visitor spaces (calculated cumulatively):</p> <p>(e) 0.167 space for each dwelling up to 30 dwellings</p> <p>(f) 0.1 space for each dwelling more than 30 and up to 70 dwellings</p> <p>(g) 0.05 space for each dwelling more than 70 dwellings</p> <p><i>Note: These rates are consistent with the Category B maximum car parking rates as proposed in the ITP.</i></p>
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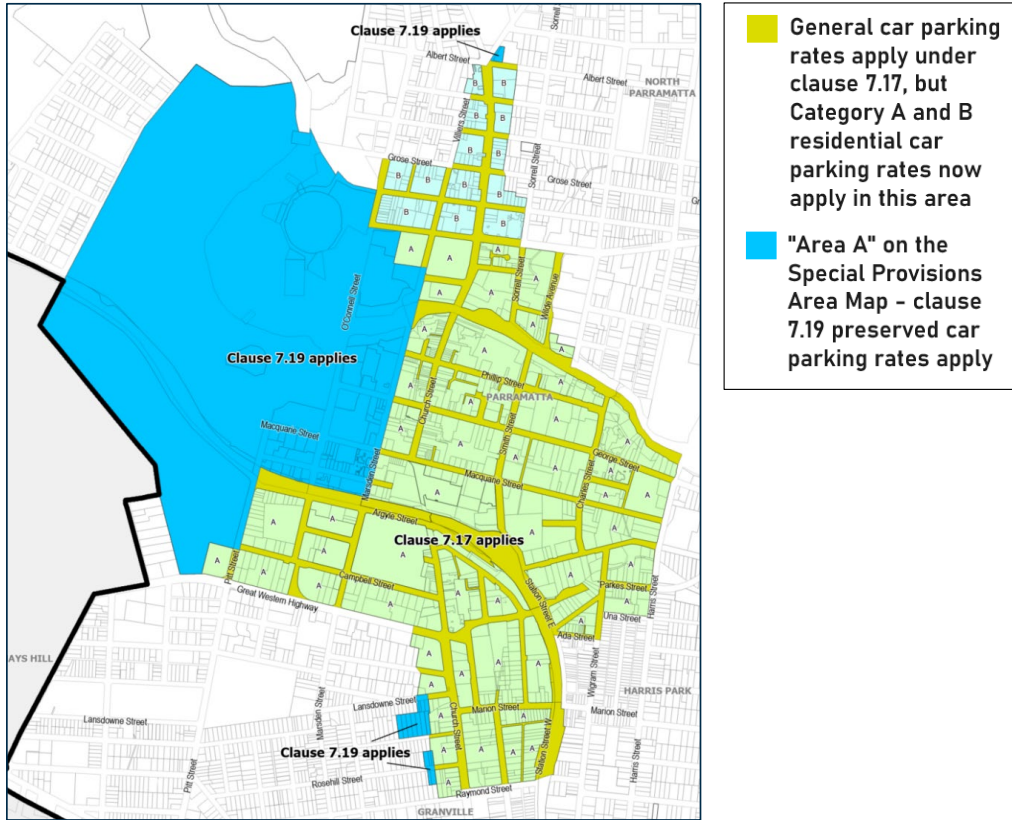
Figures 4 and 5 below show in order the timeline of changes to the parking rates (as described in Table 7 above) as applicable to the Parramatta CBD Area.





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**Figure 4 - Current Parking Rates**



**Figure 5 – Proposed amendments to parking rates (under this planning proposal)**

# PART 1 – OBJECTIVES OR INTENDED OUTCOMES

The objectives of the proposed amendments to *Parramatta Local Environmental Plan 2023* (PLEP 2023) under this planning proposal are:

1. To finalise outstanding matters remaining from the Parramatta CBD Planning Proposal (referred to as “Orange Matters”).
2. To facilitate employment outcomes in the Parramatta CBD by securing and incentivising capacity for office development and enabling creative industries.
3. To improve transport and access outcomes by updating the network of laneways and road widenings, and also allowing for additional on-site car parking in North Parramatta.
4. To improve environmental outcomes in the Parramatta CBD by updating the BASIX exceedance targets for residential towers and enabling water recycling facilities.

## PART 2 – EXPLANATION OF PROVISIONS

In order to achieve the desired objectives and outcomes detailed in Part 1, the following amendments to the Parramatta LEP 2023 (PLEP 2023) need to be made:

### 2.1 Land use rezoning

The planning proposal include amendments to rezone the Walker Corporation Landholdings at 10-12 Darcy Street, Parramatta (also known as 4 & 6 & 8 Parramatta Square) from MU1 Mixed Use zone to E2 Commercial Centre (refer to Figure 1).

The proposed rezoning will ensure a continuing supply of high-quality commercial floor space in a central location of the Parramatta CBD, close to heavy rail, metro rail and light rail. It is considered the current and future significant commercial uses on these sites align well with the objectives of the E2 Commercial Centre zone. The proposed changes will confirm the future economic vision for these lands and therefore attract more employment and business opportunities for the Parramatta CBD.

### 2.2 Built form controls

This planning proposal seeks no change to the existing height and FSR controls under the Height of Building (HOB) and Floor Space Ratio (FSR) maps of the Parramatta LEP 2023, however it proposes to apply clause 7.28 (Additional FSR for office premises) to the Walker Corporation landholdings at 10-12 Darcy Street, Parramatta (also known as 4 & 6 & 8 Parramatta Square), by extending the application of **Area B** under the **Special Provisions Area Map** to those sites. Clause 7.28, which applies to land identified as **Area B** on the **Special Provisions Area Map**, allows a building to exceed the maximum permissible FSR if the consent authority is satisfied the additional GFA will be used only for office premises.

Detailed current and proposed maps are available at Part 4 Maps of this planning proposal.

### 2.3 Land reservation acquisition map amendments

The planning proposal seeks to amend the Land Reservation Acquisition (LRA) map for the following existing or proposed laneways, splay corners and road widenings:

- a. **Remove** the LRA notation at 328 Church Street, Parramatta (proposed laneway);
- b. **Remove** the entire Marsden Laneway LRA notation, being part of 215 Church Street, Parramatta;
- c. **Remove** part of Fire Horse Lane LRA, being part of 3 Fitzwilliam Street, and 25 Wentworth Street, Parramatta;
- d. **New addition** of a 3m x 3m splay corner LRA on Woodhouse Lane, being part of 21 Wentworth Street, Parramatta;



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- e. **New addition** of an approx. 10m x 18m small splay corner on the north-east corner of Charles / Hassall Streets, being part of 2 Charles Street, Parramatta;
- f. **Parkes Street widening**, being part of 24 Parkes Street, Harris Park.

Further details of the above proposed amendments are available at Part 4 Maps of this planning proposal.

**2.4 Additional provisions – sustainability and creative industries**

Additional land use permissibility - Water recycling facilities & Creative industries

The planning proposal seeks amendments to the Land Use Table of the Parramatta LEP 2023 to add ‘water recycling facility’ and ‘creative industry’ as land uses that are permitted with consent in the E2 Commercial Centre zone (Item 3), which only applies to the Parramatta CBD area. The proposed amendments are shown in **blue** below:

**Zone E2 Commercial Centre**

**3 Permitted with consent**

Amusement centres; Artisan food and drink industries; Backpackers’ accommodation; Building identification signs; Business identification signs; Car parks; Centre-based child care facilities; Commercial premises; Community facilities; **Creative industries**; Educational establishments; Entertainment facilities; Function centres; Home businesses; Home industries; Home occupations; Hospitals; Hotel or motel accommodation; Information and education facilities; Local distribution premises; Medical centres; Mortuaries; Oyster aquaculture; Passenger transport facilities; Places of public worship; Public administration buildings; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); Registered clubs; Respite day care centres; Restricted premises; Roads; Tank-based aquaculture; Tourist and visitor accommodation; Vehicle repair stations; Veterinary hospitals; **Water recycling facilities**

High Performing Building Design

This proposal seeks to amend the table to Clause 7.25(3)(c)(ii) by updating the BASIX Energy exceedance targets as follows:

*(3)(c)(ii) the applicable BASIX target for energy by at least the amount of points specified for the building in the following table, or equivalent—*

<b>Height of building</b>	<b>Building with FSR ranging from 6:1 to 16:1 BASIX points</b>
5-15 storeys	<b>25</b>
16-30 storeys	<b>20</b>
31-40 storeys	<b>15</b>
41 or more storeys	<b>15</b>

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**2.5 Maximum Residential car parking rate for certain land at North Parramatta (being part of the Parramatta CBD north of Victoria Road)**

This planning proposal proposes amendments to Parramatta LEP 2023 to include new residential car parking rates for certain land within North Parramatta (outlined above as Category B north of Victoria Road in Figure 3). The proposal seeks to achieve this by:

- a. Inserting a new Land Use and Transport Integration Map into the Parramatta LEP 2023, which will identify two categories for parking rates, being Category A and Category B (refer to Figure 3).
- b. Identifying certain land at North Parramatta as Category B on the Land Use and Transport Integration Map, with all remaining land in the Parramatta City Centre (except the preserved area identified as 'Area A' on Special Provisions Area Map) to be identified as Category A, as shown in Figure 3.
- c. Amending the table to clause 7.17 (Car parking – general) as shown below in red:

Land Use	Maximum number of car parking spaces
Residential flat buildings, dual occupancies and multi dwelling housing for land identified as Category A on the Land Use and Transport Integration Map	The sum of the following— (a) 0.1 space for each studio dwelling, (b) 0.3 space for each dwelling containing 1 bedroom, (c) 0.7 space for each dwelling containing 2 bedrooms, (d) 1 space for each dwelling with 3 or more bedrooms
Residential flat buildings, dual occupancies and multi dwelling housing for land identified as Category B on the Land Use and Transport Integration Map	The sum of the following— Resident spaces: (a) 0.2 space for each studio dwelling, (b) 0.4 space for each dwelling containing 1 bedroom, (c) 0.8 space for each dwelling containing 2 bedrooms, (d) 1.1 spaces for each dwelling with 3 or more bedrooms, Visitor spaces (calculated cumulatively): (e) 0.167 space for each dwelling up to 30 dwellings, (f) 0.1 space for each dwelling more than 30 and up to 70 dwellings, (g) 0.05 space for each dwelling more than 70 dwellings

## 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?

This planning proposal is predominantly a result of a Council endorsed position on submissions received during the exhibition of the Parramatta CBD Planning Proposal in June 2021, as detailed in the 'Introduction' section of this planning proposal. Following the Council resolution, Council officers have further investigated the list of matters requiring further investigation, referred to as 'orange matters', and resolved to progress some matters to amend the Parramatta LEP, which have been included as part of this planning proposal. The Parramatta CBD Planning Proposal was supported by a number of technical studies and plans, some of which have been referenced in this supplementary planning proposal as supporting documents, including the:

- Parramatta CBD Integrated Transport Plan (Appendix 5),
- Update of Parramatta Floodplain Risk Management Plans (Appendix 6), and
- Achieving A-Grade Office Space in the Parramatta CBD Economic Review (Appendix 3).

Further, a Parramatta CBD High Performance Building Study Review (Appendix 4) has also been prepared in support of this planning proposal in relation to the proposed updates to the BASIX exceedance targets.

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

As the planning proposal proposes amendments to zoning, FSR controls, LEP parking controls, LEP BASIX exceedance targets, LRA Amendments, and adding a permissible use to the E2 Commercial Centre zone, a planning proposal is the only and most effective way of delivering these changes. A planning proposal will provide certainty for Council, the local community, developers and landowners to allow for the orderly and economic development of the land in a transparent way.

### 3.2 Section B – Relationship to strategic planning framework

This section assesses the relevance of the planning proposal to the directions outlined in key strategic planning policy documents. Questions in this section

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consider state and local government planning framework, including the NSW Government’s *A Metropolis of Three Cities* and *Central City District Plan* (that informs the plans for the growth of the greater Sydney region), State Environmental Planning Policies, local strategic planning statements, community strategic 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)?**

**A Metropolis of Three Cities**

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

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

**Liveability**

An assessment of the planning proposal’s consistency with the GSRP’s relevant Liveability objectives is provided in Table 8, below.

**Table 8 – Consistency of planning proposal with relevant Directions of Liveability**

Liveability Direction	Relevant Objective	Comment
Housing the city	O10: Greater housing supply	While the planning proposal seeks to rezone the Walker Corporation landholdings at 10-12 Darcy Street, Parramatta (also known as 4 & 6 & 8 Parramatta Square) from MU1 Mixed Use to E2 Commercial Centre, it is not considered the proposal will reduce the overall permissible residential density of land, given the build-to-rent housing, a form of residential development, is permissible in both the MU1 and E2 zone under the Housing SEPP.  In addition, the Walker Corporation landholdings are already subject to significant commercial office tower development which was only recently completed and therefore unlikely to be utilised for residential development despite the current MU1 zoning.  The existing office tower development better aligns with the proposed E2 zone and expansion of the commercial core is also supported by the
	O11: Housing is more diverse and affordable	

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		<p>A-Grade Office Space in the Parramatta CBD Economic Review (Urbis 2019).</p> <p>As such, the planning proposal is consistent with this direction.</p>
<p><b>A city of great places</b></p>	<p><b>O13:</b> Environmental heritage is identified, conserved and enhanced</p>	<p>The planning proposal seeks minor changes to the heritage framework for the Parramatta CBD and any potential impacts on existing heritage items or HCAs are likely to be considered minimal or negligible.</p> <p>The proposed extension of the application of Area B of the Special Provisions Area Map to the rezoned Walker Corporation land at Parramatta Square so that clause 7.28 (Additional FSR for office premises) applies is unlikely to have any significant heritage impact as heights are not changing and this land has only recently been developed with significant office tower development.</p> <p>The proposed LRA amendments affect two sites that are listed as heritage items, including 215 Church Street, Parramatta, and 21 Wentworth Street, Parramatta.</p> <p>In the case of the first heritage item at 215 Church Street, Parramatta, the planning proposal seeks to remove an existing LRA notation, so this will have no material impact on the heritage item.</p> <p>In the case of the second heritage item at 21 Wentworth Street, Parramatta, the planning proposal seeks to add a new 3m x 3m LRA splay corner at the rear of the site (in the south-western corner). This was reviewed by Council’s Senior Heritage Specialist, who supported the proposal from a heritage perspective. The heritage analysis showed that it was likely after 1955 the original rear boundary of this heritage item (and all other lots fronting Wentworth Street) was moved to allow for construction of the Wentworth Street Multi-Storey Public Carpark in the 1970s. This could indicate previous disturbance to the site (where the public car park is now located) and a past reduction in curtilage.</p> <p>It is also noted that the heritage listed “attached houses” are located at the front of the site fronting Wentworth Street, well away from the proposed</p>

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		splay corner at the rear. As such, the proposal is consistent with this direction.
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**Productivity**

An assessment of the planning proposal's consistency with the GSRP's relevant Productivity objectives is provided in Table 9, below.

**Table 9 – Consistency of planning proposal with relevant directions of Productivity**

Productivity Direction	Relevant Objective	Comment
<b>A well connected city</b>	<b>O14:</b> A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities	<p>The planning proposal will secure and incentivise the provision of office development in the Parramatta City Centre, which will facilitate more jobs close to the public transport network, including heavy rail, light rail, metro and buses, and also access to cycling and walking.</p> <p>The increase of E2 Commercial Centre zoned land at 4 &amp; 6 &amp; 8 Parramatta Square and incorporation of relevant office floor space incentive provisions as included in this planning proposal, will contribute to the achievement of metropolitan planning goals of providing jobs closer to home for the growing population of Western Sydney and the expansion of Sydney's Global Economic Corridor.</p> <p>As such, the planning proposal is consistent with this direction.</p>
<b>Jobs and skills for the city</b>	<b>O19:</b> Greater Parramatta is stronger and better connected	<p>The planning proposal will secure and incentivise the delivery of office floorspace and employment, which will further strengthen Parramatta's role as Greater Sydney's Central City. The planning proposal will secure a sustainable growth of new job opportunities for the Western Sydney catchment by rezoning lands adjacent to Parramatta rail station from MU1 Mixed Use to E2 Commercial Centre (i.e. the Walker Corporation landholdings site at 10-12 Darcy Street, Parramatta (also known as 4 &amp; 6 &amp; 8 Parramatta Square)) to contribute to the efforts of building the City as a centre of</p>

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		<p>high employment and a driving force behind the future prosperity for the City of Parramatta. Further, making ‘creative industries’ permissible with consent in the E2 Commercial Centre zone will also facilitate jobs in the arts and creative businesses.</p> <p>As such, the planning proposal is consistent with this direction.</p>
	<p><b>O22:</b> Investment and business activity in centres</p>	<p>The planning proposal seeks to expand the commercial core by rezoning lands from MU1 Mixed Use to E2 Commercial Centre (i.e. Walker Corporation landholdings at Parramatta Square) to secure and incentivise capacity for longer term employment and business growth for the Parramatta City Centre and Central City District.</p> <p>Further, the planning proposal seeks to make ‘creative industries’ permissible with consent in the E2 Commercial Centre zone. Creative industries, which include recording studios, set design and production facilities, are strategically desired for the Parramatta CBD area as they bring significant economic benefits, including supporting businesses and job creation.</p> <p>Creative industries will also strengthen the role of the Parramatta CBD as a regional business, retail and cultural centre, that attracts investment in creative business activities.</p> <p>As such, the planning proposal is consistent with this direction.</p>

**Sustainability**

An assessment of the planning proposal’s consistency with the GSRP’s relevant Sustainability objectives is provided in Table 10, below.

**Table 10 – Consistency of planning proposal with relevant directions of Sustainability**

Sustainability Direction	Relevant Objective	Comment
An efficient city	O33: A low-carbon city contributes to net-zero emissions by 2050 and	The planning proposal includes amendments to Clause 7.25 (High performing building design) to continue incentivising high-quality building design in

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	<p>mitigates climate change.</p> <p><b>O34:</b> Energy and water flows are captured, used and re-used</p>	<p>the city centre. This would encourage building design for efficient energy consumption and contribute to the net-zero emission targets and mitigate climate change.</p> <p>The proposal also proposes to include new land use permissibility of ‘water recycling facility’ under the E2 Commercial Centre zone. This is to allow flexible water management solutions for future development and encourage efficient water usage, which would mitigate the climate change and contribute to the net-zero emissions.</p> <p>As such, the planning proposal is consistent with this direction.</p>
<p><b>A resilient city</b></p>	<p><b>O37:</b> Exposure to natural and urban hazards is reduced</p>	<p>Most land within Parramatta CBD is flood affected. Developments within the Parramatta City Centre are regulated under Clause 7.11 Floodplain Risk Management under the Parramatta LEP 2023 and other relevant flooding risk management plans and policies.</p> <p>The planning proposal is a continuity of the Parramatta CBD Planning Proposal and is consistent with relevant policy framework for the Parramatta CBD area, including Clause 7.11 (Floodplain Risk Management) of Parramatta LEP 2023 and the Update of Parramatta Floodplain Risk Management Plans (Molino Stewart 2021) (refer to copy at Appendix 6), which was prepared to support the Parramatta CBD Planning Proposal.</p> <p>This planning proposal does not seek amendments to any flooding controls applicable to the Parramatta City Centre.</p> <p>The proposed increase in density envisaged under this planning proposal is generally consistent with that proposed under the Parramatta CBD Planning Proposal, and therefore continued application of Clause 7.11 (Floodplain risk management) is considered appropriate to address any flooding risks.</p> <p>Detailed flooding assessment will be undertaken at development application stage complying with the relevant flood risk</p>



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		management plan and policies (including relevant LEP and DCP controls). As such, the planning proposal is consistent with this direction.
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**Implementation**

An assessment of the planning proposal’s consistency with the GSRP’s relevant Implementation objectives is provided in Table 11, below.

**Table 11 – Consistency of planning proposal with relevant directions of Implementation**

Implementation Direction	Relevant Objective	Comment
Implementation	<b>O39:</b> A collaborative approach to city planning	<p>This planning proposal aims to promote orderly development that aligns with local, district and regional planning frameworks.</p> <p>The planning proposal will ensure a collaborative approach to city planning is achieved through consultation with relevant state agencies and the Department of Planning, Housing and Infrastructure. Additionally, the planning proposal will be placed on public exhibition for community consultation and feedback.</p> <p>The planning proposal supports the objectives of Parramatta’s Community Engagement Strategy. This strategy is consistent with the Greater Sydney Region Plan and outlines a collaborative approach with the community throughout planning, design, development and management.</p> <p>As such, the planning proposal is consistent with this direction.</p>

**Central City District Plan**

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

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**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 12 below:

**Table 12 – Consistency of planning proposal with relevant CCDP Actions – Infrastructure and Collaboration**

Infrastructure and Collaboration Direction	Planning Priority/Action	Comment
<p><b>A city supported by infrastructure</b></p> <p><b>O1:</b> Infrastructure supports the three cities</p> <p><b>O2:</b> Infrastructure aligns with forecast growth – growth infrastructure compact</p> <p><b>O3:</b> Infrastructure adapts to meet future need</p> <p><b>O4:</b> Infrastructure use is optimised</p>	<p><b>PP C1: Planning for a city supported by infrastructure</b></p> <ul style="list-style-type: none"> <li>• <b>A1:</b> Prioritise infrastructure investments to support the vision of <i>A Metropolis of Three Cities</i></li> <li>• <b>A2:</b> Sequence growth across the three cities to promote north-south and east-west connections</li> <li>• <b>A3:</b> Align forecast growth with infrastructure</li> <li>• <b>A4:</b> Sequence infrastructure provision using a place based approach</li> <li>• <b>A5:</b> Consider the adaptability of infrastructure and its potential shared use when preparing infrastructure strategies and plans</li> <li>• <b>A6:</b> Maximise the utility of existing infrastructure assets and consider strategies to influence behaviour changes to reduce the demand for new infrastructure, supporting the development of adaptive and flexible regulations to allow decentralised utilities</li> </ul>	<p>This planning proposal is a continuity of Parramatta CBD Planning Proposal and is consistent with the planning policy framework including the existing and planned infrastructure capacity for the CBD area.</p> <p>The planning proposal includes changes that address some outstanding matters arising from the exhibition of the Parramatta CBD Planning Proposal and will not generate significant additional growth in the CBD area beyond that envisaged in the Parramatta CBD Planning Proposal, instead it seeks to align some existing commercial uses to the suitable zone and secure and incentivise capacity for jobs that is close to existing infrastructure. This proposal will promote a dynamic and diverse Parramatta City Centre and optimise the use of current and planned local and state infrastructure.</p> <p>The planning proposal also establishes two categories for car parking rates, consistent with the Parramatta CBD Integrated Transport Plan. Category A, which is located</p>

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		<p>closer to the metro and heavy rail stations, will retain the current more restrictive car parking rates, whereas Category B land, which is located in North Parramatta further away from this public transport infrastructure, will have less restrictive rates. This will ensure optimised use of this public transport infrastructure.</p> <p>As such, the planning proposal is consistent with this direction.</p>
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**Liveability**

An assessment of the planning proposal’s consistency with the CCDP’s relevant Liveability Priorities and Actions is provided in Table 13, below.

**Table 13 – Consistency of planning proposal with relevant CCDP Actions – Liveability**

Liveability Direction	Planning Priority/Action	Comment
<p><b>Housing the city</b>  <b>O10:</b> Greater housing supply  <b>O11:</b> Housing is more diverse and affordable</p>	<p><b>PP C5: Providing housing supply, choice and affordability, with access to jobs, services and public transport</b></p>	<p><i>Refer to the response against the GSRP above, O10 and O11 in Table 8.</i></p>
<p><b>A city of great places</b>  <b>O13:</b> Environmental heritage is identified, conserved and enhanced</p>	<p><b>PP C6: Creating and renewing great places and local centres, and respecting the District’s heritage</b></p> <ul style="list-style-type: none"> <li>• <b>A19:</b> Identify, conserve and enhance environmental heritage</li> </ul>	<p><i>Refer to the response against the GSRP above, O13 in Table 8.</i></p>

**Productivity**

An assessment of the planning proposal’s consistency with the CCDP’s relevant Productivity Priorities and Actions is provided in Table 14, below.

**Table 14 – Consistency of planning proposal with relevant CCDP Actions – Productivity**

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Productivity Direction	Planning Priority/Action	Comment
<p><b>A well-connected city</b>  <b>O19:</b> Greater Parramatta is stronger and better connected</p>	<p><b>PP C7: Growing a stronger and more competitive Greater Parramatta</b></p> <ul style="list-style-type: none"> <li>• <b>A23:</b> Strengthen the economic competitiveness of Greater Parramatta and grow its vibrancy</li> </ul>	<p><i>Refer to the response against the GSRP above, O19 in Table 9.</i></p>
<p><b>O14:</b> The plan integrates land use and transport creates walkable and 30 minute cities</p>	<p><b>PP C9: Delivering integrated land use and transport planning and a 30-minute city</b></p> <ul style="list-style-type: none"> <li>• <b>A32:</b> Integrate land use and transport plans to deliver a 30-minute city</li> <li>• <b>A33:</b> Investigate, plan and protect future transport and infrastructure corridors</li> <li>• <b>A34:</b> Support innovative approaches to the operation of business, educational and institutional establishments to improve the performance of the transport network</li> </ul>	<p><i>Refer to the response against the GSRP above, O14 in Table 9.</i></p> <p>The planning proposal makes a number of updates to the Land Reservation Acquisition Map, so as to ensure alignment with latest transport corridor planning.</p> <p>The planning proposal also establishes two categories for car parking rates, consistent with the Parramatta CBD Integrated Transport Plan. Category A, which is located closer to the metro and heavy rail stations, will retain the current more restrictive car parking rates, whereas Category B land, which is located in North Parramatta further away from this public transport infrastructure, will have less restrictive rates. This will ensure optimised use of this public transport infrastructure.</p> <p>Expanding the E2 Commercial Centre zone close to the heavy rail and metro stations will enable increased business opportunities and more workers close to public transport.</p> <p>As such, the planning proposal is consistent with this direction.</p>

**Sustainability**

An assessment of the planning proposal’s consistency with the CCDP’s relevant Sustainability Priorities and Actions is provided in Table 15, below.

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**Table 15 – Consistency of planning proposal with relevant CCDP Actions – Sustainability**

Sustainability Direction	Planning Priority/Action	Comment
<p><b>An efficient city</b></p> <p><b>O33:</b> A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change</p> <p><b>O34:</b> Energy and water flows are captured, used and re-used</p>	<p><b>PP C19: Reducing carbon emissions and managing energy, water and waste efficiently</b></p> <ul style="list-style-type: none"> <li>• <b>A75:</b> Support initiatives that contribute to the aspirational objectives of achieving net-zero</li> <li>• <b>A79:</b> Encourage the preparation of low-carbon, high efficiency strategies to reduce emissions, optimise the use of water, reduce waste and optimise car parking provision where an increase in total floor area greater than 100,000 square metres is proposed in any contiguous area of 10 or more hectares</li> </ul>	<p><i>Refer to the response against the GSRP above, O33 and O34 in Table 10.</i></p>
<p><b>O36:</b> People and places adapt to climate change and future shocks and stresses</p> <p><b>O37:</b> Exposure to natural and urban hazards is reduced</p>	<p><b>PP C20: Adapting to the impacts of urban and natural hazards and climate change</b></p> <ul style="list-style-type: none"> <li>• <b>A85:</b> Consider strategies and measures to manage flash flooding and safe evacuation when planning for growth in Parramatta CBD</li> </ul>	<p><i>Refer to the response against the GSRP above, O37 in Table 10.</i></p>

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

The following local strategic planning documents are relevant to the planning proposal.

**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 Parramatta CBD

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Planning Strategy informed the Parramatta CBD Planning Proposal (Amendment 56 to the Parramatta LEP 2011).

The objectives of the Strategy are as follows:

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

This planning proposal is considered to be consistent with the objectives and vision of the Strategy. This is because in effect it is a continuity of the Parramatta CBD Planning Proposal and addresses some outstanding planning matters in the CBD area arising from the exhibition of the Parramatta CBD Planning Proposal. This planning proposal will continue to support the planned growth for the Parramatta CBD as the heart of the Central City for Greater Sydney, maximising the CBD's commercial core to generate jobs and business opportunities for the growing community of Western Sydney.

### **Community Strategic Plan 2018-2038 (City of Parramatta)**

Council's Community Strategic Plan 2018-2038 (CSP) identifies the City's priorities and aspirations and provides a clear set of strategies to guide policies and decision making for the next 20 years. The plan formalises several big and transformational ideas for the City and the region, including the following:

- the development of Parramatta CBD, Westmead, Camellia and Rydalmere;
- a Light Rail network and Local and Regional Ring Roads;
- the Parramatta River entertainment precinct; and
- a connected series of parks and recreation spaces.

This planning proposal is considered to meet the strategies and key objectives identified in the CSP. It proposes to expand the E2 Commercial Centre zone, which will support job and business growth in the Parramatta City Centre. A copy of the CSP can be accessed via:

<https://www.cityofparramatta.nsw.gov.au/council/key-council-documents/community-strategic-plan>

### **Parramatta Local Strategic Planning Statement**

The City of Parramatta's Local Strategic Planning Statement (LSPS) "City Plan 2036" came into effect on 31 March 2020. The LSPS sets a 20-year land use planning vision for the City. It balances the need for housing and economic growth, while also protecting and enhancing housing diversity, heritage, local character and the City's environmental assets, as well as improving the health and liveability of the City.

This planning proposal meets the planning priorities and policy directions in the LSPS. The LSPS concentrates job growth within the City's Strategic Centres

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and the Greater Parramatta Metropolitan Centre (including the Parramatta CBD) where employees can access major transport infrastructure and other high-level facilities, amenities and services. The expansion of the E2 Commercial Centre zone as proposed under this planning proposal will help to focus jobs and business growth in the Parramatta CBD, consistent with the LSPS.

The planning proposal also proposes to enhance liveability and connectivity in the Parramatta City Centre via amending residential car parking rate provision for certain land at North Parramatta (based on access to public transport), and also updating the high performing building design standards to improve environmental outcomes.

As such, the planning proposal is considered to be consistent with the LSPS, in particular the following key planning priorities as detailed in Table 16 below.

**Table 16 – Consistency of Planning Proposal with key LSPS planning priorities**

<b>LSPS Planning Priority</b>	<b>Planning Proposal mechanism</b>
<p><i>Planning Priority 1</i> - Expand Parramatta’s economic role as the Central City of Greater Sydney</p> <p><i>Planning Priority 11</i> - Build the capacity of the Parramatta CBD, Strategic Centres, Local Centres and Employment Lands to be strong, competitive and productive</p>	<ul style="list-style-type: none"> <li>• Expansion of E2 Commercial Centre zone.</li> <li>• Expansion of land where clause 7.28 (Additional floor space ratio for office premises) applies.</li> <li>• New land use of ‘Creative Industries’ to be permitted in the E2 Commercial Centre zone across the Parramatta CBD.</li> </ul>
<p><i>Planning Priority 10</i> - Improve active walking and cycling infrastructure and access to public and shared transport</p>	<ul style="list-style-type: none"> <li>• Land Reservation Acquisition Map amendments.</li> <li>• Changes to parking controls to introduce Category A and B rates based on transport access.</li> </ul>
<p><i>Planning Priority 15</i> - Reduce emissions and manage energy, water, and waste efficiently to create better buildings and precincts and solve city planning challenges</p>	<ul style="list-style-type: none"> <li>• Updating of BASIX exceedance targets for high performing buildings as applicable to residential development.</li> <li>• Making water recycling facilities permissible with consent in the E2 Commercial Centre zone.</li> </ul>

A copy of the LSPS as endorsed by Council and assured by the Greater Sydney Commission (as it was then known) in March 2020 can be accessed via:

<https://www.cityofparramatta.nsw.gov.au/lsp>

**1.2.3 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 as below.



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**A City Supported by Infrastructure – A Place-based Infrastructure Compact (PIC) Pilot**

The former Greater Sydney Commission (GSC) prepared the ‘A City Supported by Infrastructure – A Place-based Infrastructure Compact’ (PIC) Pilot for the Greater Parramatta and Olympic Peninsula (GPOP) area. The GPOP PIC was exhibited by the GSC from 7 November to 18 December 2019 who then released their final recommendations on the GPOP PIC to the NSW Government.

The GPOP PIC is a strategic planning model that seeks to better align growth of jobs and housing with the provision of infrastructure and services centred around transport, housing diversity, job creation and amenity. The PIC outlines GPOP’s role as a major generator of new jobs and housing and identifies the requirement for sequencing of growth and supporting infrastructure projects in a logical way to ensure that the area becomes more liveable, productive and sustainable as it grows.

The planning proposal is consistent with the GPOP PIC vision as it aims to strengthen and support the Parramatta CBD’s role in the GPOP corridor as a connected and competitive CBD for the Greater Sydney region. It proposes to secure and incentivise office floorspace in a key location in the Parramatta CBD (ie. at Parramatta Square) that is well serviced by local and state infrastructure.

**1.2.4 Is the planning proposal consistent with applicable SEPPs?**

The following State Environmental Planning Policies (SEPPs) are of relevance to this planning proposal (refer to Table 17 below).

**Table 17 – Consistency of planning proposal with relevant SEPPs**

State Environmental Planning Policies (SEPPs)	Consistency: Yes = ✓ No = x N/A = Not applicable	Comment
SEPP (Biodiversity and Conservation) 2021	✓	<b>Consistent.</b> The planning proposal is only considering land that is within the Parramatta CBD. It is mainly developed urban land and does not have any significant biodiversity value. The planning proposal does not contain any provisions that contradict or would hinder the application of the SEPP.
SEPP (Exempt and Complying Development Codes) 2008	✓	<b>Consistent.</b> The planning proposal does not contain any provisions that contradict or would hinder the application of the SEPP.
SEPP (Housing) 2021	✓	<b>Consistent.</b>



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		<p>The planning proposal is consistent with the principles of the Housing SEPP to encourage housing diversity including ‘built-to-rent’ housing.</p> <p>While the planning proposal seeks to rezone the Walker Corporation landholdings at 10-12 Darcy Street, Parramatta (also known as 4 &amp; 6 &amp; 8 Parramatta Square) from MU1 Mixed Use to E2 Commercial Centre, it is noted that the SEPP allows ‘<b>build-to-rent housing</b>’ in <b>both the MU1 and E2 zones</b>.</p> <p>In addition, the Walker Corporation landholdings are already subject to significant commercial office tower development, which was only recently completed and therefore is unlikely to be utilised for residential development, despite the current MU1 zoning.</p> <p>As such, the planning proposal does not contain any provisions that contradict or would hinder the application of the SEPP.</p>
SEPP (Industry and Employment) 2021	✓	<p><b>Consistent.</b></p> <p>The planning proposal would enable provision of jobs within the Parramatta CBD.</p> <p>The planning proposal does not contain any provisions that contradict or would hinder the application of the SEPP.</p>
SEPP (Planning Systems) 2021	✓	<p><b>Consistent.</b></p> <p>The planning proposal does not contain any provisions that contradict or would hinder the application of the SEPP.</p>
SEPP (Precincts – Central River City) 2021	✓	<p><b>Consistent.</b></p> <p>The planning proposal does not contain any provisions that contradict or would hinder the application of the SEPP.</p>
SEPP (Sustainable Buildings) 2022	✓	<p><b>Consistent.</b></p> <p>The planning proposal updates the BASIX exceedance targets for residential development in the Parramatta CBD and also introduces ‘water recycling facilities’ as a permissible land use in the E2</p>

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		Commercial Centre zone. These measures will encourage more sustainable building design and are generally consistent with this SEPP. The planning proposal does not contain any provisions that contradict or would hinder the application of the SEPP.
SEPP (Transport and Infrastructure) 2021	✓	<b>Consistent.</b> The planning proposal does not contain any provision that contradict or would hinder the application of the SEPP.

**1.2.5 Is the planning proposal consistent with applicable Ministerial Directions (s.9.1 directions) or key government priority?**

In accordance with Clause 9.1 of the *EP&A Act 1979* the Minister issues directions for 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
3. Biodiversity and Conservation
4. Resilience and Hazards
5. Transport and Infrastructure
6. Housing
7. Industry and Employment
8. Resources and Energy
9. Primary Production

The following directions are considered relevant to the subject planning proposal.

**Table 18 – Consistency of planning proposal with relevant Section 9.1 Directions**

Relevant Direction	Comment	Compliance
<b>1. Planning Systems and Planning Systems – Place Based</b>		
Direction 1.1 – Implementation of Regional Plans The objective of this direction is to give legal effect to the vision, land use strategy, goals, directions and actions contained in Regional Plans.	The planning proposal applies to land within the Parramatta City Centre that is located at the heart of Greater Sydney's Central City. The planning proposal is consistent with the goals, directions and actions contained in the Greater Sydney Region Plan 'A Metropolis of Three Cities', as outlined above in Table 8, Table 9, Table 10 and Table 11.	Yes
Direction 1.3 – Approval and Referral Requirements	The planning proposal does not contain provisions requiring concurrence, consultation or referral of a Minister or	Yes

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<p>The objective of this direction is to ensure that LEP provisions encourage the efficient and appropriate assessment of development.</p>	<p>public authority, nor does it identify development as designated development.</p>	
<p>Direction 1.4 – Site Specific Provisions The objective of this direction is to discourage unnecessarily restrictive site-specific planning controls.</p>	<p>The planning proposal does not allow a particular development to be carried out on a specific site via a site-specific clause.</p>	<p>Yes</p>
<p>Direction 1.7 – Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan The objective of this direction is to ensure development within the Greater Parramatta Priority Growth Area is consistent with the Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan dated July 2017 (the Interim Plan)</p>	<p>The planning proposal achieves the overall intent of the Plan and does not undermine the achievement of its objectives, planning principles and priorities for the Greater Parramatta Priority Growth Area. The planning proposal aims to support the commercial focus of Parramatta CBD as a key employment and business centre for the growing community of Western Sydney.</p>	<p>Yes</p>
<p><b>3 Biodiversity and Conservation</b></p>		
<p>Direction 3.2 – Heritage Conservation The objective of this direction is to protect and conserve environmentally sensitive areas.</p>	<p>The planning proposal seeks minor changes to the heritage framework for the Parramatta CBD and any potential impacts on existing heritage items or HCAs are likely to be considered minimal or negligible.  The proposed extension of the application of Area B of the Special Provisions Area Map to the proposed rezoned Walker Corporation land at 10-12 Darcy Street, Parramatta (also known as 4 &amp; 6 &amp; 8 Parramatta Square) so that clause 7.28 (Additional FSR for office premises) applies is unlikely to have any significant heritage impact as heights are not changing and this land has only</p>	<p>Yes</p>

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	<p>recently been developed with significant office tower development.</p> <p>The proposed LRA amendments affect two sites that are listed as heritage items, including 215 Church Street, Parramatta, and 21 Wentworth Street, Parramatta.</p> <p>In the case of the first heritage item at 215 Church Street, Parramatta, the planning proposal seeks to remove an existing LRA notation, so this will have no material impact on the heritage item.</p> <p>In the case of the second heritage item at 21 Wentworth Street, Parramatta, the planning proposal seeks to add a new 3m x 3m LRA splay corner at the rear of the site (in the south-western corner). This was reviewed by Council's Senior Heritage Specialist, who supported the proposal from a heritage perspective. The heritage analysis showed that it was likely after 1955 the original rear boundary of this heritage item (and all other lots fronting Wentworth Street) was moved to allow for construction of the Wentworth Street Multi-Storey Public Carpark in the 1970s. This could indicate previous disturbance to the site (where the public car park is now located) and a past reduction in curtilage.</p> <p>It is also noted that the heritage listed "attached houses" are located at the front of the site fronting Wentworth Street, well away from the proposed splay corner at the rear.</p>	
<p><b>4 Resilience and Hazards</b></p>		
<p>Direction 4.1 – Flooding</p> <p>The objectives of this direction are to:</p> <p>(a) Ensure that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the</p>	<p>Most land within Parramatta CBD is flood affected. Developments within the Parramatta City Centre are regulated under Clause 7.11 Floodplain Risk Management under the Parramatta LEP 2023 and other relevant flooding risk management plans and policies.</p> <p>The planning proposal is a continuity of the Parramatta CBD Planning Proposal and is consistent with relevant policy</p>	<p>No. However the planning proposal is in accordance with the Council adopted Update of Parramatta</p>

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<p>principles of the Floodplain Development Manual 2005, and</p> <p>(b) Ensure that the provisions of an LEP that apply to flood prone land are commensurate with flood behaviour and includes consideration of the potential flood impacts both on and off the subject land.</p>	<p>framework for the Parramatta CBD area, including Clause 7.11 (Floodplain Risk Management) of Parramatta LEP 2023 and the Update of Parramatta Floodplain Risk Management Plans (Molino Stewart 2021) (refer to copy at Appendix 6), which was prepared to support the Parramatta CBD Planning Proposal.</p> <p>This planning proposal does not seek amendments to any flooding controls applicable to the Parramatta City Centre.</p> <p>The only site under this planning proposal that envisages some form of increased development density, which is affected by flooding up to the PMF*, is the Walker Corporation land holdings at 10-12 Darcy Street, Parramatta (also known as 4 &amp; 6 &amp; 8 Parramatta Square).</p> <p><i>*N.B. – Council had prepared a new draft flood model which had been publicly exhibited at the time of drafting V1 of this Planning Proposal. The flood level affectation of these sites have been retained in the new model formally adopted by Council on 11 June 2024.</i></p> <p>The planning proposal seeks to apply clause 7.28 (additional office floorspace) to the Walker Corporation landholdings to allow additional floorspace for office premises only, subject to conditions. The proposed increase in density envisaged under this planning proposal is considered to be generally consistent with the overall increase in density proposed under the Parramatta CBD Planning Proposal for the CBD area, and therefore continued application of Clause 7.11 (Floodplain risk management) is considered appropriate to address any flooding risks.</p> <p>This Ministerial Direction does not allow a planning proposal to permit a significant increase in development density for land in the flood planning area. However, a planning proposal may be inconsistent with the direction if the planning proposal is in accordance with a floodplain risk management plan adopted by the Council. As this planning proposal is in effect a continuity of the Parramatta CBD</p>	<p>Floodplain Risk Management Plans (Molino Stewart 2021) (refer to copy at Appendix 6).</p>
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	<p>Planning Proposal, and the proposed increase in density is considered to be generally consistent with the Parramatta CBD Planning Proposal, this planning proposal is considered to be in accordance with the Council adopted Update of Parramatta Floodplain Risk Management Plans (Molino Stewart 2021) (refer to copy at Appendix 6), which was prepared in support of the Parramatta CBD Planning Proposal.</p>	
<p>Direction 4.4 – Remediation of Contaminated Land</p> <p>The objective of this direction is to reduce the risk of harm to human health and the environment by ensuring that contamination and remediation are considered by planning proposal authorities.</p>	<p>The 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.</p> <p>As such, the planning proposal is consistent with this direction.</p>	Yes
<p>Direction 4.5 - Acid Sulfate Soils</p> <p>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.</p>	<p>The planning proposal includes land identified as Class 4 and 5 on the Acid Sulfate Soils Map in Parramatta Local Environmental Plan 2023. Clause 6.1 (Acid sulfate soils) of the Parramatta LEP 2023 will continue to apply to this land. Any future development applications in this area will be subject to assessment under clause 6.1 (Acid sulfate soils). This planning proposal does not propose an intensification of land uses in terms of the proposed rezoning of certain land from MU1 Mixed Use to E2 Commercial Centre in the context of the Parramatta CBD area.</p> <p>As such, the planning proposal is consistent with this direction.</p>	Yes
<b>5 Transport and Infrastructure</b>		
<p>Direction 5.1 – Integrating Land Use and Transport</p> <p>The objective of this direction is to ensure that development reduces dependence on cars, increases the choice of available transport and improves access to housing, jobs and services</p>	<p>The planning proposal is consistent with this direction, in that it will secure and incentivise the provision of office premises in proximity to the existing Parramatta Transport Interchange, which will enable workers to utilise the rail and bus network to travel to and from work.</p>	Yes

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<p>by walking, cycling and public transport.</p>	<p>The planning proposal also establishes a new categorisation for residential car parking rates. More restrictive maximum residential car parking rates will apply to Category A land, which is close to public transport, and less restrictive residential car parking rates will apply to Category B land, which is further away from public transport. This is consistent with the Parramatta CBD Integrated Transport Plan (ITP).</p> <p>As such, the planning proposal is consistent with this direction.</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 will amend the Land Reservation Acquisition (LRA) map for several laneways, splay corners and road widenings (existing and proposed) across the Parramatta CBD area. It proposes to remove the reserved laneways (including removal of LRA at 328 Church Street Parramatta) that are no longer required for acquisition due to changes in urban development and add new ones where needed to promote safe road connections for the general public. The proposed amendments are consistent with the Parramatta CBD Integrated Transport Plan and recent urban design analysis.</p> <p>As such, the planning proposal is consistent with this direction.</p>	<p>Yes</p>
<p><b>6 Housing</b></p>		
<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>Whilst this planning proposal seeks to rezone some land from MU1 Mixed Use (which permits residential development) to E2 Commercial Centre (which prohibits residential development), it is not considered to reduce the overall permissible residential density of land, given that build-to-rent housing, a form of residential development, is still permissible in the E2 Commercial Centre zone under the Housing SEPP.</p> <p>Further to the above, the following is also considered relevant:</p> <ul style="list-style-type: none"> <li>The land being rezoned, being the Walker Corporation landholdings at 10-12 Darcy Street, Parramatta (also known as 4 &amp; 6 &amp; 8 Parramatta Square), is already subject to significant commercial office tower</li> </ul>	<p>Yes</p>



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	<p>development, which was only recently completed and therefore unlikely to be utilised for residential development, despite the current MU1 Mixed Use zoning. This development better aligns with the proposed E2 Commercial Centre zoning.</p> <ul style="list-style-type: none"> <li>The expansion of the commercial core is supported by a study, being the Achieving A-Grade Office Space in the Parramatta CBD Economic Review (Urbis 2019) (refer to copy at Appendix 3).</li> </ul> <p>As such, the planning proposal is consistent with this direction.</p>	
<b>7 Industry and Employment</b>		
<p>Direction 7.1 – Business and Industrial Zones</p> <p>The objectives of this direction are to:</p> <ul style="list-style-type: none"> <li>(a) Encourage employment growth in suitable locations,</li> <li>(b) Protect employment land in business and industrial zones; and</li> <li>(c) Support the viability of identified centres.</li> </ul>	<p>The planning proposal does not seek to reduce the total potential floor space area for employment uses in employment areas. The expansion of the E2 Commercial Centre zone, including expanding the application of clause 7.28 (Additional FSR for Office Premises), will facilitate and incentivise employment and business uses (and associated floor space) in the Parramatta City Centre area. It is also noted that the proposed expansion of the commercial core is supported by a study, being the Achieving A-Grade Office Space in the Parramatta CBD Economic Review (Urbis 2019) (refer to copy at Appendix 3).</p> <p>Further, the planning proposal also seeks to make “creative industries” permissible with consent in the E2 Commercial Centre zone in the Parramatta CBD. This will facilitate jobs growth in creative businesses, including in the arts, recording studios, set design and production facilities.</p> <p>As such, the planning proposal is consistent with this direction.</p>	<p>Yes</p>

**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 because of the proposal?**

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No. The planning proposal applies to the sites that are within a highly urbanised environment, and it is unlikely to contain critical habitat or threatened species, populations or ecological communities or their habitat. The sites are unlikely to impact on any threatened flora or fauna species or threatened species habitat.

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

The main potential environmental effects of this planning proposal can be summarised into the following key areas:

- Urban Design and Built Form
- Transport and Accessibility
- Sustainability and Environment

These are described in more detail below.

**Urban Design and Built Form**

Expansion of E2 Commercial Centre Zone and application of clause 7.28 (Additional FSR for office premises)

This planning proposal proposes the expansion of the E2 Commercial Centre zone over the Walker Corporation landholdings at 10-12 Darcy Street, Parramatta (also known as 4 & 6 & 8 Parramatta Square) (refer to Figure 1). Further, the planning proposal also proposes expanding the application of clause 7.28 (Additional FSR for office premises) over this land. Clause 7.28 allows development to exceed the maximum permissible FSR, but only if this is to be used for office premises. Further, in order to utilise clause 7.28, the site must have an area of at least 1,800sqm and a development control plan must be prepared which must provide for the following:

- a) the compatibility of the proposed development with the desired future character of the area, having regard to the future vision and objectives of Parramatta City Centre,
- b) the minimisation of detrimental impacts on significant view corridors, including George Street,
- c) the suitability of the land for development,
- d) heritage issues and streetscape constraints of the land,
- e) the location of the development, having regard to the need to achieve an acceptable relationship with other buildings on the same site or on neighbouring sites in terms of separation, setbacks, outlook, orientation, amenity and urban form,
- f) the bulk, massing and modulation of buildings,
- g) street frontage heights,
- h) environmental impacts, including sustainable design, overshadowing and solar access, visual and acoustic privacy, noise, wind and reflectivity,
- i) the principles of ecologically sustainable development,
- j) pedestrian and cycle requirements, including the permeability of pedestrian networks,
- k) the impact on, and proposed improvements to, the public domain,
- l) appropriate interfaces at ground level between the building and the public domain,

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- m) enabling deep soil for tree planting and vegetation where appropriate,
- n) the appropriate segmenting of large podiums at ground level to provide through-site connections and green, open public space.

Expansion of the E2 Commercial Centre zone will allow for intensification of commercial and business uses on this land, which is centrally located close to the Parramatta Transport Interchange. The existing newly constructed commercial office towers at Parramatta Square are consistent with the proposed zoning. Expansion of the E2 Commercial Centre zone is also consistent with the recommendations of the Achieving A-Grade Office Space in the Parramatta CBD Economic Review (Urbis, 2019) (refer to Appendix 3).

## **Transport and Accessibility**

### Residential Parking Controls

The Parramatta CBD Integrated Transport Plan (ITP) adopted two categories of car parking rates for residential development – Category A and Category B. The allocation of categories is based on proximity to train stations in the Parramatta City Centre area. Category A includes locations which are:

- Within 800m or a 10-minute walk approximately from Parramatta train station
- Within 800m or a 10-minute walk approximately from the future Metro Station
- Within 400m or a 5-minute walk approximately from Harris Park train station (no express services)

Other locations at the CBD fringes considered remote from public transport are allocated Category B under the ITP. This planning proposal adopts the Category A and B residential parking policy framework for the Parramatta City Centre – refer to map at Figure 3 which shows the proposed Category A and B areas. Category A areas maintain the current more restrictive maximum parking rate applicable to residential dwellings that are close to train stations. By maintaining a more restrictive maximum parking supply for dwellings that are within a close walking distance of a train station, residents who live within the walking catchment would be able to get to the station by walking or cycling instead, thereby reducing the need to car usage. With the anticipated population and employment increases over time, it will become increasingly critical to reduce utilisation of private vehicles to lessen the impact on the road network and the need for large scale investment in road infrastructure.

Category B areas will permit a higher maximum rate of on-site parking for residential dwellings. This is due to their greater distance from the rail stations, necessitating the likely need for more residents to own a car for their daily needs. Under this planning proposal, the Category B areas have been identified in the northern part of the Parramatta City Centre, at land in North Parramatta located north of Victoria Road. This land is located away from the train stations on the fringe of the CBD and is consistent with the recommendations of the ITP.

The proposed new Category A and B parking policy framework would serve as a driver to encourage greater shift towards sustainable and active transport modes and investment in infrastructure that would support and facilitate the use of these modes. This will provide environmental, access and amenity benefits, which will be critical to the success of the city going forward.

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Proposed amendments to Land Reservation Acquisition Map

This planning proposal includes amendments to several laneways, splay corners and road widenings as outlined in Part 1. The proposed amendments are consistent with the Parramatta CBD Integrated Transport Plan (ITP) and also recent urban design analysis.

The ITP was undertaken to inform the Parramatta CBD Planning Proposal, setting out a required plan to support the increased growth of employment in the city. Following completion of the ITP, Council officers have further investigated the need to remove and add new Land Reservation Acquisition (LRA) notations for the Parramatta CBD area in line with the following strategic intents of the ITP:

- Strategic opportunities to improve capacity and capability of the existing road network, having regard to the significant growth within the Parramatta CBD as well as inherent existing constraints, such as heritage and existing significant development.
- Opportunities to improve public transport capability through localised intersection improvements and augmentation of existing bus lanes.
- Opportunities for a regional cycleway network within the Parramatta CBD.
- Opportunities to improve pedestrian safety and capacity.

The proposed changes are in response to recent developments and will improve safety, active transportation, better traffic circulation and movement throughout the Parramatta CBD. Table 19 outlines the proposed amendments to the Land Reservation Acquisition Map and relevant justification.

**Table 19 – Proposed LRA amendments and justification**

Proposed LRA Map Change	Justification
Full deletion of current LRA notation on 328 Church Street, Parramatta	Recent urban design analysis indicated that east-west pedestrian connections can be achieved in this location (between Church Street and Phillip Lane) through 2 thinner covered arcade or laneway connections, rather than through 1 wider 'open to sky' laneway connection, as currently proposed on the subject property. These can be implemented as a part of a future development proposal in this location in a DCP control, which will remove the significant financial burden that currently exists for Council if it were to acquire the site (which is estimated at approximately \$5.28 million to \$10.12 million).
Full deletion of current LRA notation that applies to Marsden Lane, being part of 215 Church Street Parramatta	The deletion is consistent with the strategic intent of the ITP.  Removal of LRA is needed as it no longer serves any community purpose. The service lane is for access to private properties only, it is not required for use by the

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	<p>public and therefore there is no need for it to be acquired as a public laneway.</p> <p>It is noted this proposed LRA amendment affects the heritage listed property at 215 Church Street, Parramatta, but it will have no material impact to the heritage building, as the proposal only seeks to delete the existing LRA notation applying to the site.</p>
<p>Partial removal of the Fire Horse Lane LRA, being part of 3 Fitzwilliam Street, and 25 Wentworth Street, Parramatta</p>	<p>The partial removal is consistent with the strategic intent of the ITP.</p> <p>The delivery of Fire Horse Lane as a shared zone has removed the need to widen along the extent of Fire Horse Lane, however the small portion at the bottom is still required to provide adequate width to convert the existing one-way section to two-way movement.</p>
<p>New addition of a 3m x 3m splay LRA on Woodhouse Lane, being part of 21 Wentworth Street, Parramatta</p>	<p>The addition is consistent with the strategic intent of the ITP.</p> <p>Addition of 3m x 3m LRA on the south-west of 21 Wentworth Street will improve convenience for turning vehicles, and also improve sight lines for oncoming traffic.</p> <p>It is noted the proposed new LRA addition affects the heritage listed property at 21 Wentworth Street, Parramatta, but it will generate minimal heritage impacts, as the proposed new LRA is at the rear boundary of the property well away from the heritage building in the front. The heritage analysis also showed a previous reduction in the property's original curtilage and lot size to make way for the Wentworth Street Multi-Storey Public Carpark to the rear. Council's Senior Heritage Specialist has also been consulted on this matter and supported the proposed change.</p>
<p>New addition of a small splay on Charles Street / Hassall Street intersection, being part of 2 Charles Street, Parramatta</p>	<p>The addition is consistent with the strategic intent of the ITP.</p> <p>The proposed new LRA on the south-west corner of 2 Charles Street will provide for better traffic circulation. This is to improve the view line of oncoming vehicles and facilitate better traffic circulation.</p>
<p>New addition of LRA for Parkes Street widening, being part of 24 Parkes Street, Harris Park</p>	<p>The addition is consistent with the strategic intent of the ITP.</p> <p>Extension of the existing LRA from 26-30 Parkes Street LRA tapering to 24 Parkes Street will widen the left turn lane and improve safety and convenience for tuning vehicles.</p>

## Sustainability and Environment

### High Performing Building Design – BASIX Exceedance Targets

The planning proposal seeks to update the existing controls to encourage continuing sustainable building design across Parramatta CBD. Clause 7.25 of the Parramatta LEP 2023 incentivises higher sustainability in new residential and mixed-use developments through a floorspace bonus scheme. The incentive structure requires a set of BASIX exceedance targets linked to the height of the proposed building and FSR.

However, the BASIX system has been revised through the introduction and commencement of State Environmental Planning Policy (Sustainable Buildings) 2022 ('Sustainable Buildings SEPP') in October 2023. This includes revised compliance targets as well as BASIX calculator updates that incorporate policy, technology and industry trends. Table 20 shows the translation between BASIX Energy target under the older governance system and the updated BASIX Energy target under the Sustainable Buildings SEPP that took effect from 1 October 2023. The updated BASIX energy target shows a significant increase for buildings ranging from low rise (3 storeys) to high rise (20 storeys and higher). Despite the changes to the energy target, there were no changes to the BASIX water target.

**Table 20 - Comparison of Old BASIX and New BASIX Energy Target**

	Old BASIX Energy Targets	New BASIX Energy Targets from Sustainable Buildings SEPP (from 1 October 2023)
Low rise (3 storeys)	45	67
Mid rise (4-5 storeys)	35	61
High rise (6-20 storeys)	25	60
High rise (20 storeys & higher)	25	63

Clause 7.25 of the Parramatta LEP 2023 effectively allows a high performing building FSR bonus of 5% where residential development can show that it can exceed the BASIX standards by a certain number of BASIX points. As a result of the changes to the BASIX standards in the Sustainable Buildings SEPP, these BASIX points exceedance targets likewise needed to be updated. This was to ensure that these standards continue to incentivise high performing building design over and above BASIX. Council commissioned Kinesis to undertake a study to determine these new BASIX exceedance targets – a copy of their study is available at Appendix 4. The Kinesis study has modelled two sustainability pathways across various building height and FSRs to understand what BASIX scores are achievable across different building heights and which pathways are cost-effective across different FSRs.

The Kinesis study concluded that the achievability of higher BASIX standards depends on building height and recommended new targets that are feasible for developers to achieve. These new BASIX exceedance targets have been adopted in this planning



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proposal so that clause 7.25 can be updated accordingly. The recommended targets included in this planning proposal are outlined in Table 4 in Part 1. These updated targets will ensure that new residential buildings in the Parramatta CBD continue to be incentivised to deliver high performing building design that is better than BASIX and thereby promote more sustainable environmental outcomes for the city.

Water recycling facilities in the E2 Commercial Centre zone

The planning proposal seeks to facilitate efficient water usage across the Parramatta CBD. The planning proposal introduces 'water recycling facility' as an additional permissible land use in the E2 Commercial Centre zone.

As outlined in Part 1 of this planning proposal, clause 7.24 (Dual water systems) of the Parramatta LEP 2023 requires construction of potable water and recycled water pipes to be provided for all new buildings in the CBD. This is to allow the security of water supply and optimise efficient water management for the Parramatta CBD.

The proposed change will promote a sustainable built environment across the CBD area in terms of water supply. The proposed permissibility of 'water recycling facility' in the E2 Commercial Centre zone will complement the existing clause 7.24 (Dual water systems) provision by providing flexibility and options for water management, such as providing recycling facilities for treatment of stormwater. It will also match the current permissibility of this use in the other predominant zone of the Parramatta CBD, being the MU1 Mixed Use zone. It will allow resilient water infrastructure to be provided across the wider Parramatta CBD area, consistent with the Parramatta CBD policy framework, such as the Sustainability and Infrastructure Study 2015 & 2019.

Flooding

Most land within Parramatta CBD is flood affected. Developments within the Parramatta City Centre are regulated under Clause 7.11 Floodplain Risk Management under the Parramatta LEP 2023 and other relevant flooding risk management plans and policies.

The planning proposal is a continuity of the Parramatta CBD Planning Proposal and is consistent with relevant policy framework for the Parramatta CBD area, including Clause 7.11 (Floodplain Risk Management) of Parramatta LEP 2023 and the Update of Parramatta Floodplain Risk Management Plans (Molino Stewart 2021) (refer to copy at Appendix 6), which was prepared to support the Parramatta CBD Planning Proposal.

This planning proposal does not seek amendments to any flooding controls applicable to the Parramatta City Centre. The only site under this planning proposal that envisages some form of increased development density, which is affected by flooding up to the PMF\*, is the Walker Corporation land holdings at 10-12 Darcy Street, Parramatta (also known as 4 & 6 & 8 Parramatta Square).

*\*N.B. – Council had prepared a new draft flood model which had been publicly exhibited at the time of drafting V1 of this Planning Proposal. The flood level affectation of these sites have been retained in the new model formally adopted by Council on 11 June 2024.*



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The proposed application of Clause 7.28 to the Walker Corporation landholdings at Parramatta Square will allow additional floorspace for office development only for this site. The proposed increase in density envisaged under this planning proposal is considered to be generally consistent with the overall density proposed under the Parramatta CBD Planning Proposal, and therefore continued application of Clause 7.11 (Floodplain risk management) is considered appropriate to address any flooding risks.

### Heritage

The planning proposal seeks minor changes to the heritage framework for the Parramatta CBD and any potential impacts on existing heritage items or HCAs are likely to be considered minimal or negligible.

The proposed extension of the application of Area B of the Special Provisions Area Map to the proposed rezoned Walker Corporation land at 10-12 Darcy Street, Parramatta (also known as 4 & 6 & 8 Parramatta Square) so that clause 7.28 (Additional FSR for office premises) applies is unlikely to have any significant heritage impact as heights are not changing and this land has only recently been developed with significant office tower development.

The proposed LRA amendments affect two sites that are listed as heritage items, including 215 Church Street, Parramatta, and 21 Wentworth Street, Parramatta.

In the case of the first heritage item at 215 Church Street, Parramatta, the planning proposal seeks to remove an existing LRA notation, so this will have no material impact on the heritage item.

In the case of the second heritage item at 21 Wentworth Street, Parramatta, the planning proposal seeks to add a new 3m x 3m LRA splay corner at the rear of the site (in the south-western corner). This was reviewed by Council's Senior Heritage Specialist, who supported the proposal from a heritage perspective. The heritage analysis showed that it was likely after 1955 the original rear boundary of this heritage item (and all other lots fronting Wentworth Street) was moved to allow for construction of the Wentworth Street Multi-Storey Public Carpark in the 1970s. This could indicate previous disturbance to the site (where the public car park is now located) and a past reduction in curtilage.

It is also noted that the heritage listed "attached houses" are located at the front of the site fronting Wentworth Street, well away from the proposed splay corner at the rear.

### **3.3.3 Has the planning proposal adequately addressed any social and economic effects?**

The planning proposal addresses the following social effects:

- More car parking will be provided for those residents who are not located close to a heavy rail or metro station. This will provide opportunities for more residents in these areas to access a car for transportation, including to access services and work.

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- The planning proposal removes the need for some proposed laneways that are no longer required – this will enable more public funds to be made available for other community infrastructure projects that are needed.
- The planning proposal will facilitate more creative industries in the Parramatta CBD, which will support the arts and cultural fabric of the city centre.

The planning proposal puts forward two key measures that will improve economic outcomes for the Parramatta CBD. These are summarised in Table 21 below.

**Table 21 – Proposed changes that will improve economic outcomes for the Parramatta City Centre**

Proposed change	Economic Effects
<p>Proposed expansion of the E2 Commercial Centre zone and application of clause 7.28 (Additional FSR for office premises) over the Walker Corporation landholdings at Parramatta Square.</p>	<p>This will reaffirm the significance of Parramatta Square as a major premium A-Grade office precinct as a part of the city’s commercial core. This measure will secure jobs and business opportunities, and also allow for potential intensification of commercial and business uses on this land, which is centrally located close to the Parramatta Transport Interchange</p> <p>Expansion of the E2 Commercial Centre zone is also consistent with the recommendations of the Achieving A-Grade Office Space in the Parramatta CBD Economic Review (Urbis, 2019) (refer to Appendix 3). Despite the Achieving A-Grade Office Space in the Parramatta CBD Economic Review (Urbis, 2019) being completed prior to COVID and the pandemic’s associated impacts on the office market, its recommendations to expand the CBD’s commercial core to include this land at Parramatta Square is still considered valid given the significant commercial office towers that have since been completed at Parramatta Square. The rezoning would also ensure consistency with the E2 Commercial Centre zoning of the other office towers at Parramatta Square, including the NAB Tower, Western Sydney University Tower, and the Sydney Water Tower, by extending the E2 Commercial Centre zoning west over the subject land.</p>
<p>New land use of “creative industries” to be permitted with consent in the E2 Commercial Centre zone across the Parramatta CBD area.</p>	<p>“Creative industries” including recording studios, set design and production facilities, are strategically desired for the Parramatta CBD area as they bring significant economic benefits, including supporting businesses and job creation, add to the cultural fabric of the CBD, and are a compatible land use with office development.</p>

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Proposed change	Economic Effects
	The “creative industries” use is consistent with the objectives of the E2 Commercial Centre zone and will strengthen the role of Parramatta as a regional commercial, business and cultural centre for Western Sydney.

**3.4 Section D – State and Commonwealth Interests**

**3.4.1 Is there adequate public infrastructure for the planning proposal?**

As this planning proposal is effectively a continuation of the Parramatta CBD Planning Proposal, it is considered that the Parramatta City Centre Local Infrastructure Contributions Plan 2022 (Amendment No 2) (April 2024) will be adequate to provide for local infrastructure in support of the planning proposal (noting that contributions plan was prepared in support of the Parramatta CBD Planning Proposal). This contributions plan has an infrastructure works schedule of \$1.98 billion and applies a flat rate levy (based on cost of works) on new development of 5% for residential development, and 4% for commercial development.

Further to this program of local infrastructure works under Council’s contribution plan, the NSW Government’s investment in Light Rail and Sydney Metro West will also support the planning proposal, as well as ongoing investment in heavy rail and the bus interchange.

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

Condition 3 of the Gateway Determination (see Appendix 8) required consultation with Transport for NSW (TfNSW). A submission from TfNSW was received which objected to Category B parking rates for land north of Victoria Road, and the inclusion of part of 2 Charles Street, Parramatta and 21 Wentworth Street, Parramatta on the LRA Map.

The issues raised were discussed with TfNSW on 7 May 2025 in a meeting facilitated with the DPHI. Following the meeting TfNSW formally withdrew all their objections in a letter received on 9 May 2025 which stated inter alia that, ‘TfNSW view our previous comments as “advisory” to allow Council at their discretion to consider & resolve the local matters related to proposed LRA map and the introduction of ‘Category B’ car parking rates to land located within the Parramatta CBD, north of Victoria Road.’

Feedback received and the Council Officer response is detailed in Attachment 3 to the 26 May 2025 report to the Planning, Transport and Environment Committee meeting.

## PART 4 – MAPPING

This section contains existing and proposed controls for mapping and other provisions being sought under this planning proposal in accordance with the Department's Local Environmental Plan Making Guideline (August 2023).

### 4.1 Mapping

This planning proposal seeks to amend and/or create the following maps:

- Amend the Land Zoning Map as it applies to Walker Corporation Landholdings at Parramatta Square.
- Amend the Special Provisions Area Map to include the Walker Corporation Landholdings sites as a part of Area B.
- Create a new Land Use and Transport Integration (LUTI) Map identifying Category A and Category B residential car parking rates.
- Amend the Land Reservation Acquisition Map to add, delete and amend multiple acquisition notations related to (proposed or current) laneways, road widenings and splay corners.

Sections 4.3 and 4.4 of this planning proposal show the existing maps and the proposed map changes.

### 4.2 Other Provisions

This planning proposal also seeks to change other provisions that do not need to be mapped, including the following:

- Amendments to clause 7.25 – High performing building design;
- Additional land use permissibility in the E2 Commercial Centre zone (Item 3) – “Water recycling facilities” and “Creative industries”; and
- Amendments to clause 7.17 – Car parking—general.

These changes are covered in more detail in Section 4.5 of this planning proposal.

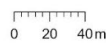
### 4.3 Existing mapping controls

This section illustrates the current *Parramatta LEP 2023* mapping controls, which apply to different sites within the planning proposal.

PLANNING PROPOSAL – Parramatta CBD Supplementary Matters

**Walker Corporation Landholdings – 10-12 Darcy Street, Parramatta (also known as 4 & 6 & 8 Parramatta Square)**

- Existing MU1 Mixed Use Zone



Parramatta Local Environmental Plan 2023  
CBD Orange Matters

Data Prepared by: **David Hewetson**  
Date: **20/03/2024**

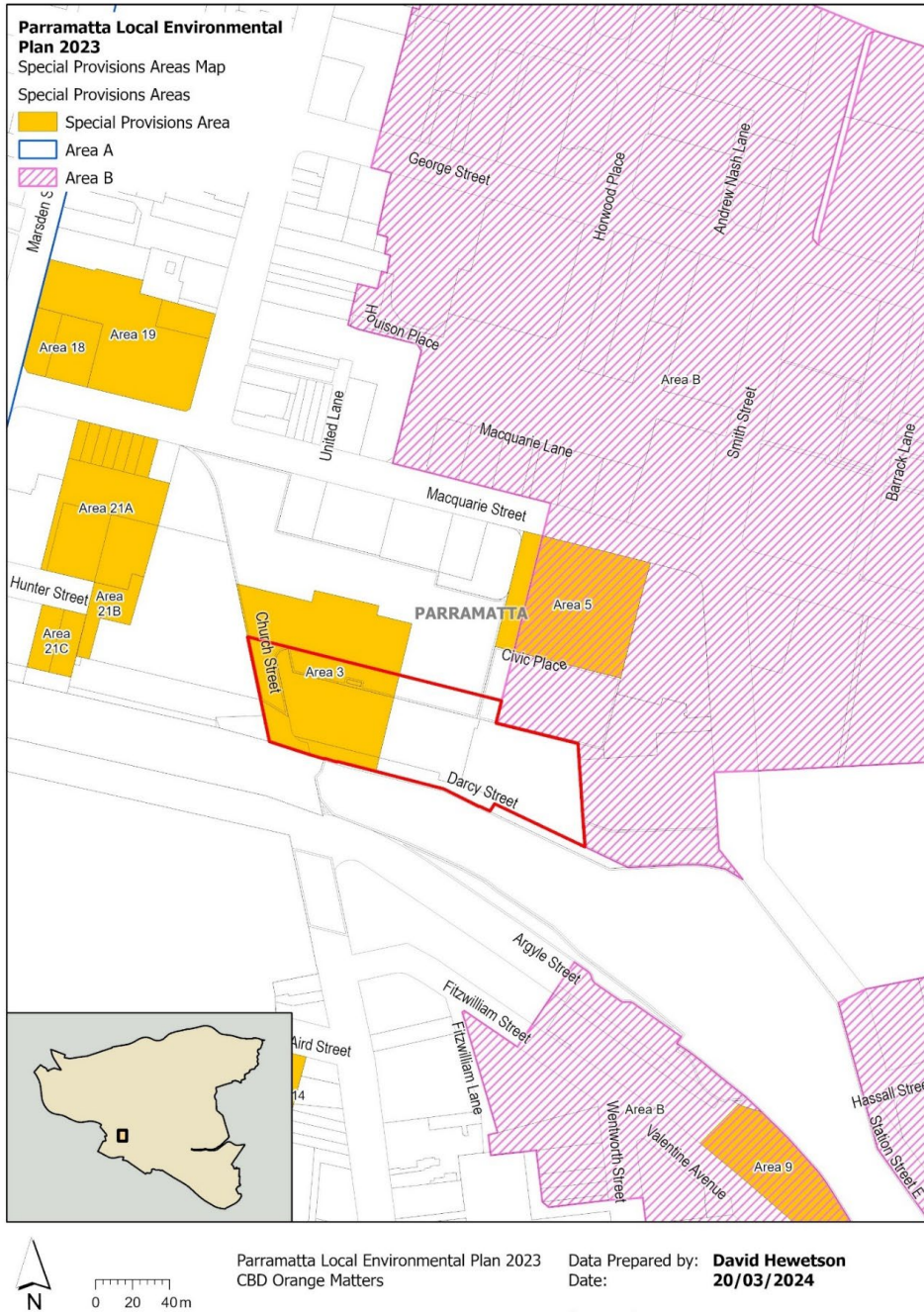
Approved:

**Figure 6 - Existing zoning for Walker Corporation Landholdings at 10-12 Darcy Street, Parramatta (also known as 4 & 6 & 8 Parramatta Square)**



PLANNING PROPOSAL – Parramatta CBD Supplementary Matters

- Existing Special Provisions Area Map

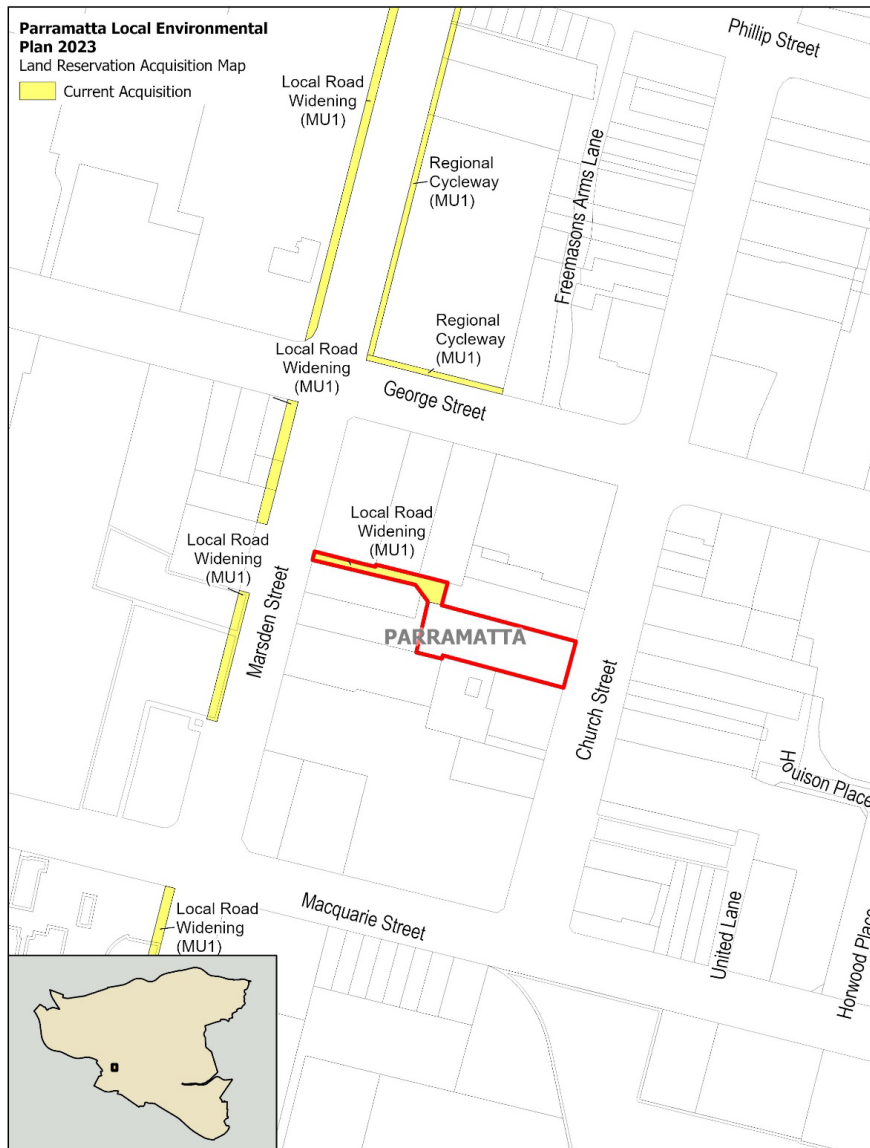


**Figure 7 - Existing Special Provisions Area Map – Walker Corporation Landholdings at 10-12 Darcy Street, Parramatta (also known as 4 & 6 & 8 Parramatta Square)**

PLANNING PROPOSAL – Parramatta CBD Supplementary Matters

**Multiple Land Reservation Acquisition (LRA) Map notations within the Parramatta CBD**

- Existing LRA Map at Marsden Lane - 215 Church Street, Parramatta



0 20 40m

Parramatta Local Environmental Plan 2023  
CBD Orange Matters

Data Prepared by: **David Hewetson**  
Date: **21/02/2024**

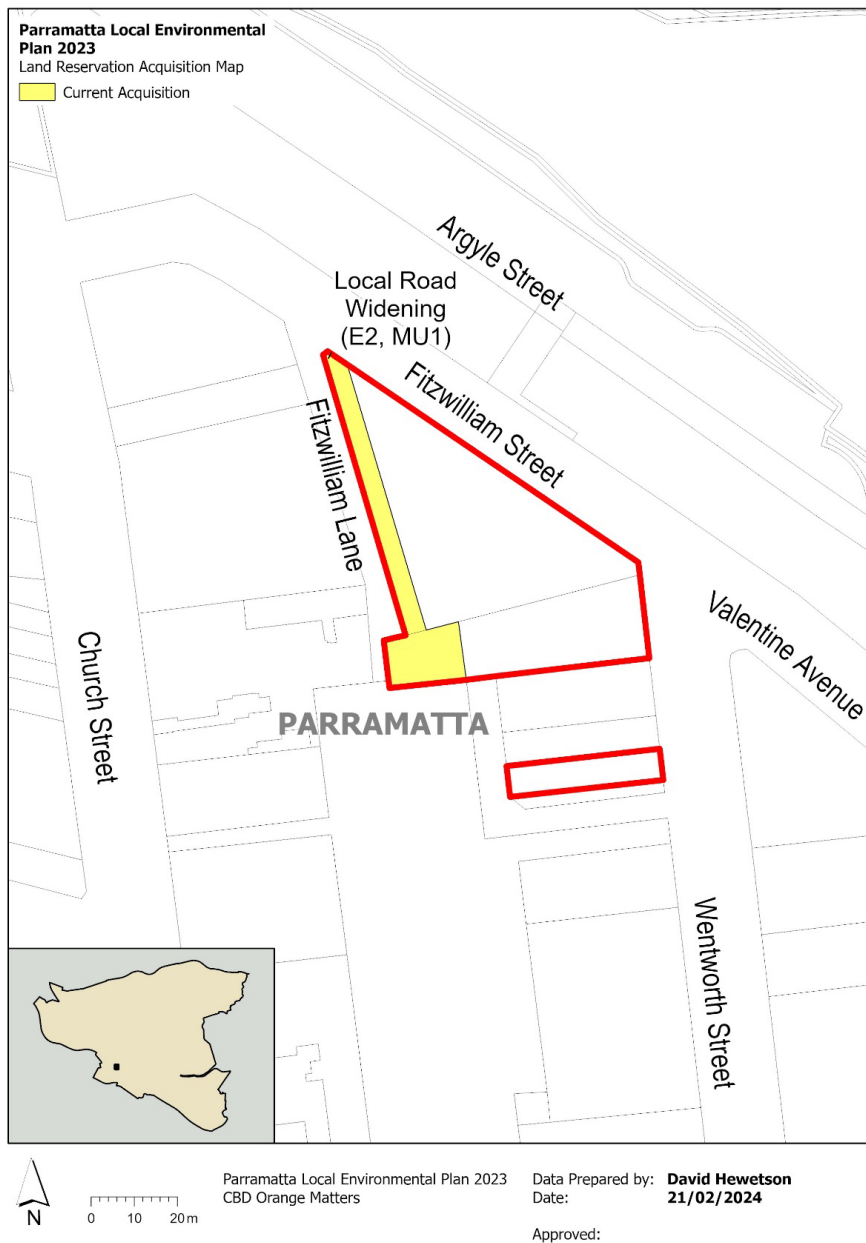
Approved:

**Figure 8 - Existing LRA Map at Marsden Lane - 215 Church Street, Parramatta**



PLANNING PROPOSAL – Parramatta CBD Supplementary Matters

- Existing LRA Map at:
  - Fire Horse Lane - 3 Fitzwilliam Street, Parramatta
  - Woodhouse Lane - 21 Wentworth Street, Parramatta

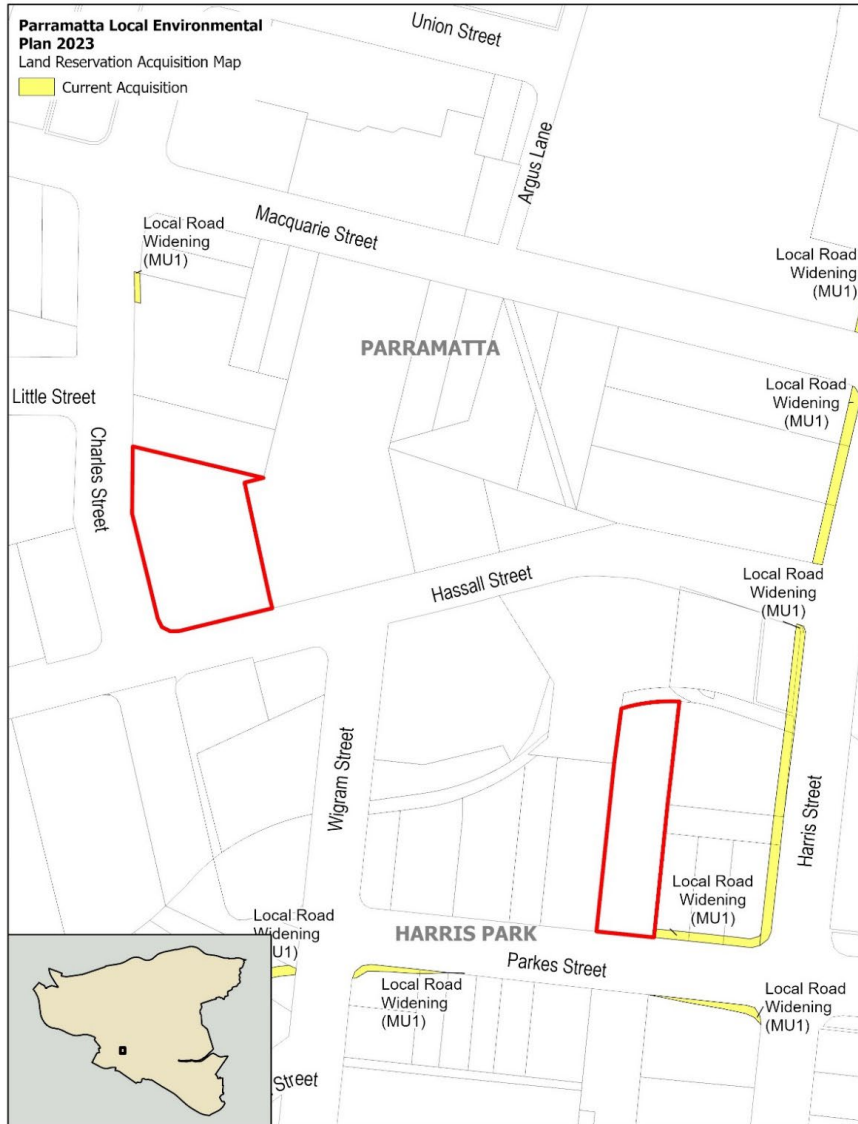


**Figure 9 - Existing LRA Map at Fire Horse Lane & Woodhouse Lane**

PLANNING PROPOSAL – Parramatta CBD Supplementary Matters

Existing LRA Map at:

- Charles Street/Hassall Street Intersection, being 2 Charles Street, Parramatta;
- 24 Parkes Street, Harris Park




 Parramatta Local Environmental Plan 2023  
 CBD Orange Matters  
 Data Prepared by: **David Hewetson**  
 Date: **21/02/2024**  
 Approved:

**Figure 10 - Existing LRA Map at Charles Street/Hassall Street Intersection, being 2 Charles St, Parramatta; and also 24 Parkes Street, Harris Park**

PLANNING PROPOSAL – Parramatta CBD Supplementary Matters

- Existing LRA Map at 328 Church Street, Parramatta

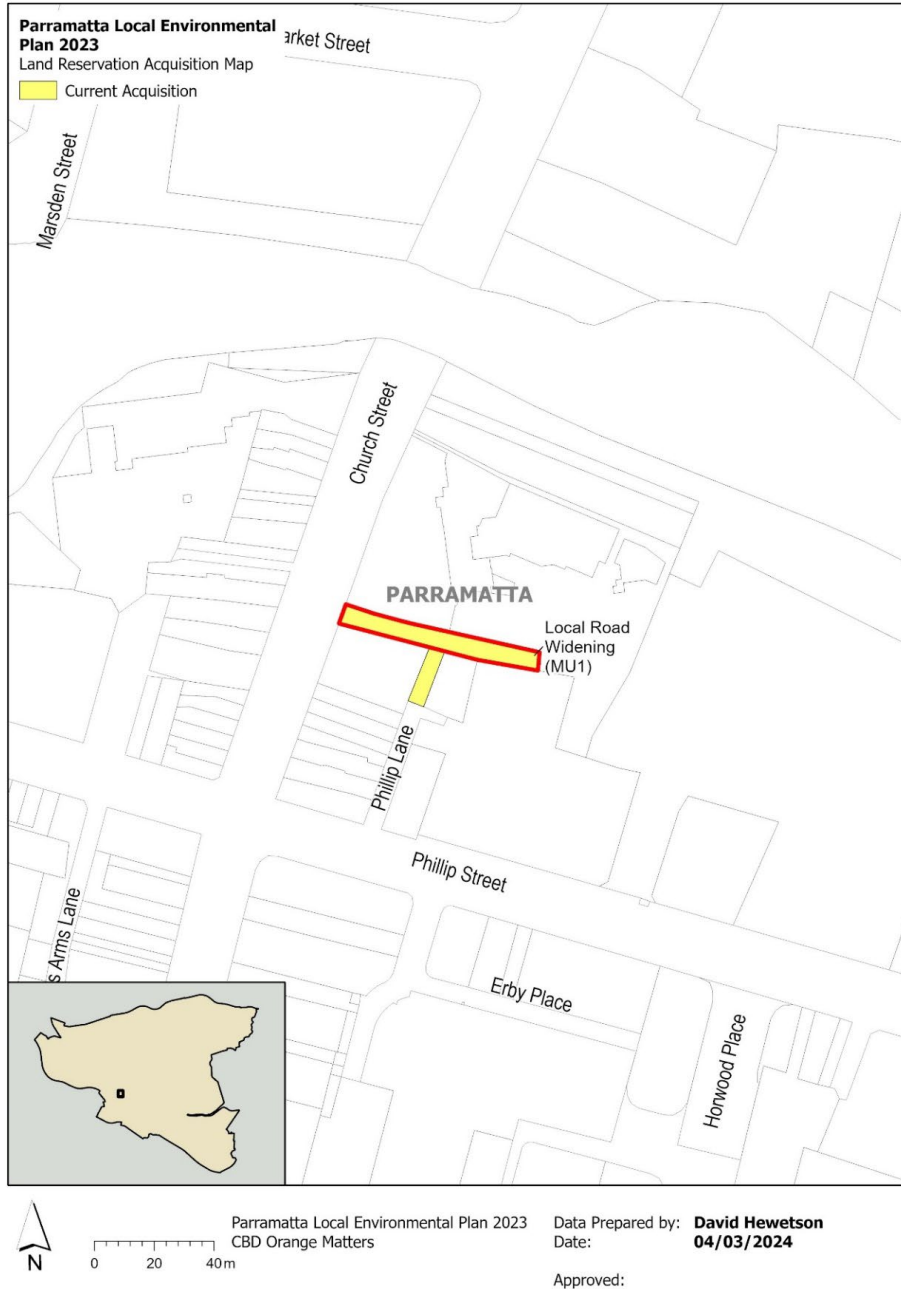


Figure 11 - Existing LRA Map at 328 Church Street, Parramatta

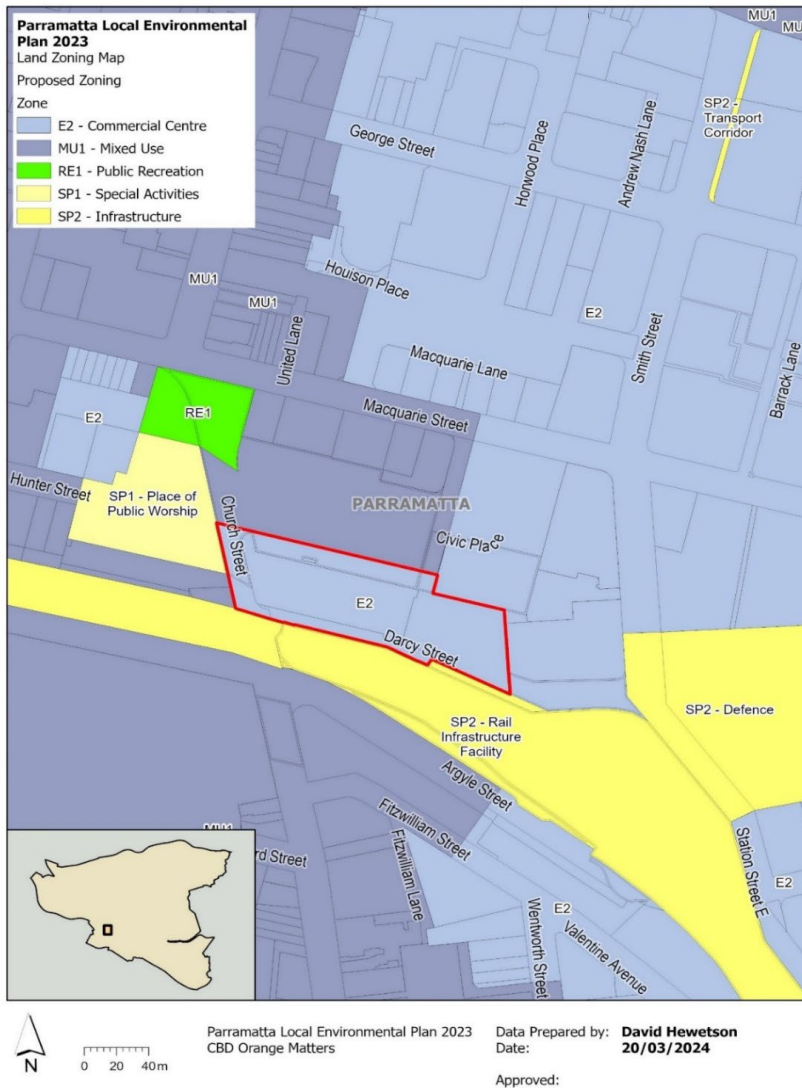
PLANNING PROPOSAL – Parramatta CBD Supplementary Matters

**4.4 Proposed mapping controls**

This section illustrates the proposed mapping changes as applicable to relevant sites within the planning proposal.

**Walker Corporation Landholdings - 10-12 Darcy Street, Parramatta (also known as 4 & 6 & 8 Parramatta Square)**

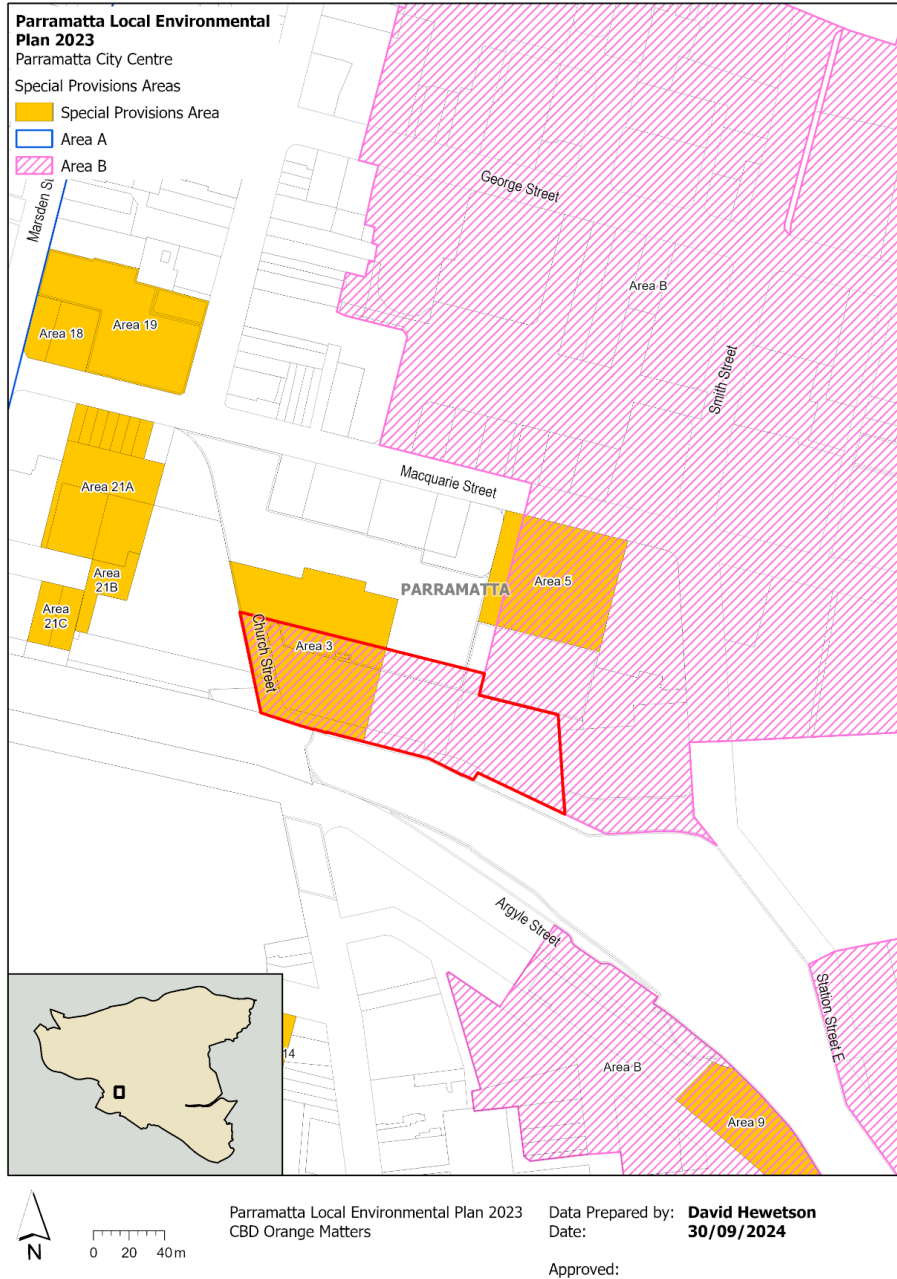
- Proposed Land Zoning Map



**Figure 12 - Proposed zoning for Walker Corporation Landholdings at 10-12 Darcy Street, Parramatta (also known as 4 & 6 & 8 Parramatta Square)**

PLANNING PROPOSAL – Parramatta CBD Supplementary Matters

- Proposed Special Provisions Area Map



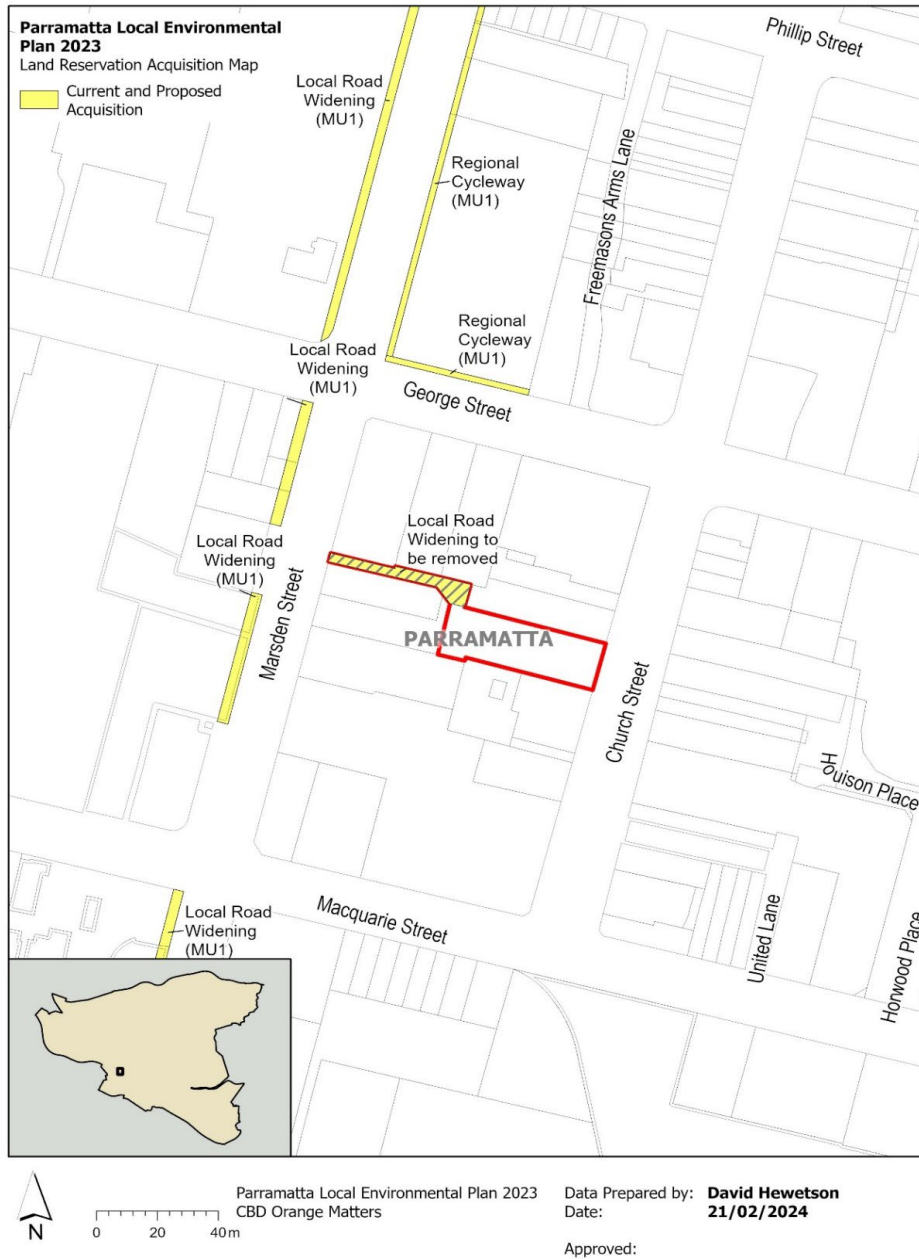
**Figure 13 - Proposed Special Provisions Area Map for Walker Corporation Landholdings at 10-12 Darcy Street, Parramatta (also known as 4 & 6 & 8 Parramatta Square) – extension of Area B**



PLANNING PROPOSAL – Parramatta CBD Supplementary Matters

**Proposed Land Reservation Acquisition (LRA) Map changes**

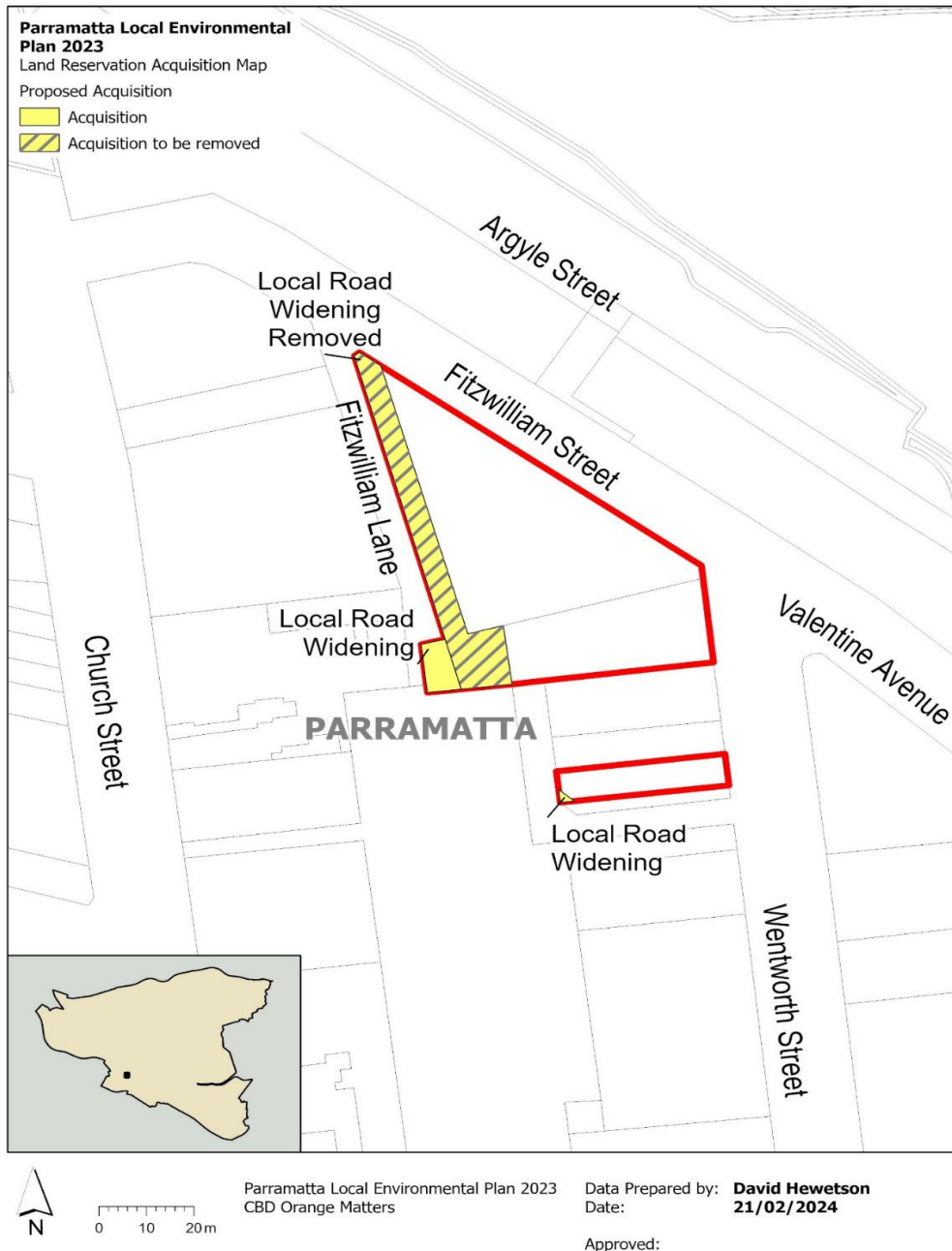
- Delete LRA at Marsden Lane - 215 Church Street, Parramatta



**Figure 14 - Proposed LRA Map amendment to Marsden Lane - 215 Church Street, Parramatta**

PLANNING PROPOSAL – Parramatta CBD Supplementary Matters

- Proposed LRA Map changes at:
  - Fire Horse Lane - 3 Fitzwilliam Street, Parramatta – delete part of LRA;
  - Woodhouse Lane - 21 Wentworth Street, Parramatta – add splay corner LRA.

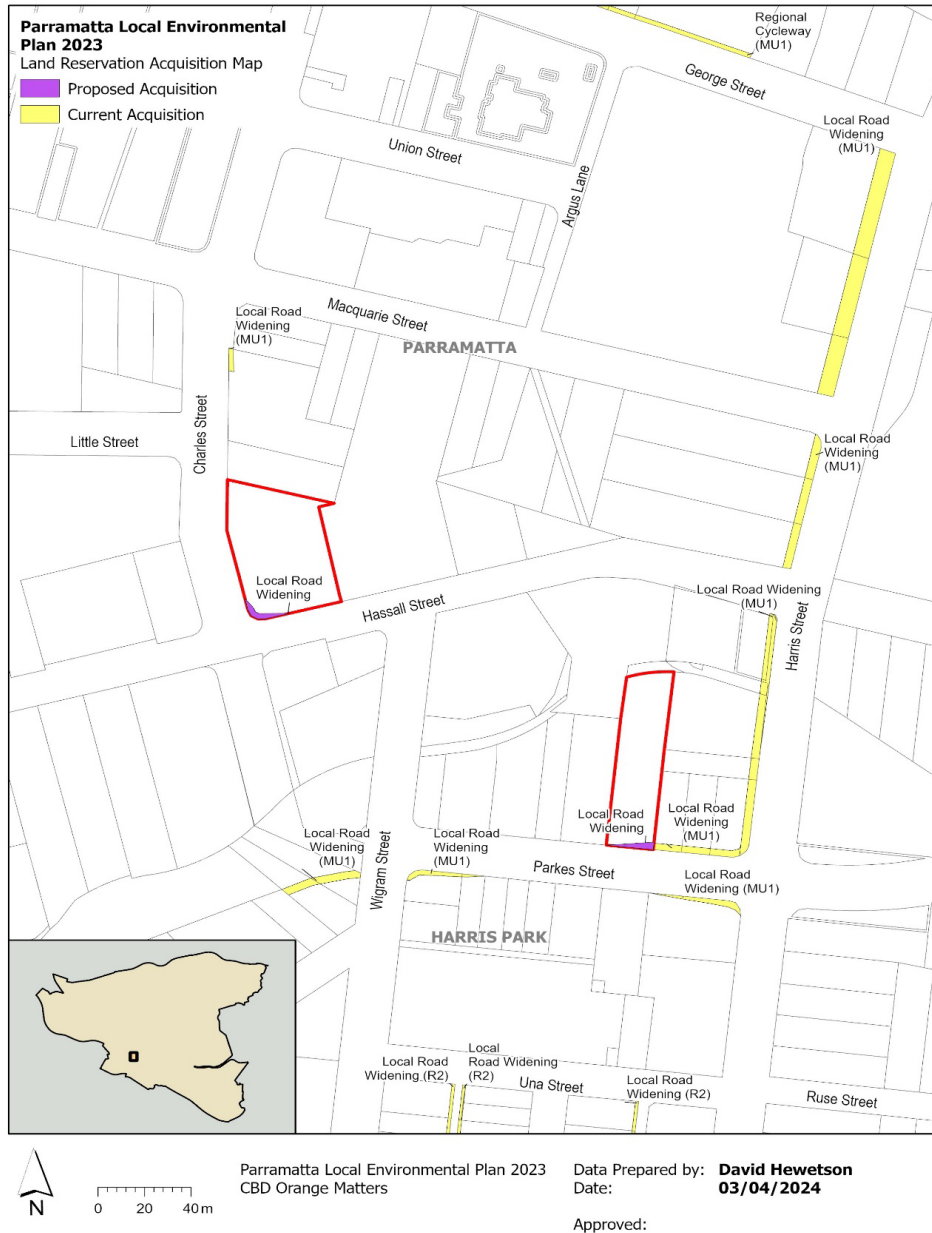


**Figure 15 - Proposed LRA Map amendments to Fire Horse Lane - 3 Fitzwilliam Street, Parramatta and Woodhouse Lane - 21 Wentworth Street, Parramatta**



PLANNING PROPOSAL – Parramatta CBD Supplementary Matters

- Proposed LRA Map changes at:
  - Charles Street/Hassall Street Intersection - 2 Charles Street, Parramatta - add splay corner/road widening LRA;
  - 24 Parkes Street, Harris Park – add road widening LRA.



**Figure 16 - Proposed LRA Map amendments to Charles Street/Hassall Street Intersection - 2 Charles Street, Parramatta & 24 Parkes Street, Harris Park**

PLANNING PROPOSAL – Parramatta CBD Supplementary Matters

- Proposed LRA Map change at 328 Church Street, Parramatta – delete LRA

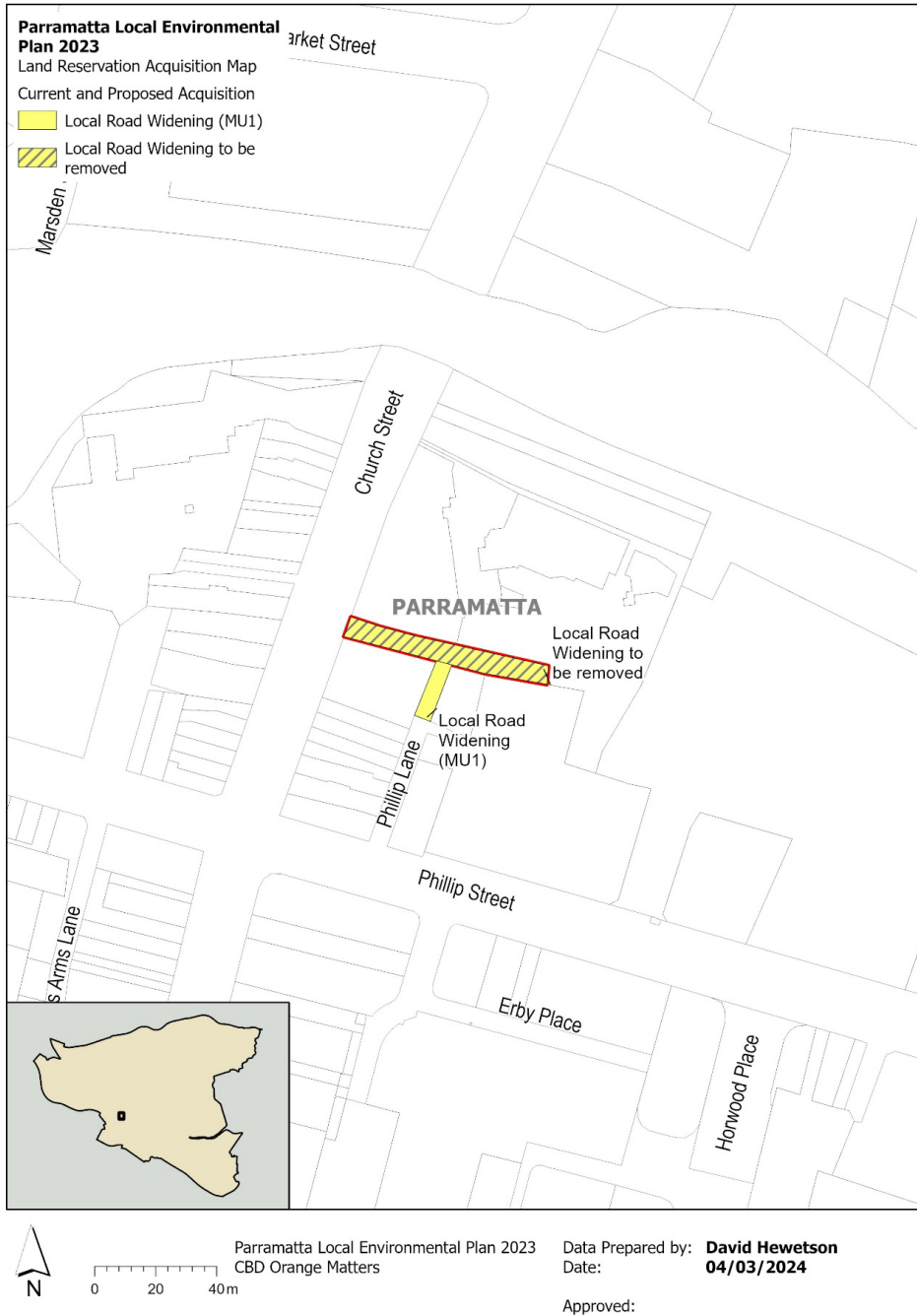


Figure 17 - Proposed LRA Map amendment at 328 Church Street, Parramatta

PLANNING PROPOSAL – Parramatta CBD Supplementary Matters

**Proposed Land Use and Transport Integration Map**

- Proposed Land Use and Transport Integration Map, showing Category A and Category B residential car parking rate areas



**Figure 18 - Proposed Land Use and Transport Integration Map showing Category A and Category B residential car parking rate areas**

PLANNING PROPOSAL – Parramatta CBD Supplementary Matters

#### 4.5 Other Provisions (Technical Details)

This section illustrates proposed changes to other provisions that do not involve a mapping change.

##### High Performing Building Design – Clause 7.25

- **Existing Clause 7.25(3)(c)(ii) of Parramatta LEP 2023**

(3) A building resulting from, or significantly altered or added to by, development specified in subclause (2)(e) may exceed the maximum permissible FSR by up to 5% if the consent authority is satisfied of the following—

(c) the part of the building that is a dwelling is capable of exceeding—

(ii) the applicable BASIX target for energy by at least the amount of points specified for the building in the following table, or equivalent—

<b>Height of building</b>	<b>Building with FSR of at least 6:1 but less than 14:1 BASIX points</b>	<b>Building with FSR of at least 14:1 BASIX points</b>
5–15 storeys	25	15
16–30 storeys	20	10
31–40 storeys	10	10
41 or more storeys	10	10

- **Proposed Clause 7.25(3)(c)(ii) of Parramatta LEP 2023 (change in red)**

(3) A building resulting from, or significantly altered or added to by, development specified in subclause (2)(e) may exceed the maximum permissible FSR by up to 5% if the consent authority is satisfied of the following—

(c) the part of the building that is a dwelling is capable of exceeding—

(ii) the applicable BASIX target for energy by at least the amount of points specified for the building in the following table, or equivalent—

<b>Height of building</b>	<b>Building with FSR ranging from 6:1 to 16:1 BASIX points</b>
5-15 storeys	25
16-30 storeys	20
31-40 storeys	15
41 or more storeys	15

##### Additional land use permissibility in the E2 Commercial Centre zone (Item 3) – “Water recycling facilities” and “Creative industries”

- **Existing land use permissibility in the E2 Commercial Centre zone**

PLANNING PROPOSAL – Parramatta CBD Supplementary Matters

**Zone E2 Commercial Centre (Item 3)**

**3 Permitted with consent**

Amusement centres; Artisan food and drink industries; Backpackers' accommodation; Building identification signs; Business identification signs; Car parks; Centre-based child care facilities; Commercial premises; Community facilities; Educational establishments; Entertainment facilities; Function centres; Home businesses; Home industries; Home occupations; Hospitals; Hotel or motel accommodation; Information and education facilities; Local distribution premises; Medical centres; Mortuaries; Oyster aquaculture; Passenger transport facilities; Places of public worship; Public administration buildings; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); Registered clubs; Respite day care centres; Restricted premises; Roads; Tank-based aquaculture; Tourist and visitor accommodation; Vehicle repair stations; Veterinary hospitals

- **Proposed land use permissibility in the E2 Commercial Centre zone (changes in red)**

**Zone E2 Commercial Centre (Item 3)**

**3 Permitted with consent**

Amusement centres; Artisan food and drink industries; Backpackers' accommodation; Building identification signs; Business identification signs; Car parks; Centre-based child care facilities; Commercial premises; Community facilities; Creative industries; Educational establishments; Entertainment facilities; Function centres; Home businesses; Home industries; Home occupations; Hospitals; Hotel or motel accommodation; Information and education facilities; Local distribution premises; Medical centres; Mortuaries; Oyster aquaculture; Passenger transport facilities; Places of public worship; Public administration buildings; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); Registered clubs; Respite day care centres; Restricted premises; Roads; Tank-based aquaculture; Tourist and visitor accommodation; Vehicle repair stations; Veterinary hospitals; [Water recycling facilities](#)

**Amendments to clause 7.17 – Car parking—general**

- **Existing clause 7.17(2)**

**Clause 7.17 Car parking—general**

(2) The maximum number of car parking spaces, including existing car parking spaces, for development to which this clause applies is the number calculated for the land use in accordance with the following table:

<b>Land Use</b>	<b>Maximum number of car parking spaces</b>
-----------------	---

PLANNING PROPOSAL – Parramatta CBD Supplementary Matters

Residential flat buildings, dual occupancies and multi dwelling housing	The sum of the following— 0.1 space for each studio dwelling, 0.3 space for each dwelling containing 1 bedroom, 0.7 space for each dwelling containing 2 bedrooms, 1 space for each dwelling with 3 or more bedrooms
---	--

***N.B. The table to clause 7.17(2) includes a number of land uses with car parking rates that are unaffected by this planning proposal and not subject to any change. The table above only shows the land use which is subject to change.***

- **Proposed clause 7.17(2) (changes in blue)**

**Clause 7.17 Car parking—general**

(2) The maximum number of car parking spaces, including existing car parking spaces, for development to which this clause applies is the number calculated for the land use in accordance with the following table—

<b>Land Use</b>	<b>Maximum number of car parking spaces</b>
Residential flat buildings, dual occupancies and multi dwelling housing (for land identified as 'Category A' on Land Use and Transport Integration Map).	The sum of the following— (a) 0.1 space for each studio dwelling, (b) 0.3 space for each dwelling containing 1 bedroom, (c) 0.7 space for each dwelling containing 2 bedrooms, (d) 1 space for each dwelling with 3 or more bedrooms
Residential flat buildings, dual occupancies and multi dwelling housing (for land identified as 'Category B' on Land Use and Transport Integration Map).	The sum of the following— Resident spaces: (a) 0.2 space for each studio dwelling, (b) 0.4 space for each dwelling containing 1 bedroom, (c) 0.8 space for each dwelling containing 2 bedrooms, (d) 1.1 space for each dwelling containing 3 or more bedrooms, Visitor spaces (calculated cumulatively): (e) 0.167 space for each dwelling up to 30 dwellings, (f) 0.1 space for each dwelling more than 30 and up to 70 dwellings, (g) 0.05 space for each dwelling more than 70 dwellings

***N.B. The table to clause 7.17(2) includes a number of land uses with car parking rates that are unaffected by this planning proposal and not subject to any change. The table above only shows the land uses which are subject to change.***



*PLANNING PROPOSAL – Parramatta CBD Supplementary Matters*

## **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 23 September 2024, the Planning Proposal was publicly exhibited from 9 December 2024 to 12 February 2025. Public exhibition included:

- Frequently asked questions,
- Public notice,
- Webpage promotion via Participate Parramatta,
- Letters to affected landowners,
- Notification email to identified stakeholders, and
- Online submission portal and formal submission process.

Feedback received is detailed in Attachment 3 to the 26 May 2025 Planning, Transport and Environment Committee report. In summary:

- 10 submissions were received from individuals, residents and landowners
- 1 submission was received from a public agency (Transport for NSW)
- 2 submissions were received from organisations and owner corporations.

84% of submissions were in support of the Planning Proposal. Details on the matters raised and a response from Council Officers can be found in Attachment 3 of the report to the Planning, Transport and Environment Committee on 26 May 2025.

## PART 6 – PROJECT TIMELINE

Table 22 below outlines the anticipated timeframe for the completion of the planning proposal.

**Table 22 – Anticipated timeframe for the planning proposal process**

MILESTONE	ANTICIPATED TIMEFRAME
Report to LPP on the assessment of the PP	May 2024
Report to Council on the assessment of the PP	June 2024
Referral to Minister for Gateway determination	July 2024
Date of issue of the Gateway determination	September 2024
Commencement and completion dates for public exhibition period	December 2024 – February 2024
Commencement and completion dates for government agency notification	December 2024 – February 2024
Consideration of submissions	February to May 2025
Consideration of planning proposal post exhibition and associated report to the Planning, Transport and Environment Committee and Council.	May to June 2025
Submission to the Department to finalise the LEP	June 2025
Notification of instrument	July 2025

*PLANNING PROPOSAL – Parramatta CBD Supplementary Matters*

# APPENDICES

PLANNING PROPOSAL – Parramatta CBD Supplementary Matters

## Appendix 1 – Gateway Determination and Table of Responses to Conditions

**Table 1:** Table of Gateway Conditions and Council responses

Condition No.	Gateway Condition	Council Response
1	Prior to exhibition, the planning proposal and relevant accompanying documents are to be amended to update the proposed Special Provisions Area map to remove the Area B hatching on the area south of Parramatta Station.	The Planning Proposal was updated prior to public exhibition to remove the Area B hatching on the area south of Parramatta Station in <b>Figure 13 – Proposed Special Provisions Area Map for Walker Corporation Landholdings at 10-12 Darcy Street, Parramatta (also known as 4 &amp; 6 &amp; 8 Parramatta Square) – extension of Area B.</b>
2	Public exhibition is required under section 3.34(2)(c) and clause 4 of Schedule 1 to the EP&A Act as follows: <p>(a) The planning proposal is categorised as standard 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 20 working days; and</p> <p>(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>	<p>The Planning Proposal was placed on public exhibition from 9 December 2024 to 12 February 2025 (31 working days) satisfying this Gateway Condition. The number of the exhibition days excluded the Christmas period between 20 December and 10 January, as well as the Monday 27 January 2025 Australia Day public holiday.</p> <p>The relevant material identified in <i>Local Environmental Plan Making Guideline</i> (Department of Planning and Environment, August 2023) was made publicly available for the duration of the public exhibition satisfying this Gateway condition.</p> <p>Attachment 3 to the 26 May 2025 Planning, Transport and Environment Committee Meeting Report includes a detailed outline of the engagement activities and material available during the public exhibition.</p>
3	Consultation is required with Transport for New South Wales (TfNSW) under section 3.34(2)(d) of the Act. TfNSW is 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 provided 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>TfNSW provided a submission during the public exhibition. The submission summary and Council officer response is contained in Attachment 3 to the 26 May 2025 Planning, Transport and Environment Committee Meeting Report.</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 in reclassifying land).	Noted.

*PLANNING PROPOSAL – Parramatta CBD Supplementary Matters*

## **Appendix 2 – Council Resolution of 15 June 2021 – Decision Pathway 3 – Orange Matters**

[SUMMARY OF COUNCIL ENDORSED POSITION.pdf \(nsw.gov.au\)](#)

(See Table 3 via link above on Page 4 - Page 5)

*PLANNING PROPOSAL – Parramatta CBD Supplementary Matters*

**Appendix 3 – Achieving A-Grade Office Space in the Parramatta CBD Economic Review (Urbis, 2019)**

[Economic Review – Achieving A- Grade Office Space in the Parramatta CBD](#)



*PLANNING PROPOSAL – Parramatta CBD Supplementary Matters*

**Appendix 4 – Parramatta High Performance Building Study (Kinesis, 2023)**

*PLANNING PROPOSAL – Parramatta CBD Supplementary Matters*

## **Appendix 5 – Parramatta Integrated Transport Plan (2021)**

[Parramatta CBD Integrated Transport Plan 2021](#)

*PLANNING PROPOSAL – Parramatta CBD Supplementary Matters*

**Appendix 6 – Update of Parramatta Floodplain Risk Management Plans (Molino Stewart, 2021)**

[Update of Parramatta Floodplain Risk Management Plans \(nsw.gov.au\)](https://www.nsw.gov.au)

*PLANNING PROPOSAL – Parramatta CBD Supplementary Matters*

## **Appendix 7 – LPP Report and Minute of 21 May 2024**

[Local Planning Panel Meeting Agenda - Tuesday, 21 May 2024 \(nsw.gov.au\) \(refer to item 6.2\)](#)

[Minutes of Local Planning Panel - Tuesday, 21 May 2024 \(nsw.gov.au\) \(refer to item 6.2\)](#)

*PLANNING PROPOSAL – Parramatta CBD Supplementary Matters*

## **Appendix 8 – Council Report and Resolution of 11 June 2024**

[Agenda of Council Meeting - Tuesday, 11 June 2024 \(nsw.gov.au\) \(refer to item 13.6\)](#)

[Minutes of Council Meeting - Tuesday, 11 June 2024 \(nsw.gov.au\) \(refer to item 13.6\)](#)



Department of Planning, Housing and Infrastructure

## Gateway Determination

**Planning proposal (Department Ref: PP-2024-1406):** Amend planning controls relating to the Parramatta CBD.

I, the Director, Local Planning and Council Support at the Department of Planning, Housing and Infrastructure, as delegate of the Minister for Planning and Public Spaces (the Minister), have determined under section 3.34(2) of the *Environmental Planning and Assessment Act 1979* (EP&A Act) that an amendment to the Parramatta Local Environmental Plan 2023 (Parramatta LEP) to amend planning controls relating to the Parramatta CBD, 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 30 July 2025.

### Gateway Conditions

1. Prior to exhibition, the planning proposal and relevant accompanying documents are to be amended to update the proposed Special Provision Area map to remove the Area B hatching on the area south of Parramatta station.
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 standard 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 20 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 Transport for New South Wales (TfNSW) under section 3.34(2)(d) of the Act. TfNSW is 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 23 September 2024



**Rukshan de Silva**  
**Director, Local Planning and Council**  
**Support**  
**Department of Planning, Housing and**  
**Infrastructure**

**Delegate of the Minister for Planning and**  
**Public Spaces**

PP-2024-1406 (IRF24/2162)

## Attachment 3 – Submission summary and council officer response table

This attachment provides an overview of the community engagement phase undertaken for the Parramatta CBD Supplementary Matters Planning Proposal, carried out by Council between **Monday 9 December 2024** and **Wednesday 12 February 2025**. The public exhibition process follows Council's requirements of a Level Two project as detailed in the Community Engagement Strategy 2022-24. Key engagement activities include:

- **Extended exhibition period** of 31 days from Monday 9 December 2024 to Wednesday 12 February 2025. This satisfied: the Gateway Determination condition to publicly exhibit for 20 days; the Gateway Determination condition to allow 30 days for state agencies to provide comments; minimum 28 day public exhibition requirements of the [Parramatta Community Engagement Strategy 2024-28](#); exclusion of 20 December to 10 January (inclusive) under the *Environmental Planning and Assessment Act 1979*; and exclusion of the Monday 27 January 2025 public holiday.
- **Notification** letters to 76 affected property owners for land within the Parramatta City Centre; this contained a QR code to the Participate Parramatta webpage.
- **Notification email** to key stakeholders, including: stakeholders whose matters raised during the public exhibition of the Parramatta CBD Planning Proposal in 2020 formed part of the Parramatta CBD Supplementary Matters Planning Proposal, landowners affected by the proposed controls, and public authorities required to be consulted with under the Gateway Determination conditions (i.e. Transport for NSW).
- **Exhibition material:**
  - Parramatta CBD Supplementary Matters Planning Proposal; Appendix 1 – Council Resolution 15 June 2021; Appendix 2 – Achieving A-Grace Office Space; Appendix 3 – Parramatta High Performing Building Study; Appendix 4 – Parramatta Integrated Transport Plan 2021
  - Local Planning Panel Report – 21 May 2024
  - Local Planning Panel Advice – 21 May 2024
  - Copies of the Council Report and Resolution from the 11 June 2024 Council meeting endorsing the Planning Proposal for public exhibition. This included links to three attachments: Attachment 1 – Recommendations to the Parramatta CBD Planning Proposal 'Orange Matters'; Attachment 2 – Parramatta CBD Supplementary Matters Planning Proposal; and Attachment 3 – Parramatta LPP Council Officer Report and Panel's Advice
  - Answers to Frequently Asked Questions
- **Digital media:**
  - Participate Parramatta webpage with digital copies of the exhibition material, as well as a background and summary information. This webpage reached a total of 1,407 views (source: SocialPinpoint).
  - QR code was scanned 43 times
  - Public notice on City of Parramatta's corporate website and Participate Parramatta portal.
- **Newspaper Advertisement** published 24 December 2024 in *Parramatta News* containing a QR code to the Participate Parramatta webpage.
- **Hardcopy version** of exhibition material at Parramatta Library.

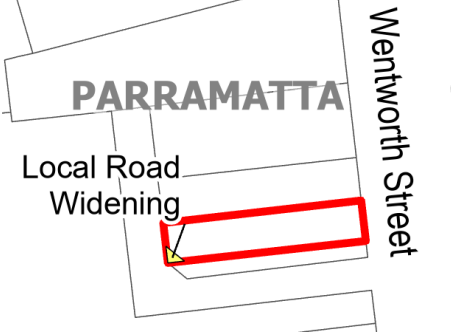
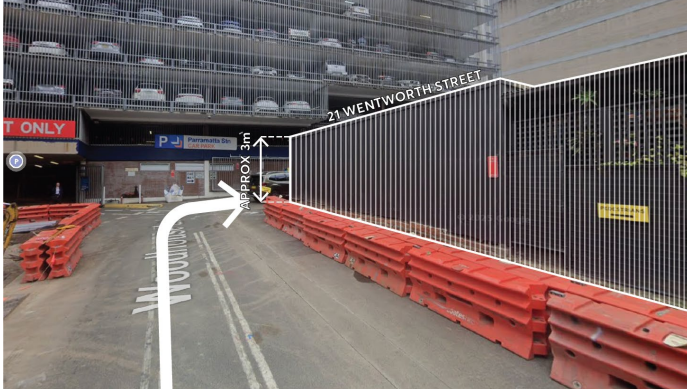

**Table 1 – State Agency Submission and Council Officer Responses**

No	Submitter	Submission	Council officer response
1.	Transport for NSW (TfNSW)	<p>a. TfNSW provided a submission on 13 February 2025. This submission objected to the proposed Category B parking rates for the CBD land north of Victoria Road.</p> <p>TfNSW note that Section 5.9.5 of the CBD Integrated Transport Plan (ITP) defines Category A Parking based on proximity to Parramatta Train Station, Harris Park Train Station, and the future Metro Station with Category B parking rates applying to residential dwellings outside of those areas.</p> <p>TfNSW recommends that walking catchments to Parramatta Light Rail stops be included as a metric to define Category A maximum residential carparking rates. This encourages mode shifts towards sustainable modes of transport.</p> <p><b>A further letter was received on 9 May 2025 which withdrew TfNSW's objection and allows Council to decide on the suitable maximum residential parking rate for the subject land.</b></p>	<p>The Parramatta Integrated Transport Plan (ITP), endorsed by Council in July 2021, provides the strategic direction for transport policy within the Parramatta CBD. The ITP was prepared in partnership with TfNSW to evaluate the impacts of the Parramatta CBD Planning Proposal (CBD PP) and recommend transport-related improvements to support its implementation.</p> <p>The ITP was originally planned to be exhibited alongside the CBD PP. However delays in mesoscopic modelling meant the ITP took longer to complete, so it was exhibited after the CBD PP had already been endorsed for finalisation. As a result, Category B rates could not be included in the CBD PP without requiring re-exhibition.</p> <p>It is a key action of the ITP to permanently implement residential parking rates in Table 25 (i.e. Category A and Category B). These categories set maximum parking rates but don't require a minimum number of spaces. The maximum car parking rates gives the market the ability to provide less car parking if considered to meet consumer demand and also encourages people to use public or active transport to reduce private vehicle reliance in the CBD.</p> <p>Category A areas were identified based on proximity to major transport nodes (Parramatta Station, Harris Park Station, and the future Metro station), which connect to Greater Sydney. While the Parramatta Light Rail (PLR) improves local connectivity, it does not provide the same regional links as heavy rail or metro stations. There is limited strategic merit to refine Category A areas following the commencement of the PLR as this was not identified as an action within the adopted ITP. It is therefore not considered appropriate to apply a blanking parking rate to all CBD land.</p> <p>In the supporting documents for the finalisation of the CBD PP at the July 2021 Council meeting, it was anticipated that recommendations in the <u><i>ITP may have consequential amendments to CBD planning controls at a later stage, such as revisions to the Land Reservation Acquisition Map for local road widening acquisitions, and refinements to off-street car parking rates.</i></u></p> <p>TfNSW did not raise concerns about Category B rates during the consultation period for the ITP. The ITP was submitted to the Department of Planning, Housing, and Infrastructure on 3 August 2021 prior to the Department's finalisation of the CBD PP, consistent with Gateway Condition 1(l).</p>


No	Submitter	Submission	Council officer response																																																					
			<p>This Planning Proposal aligns with the policy direction set by the ITP and is consistent with the adopted approach for residential parking rates.</p> <p><b><u>Difference between Category A and Category B parking rates</u></b></p> <p>Category B parking rates allow +0.1 spaces per unit than Category A; Category B also includes maximum visitor parking rates (not a requirement of Category A (Table 1.A). Both rates apply to residential flat buildings, dual occupancies, and multi-dwelling housing.</p> <table border="1"> <thead> <tr> <th>Dwelling</th> <th>Category A (PLEP 2023 &amp; ITP) spaces per dwelling</th> <th>Category B (ITP) spaces per dwelling</th> </tr> </thead> <tbody> <tr> <td>Studios</td> <td>0.1 spaces</td> <td>0.2 spaces</td> </tr> <tr> <td>1-bed</td> <td>0.3 spaces</td> <td>0.4 spaces</td> </tr> <tr> <td>2-bed</td> <td>0.7 spaces</td> <td>0.8 spaces</td> </tr> <tr> <td>3-bed</td> <td>1 spaces</td> <td>1.1 spaces</td> </tr> <tr> <td>Visitor</td> <td>Nil</td> <td>For each dwelling up to 30 dwellings – 0.167 spaces For each dwelling more than 30 and up to 70 dwellings – 0.1 spaces For each dwelling more than 70 dwellings – 0.05 spaces</td> </tr> <tr> <td><b>TOTAL</b></td> <td>- Sum of the above is the <b>maximum parking spaces</b></td> <td>Sum of the above is the <b>maximum parking spaces</b></td> </tr> </tbody> </table> <p><b>Table 1.A</b> – Comparison of Category A &amp; Category B maximum residential parking rates (ITP)</p> <p>Both categories are maximum rates and reduce the delivery of residential parking compared to minimum parking requirements in PDCP 2023 (Table 1.B).</p> <table border="1"> <thead> <tr> <th colspan="4">COMPARISON OF CAR PARKING RATES FOR A HYPOTHETICAL 105 DWELLING REDRESIDENTIAL FLAT BUILDING</th> </tr> <tr> <th>Dwelling mix as prescribed by PDCP 2023</th> <th>Category A (PLEP 2023 &amp; ITP)</th> <th>Category B (ITP)</th> <th>PDCP 2023 – rate for sites within 800m of transport node</th> </tr> </thead> <tbody> <tr> <td>5 studios</td> <td>0.5 spaces</td> <td>1 space</td> <td>3 spaces</td> </tr> <tr> <td>30 1-bedrooms</td> <td>9 spaces</td> <td>12 spaces</td> <td>18 spaces</td> </tr> <tr> <td>50 2-bedrooms</td> <td>35 spaces</td> <td>40 spaces</td> <td>45 spaces</td> </tr> <tr> <td>20 3-bedrooms</td> <td>20 spaces</td> <td>22 spaces</td> <td>28 spaces</td> </tr> <tr> <td>-</td> <td>0 visitor spaces</td> <td>10.76 visitor spaces</td> <td>21 visitor spaces</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>105</b> dwellings</td> <td><b>64.5</b> maximum parking spaces</td> <td><b>85.76</b> maximum parking spaces <b>115</b> minimum parking spaces</td> </tr> </tbody> </table>	Dwelling	Category A (PLEP 2023 & ITP) spaces per dwelling	Category B (ITP) spaces per dwelling	Studios	0.1 spaces	0.2 spaces	1-bed	0.3 spaces	0.4 spaces	2-bed	0.7 spaces	0.8 spaces	3-bed	1 spaces	1.1 spaces	Visitor	Nil	For each dwelling up to 30 dwellings – 0.167 spaces For each dwelling more than 30 and up to 70 dwellings – 0.1 spaces For each dwelling more than 70 dwellings – 0.05 spaces	<b>TOTAL</b>	- Sum of the above is the <b>maximum parking spaces</b>	Sum of the above is the <b>maximum parking spaces</b>	COMPARISON OF CAR PARKING RATES FOR A HYPOTHETICAL 105 DWELLING REDRESIDENTIAL FLAT BUILDING				Dwelling mix as prescribed by PDCP 2023	Category A (PLEP 2023 & ITP)	Category B (ITP)	PDCP 2023 – rate for sites within 800m of transport node	5 studios	0.5 spaces	1 space	3 spaces	30 1-bedrooms	9 spaces	12 spaces	18 spaces	50 2-bedrooms	35 spaces	40 spaces	45 spaces	20 3-bedrooms	20 spaces	22 spaces	28 spaces	-	0 visitor spaces	10.76 visitor spaces	21 visitor spaces	<b>TOTAL</b>	<b>105</b> dwellings	<b>64.5</b> maximum parking spaces	<b>85.76</b> maximum parking spaces <b>115</b> minimum parking spaces
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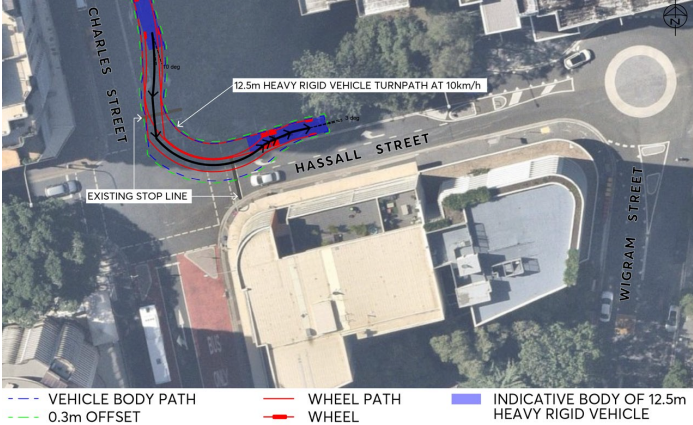
No	Submitter	Submission	Council officer response
			<p><b>Table 1.B</b> – Comparison of the application of Category A and B maximum residential parking rates and minimum parking rates in the PDCP 2023 through an example of a 105 dwelling residential flat building.</p> <p>Additional parking was requested by two (2) submitters to this Planning Proposal (see Submissions No. 9 and 11). The area north of Victoria Road is considered suitable for the addition of a visitor parking due to its predominant residential character, compared to the land south of Victoria Road containing the commercial core.</p> <p><b><u>City of Sydney LEP 2012 Land Use and Transport Integration Map</u></b></p> <p>The City of Sydney Council categorises parking rates into three Categories (A, B and C) based on accessibility and transit convenience, as defined in their Land Use and Transport Integration Map. Category B rates have been applied in the City of Sydney to areas of the Sydney CBD fringe that have more residential land uses (i.e. Surry Hills), even though there is a light rail stop. This mirrors the proposal within the Parramatta CBD Supplementary Matters Planning Proposal that seeks to apply Category B rates to areas of the Parramatta CBD fringe (i.e. North Parramatta).</p> <p>This precedent demonstrates the strategic merit and appropriateness of applying a similar approach for the CBD land north of Victoria Road – a predominantly residential area on the fringe of the Parramatta CBD. This would allow developments on the fringe of the CBD to provide more parking spaces than those situated closer to major public transport nodes, to cater for the reasons above.</p> <p><b><u>North East PIA</u></b></p> <p>TfNSW recently supported the Category B parking rates for the Planning Proposal and Development Control Plan for the <a href="#">North East Planning Investigation Area</a> (NEPIA) exhibited between 7 November and 19 December 2024. The NEPIA is directly east of the subject north of Victoria Road and within 400m distance to two PLR stops, and TfNSW supported the application of Category B rates in the DCP (see <a href="#">post-exhibition report to the 18 February 2025 Local Planning Panel</a>).</p> <p><b><u>Conclusion</u></b></p> <p>Category B rates are recommended to be introduced in the CBD area north of Victoria Road as this aligns with Council's adopted policy position indicated in the ITP. The use of Category B parking rates is appropriate due to the area's distance</p>

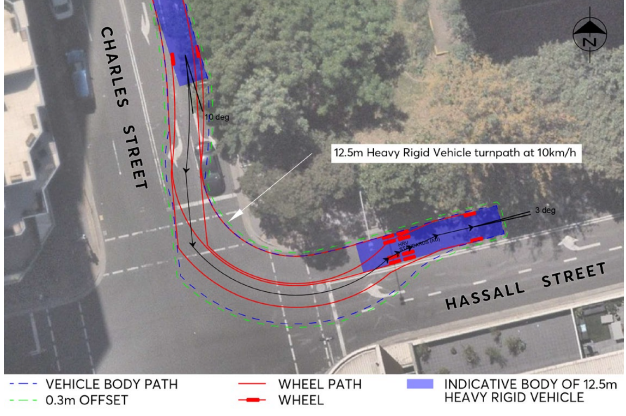
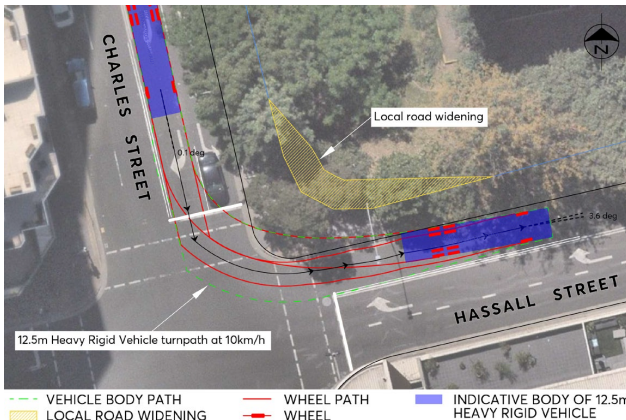
No	Submitter	Submission	Council officer response
			<p>from the regional connectivity offered by major transport nodes and the employment and retail offerings within the Parramatta commercial core.</p> <p><b>No changes required to the Planning Proposal as a result of this submission.</b></p>
		<p>b. TfNSW support the following LRAs:</p> <ul style="list-style-type: none"> <li>• Deletion of Marsden Lane, being part of <b>215 Church Street, Parramatta</b></li> <li>• Deletion of Fire Horse Lane, being part of <b>3 Fitzwilliam Street and 25 Wentworth Street, Parramatta</b></li> <li>• Deletion of <b>328 Church Street, Parramatta</b> (noting that active transport/pedestrian connections must be provided in future developments as part of PDCP 2023)</li> <li>• Inclusion of Parkes Street widening, being part of <b>24 Parkes Street, Harris Park</b> (as it improves functionality of existing LRA, noting that any future road space allocation should follow TfNSW Road User Space Allocation policy).</li> </ul>	<p>Submitter's support is noted.</p>
		<p>c. TfNSW do not support the inclusion of part of 21 Wentworth Street, Parramatta on the LRA Map.</p> <p>This is a low-speed environment with one-way northbound traffic to support parking access. TfNSW recommends a share zone instead of widening the corner.</p> <p><b>TfNSW withdrew their objection to the proposed LRA via email on 26 March 2025 confirmed this is a letter dated 9 May 2025.</b></p>	<p>The minor 4m<sup>2</sup> widening of the corner of 21 Wentworth Street will improve sightlines to and from pedestrians. This is considered by Council's Traffic and Transport team to improve pedestrian safety more than converting Woodhouse Lane into a share zone due to the limited visibility of pedestrians for vehicles approaching the Wentworth Street carpark entrance (Figures 3 and 4).</p> <p>It is noted that Council have recently <a href="#">upgraded the streetscape</a> along Wentworth Street and Woodhouse Lane, which included a new footpath and planting new mature street trees (Figure 5). Whilst it is a low-speed environment, the corner of 21 Wentworth Street currently contains a tall fence (approximately 3m high at the proposed LRA location) which impedes pedestrians' view of oncoming traffic (and vice versa). This is a significant issue due to the volume of vehicles taking this route to access the Wentworth Street Carpark. Additionally, widening the corner of 21 Wentworth Street will improve the walkability and safety of the corner and assist with pedestrians' ease of navigating Woodhouse Lane.</p>

No	Submitter	Submission	Council officer response
		 <p data-bbox="593 662 1041 718"><b>Figure 2</b> – Proposed LRA at part of 21 Wentworth Street, Parramatta</p>	 <p data-bbox="1131 726 1825 774"><b>Figure 3</b> – Woodhouse Lane, approaching the Wentworth Street Carpark entrance (November 2024)</p>  <p data-bbox="1131 1197 1825 1244"><b>Figure 4</b> – Woodhouse Lane, turning towards Wentworth Street (November 2024)</p>



No	Submitter	Submission	Council officer response
			 <p data-bbox="1122 794 1861 842"><b>Figure 5</b> – Public domain improvements on the northern side of Woodhouse Lane (April 2025)</p> <p data-bbox="1081 858 1933 1010">On 4 March 2025, Council officers emailed TfNSW with further justification for including part of 21 Wentworth Street, Parramatta on the LRA Map. Council officers then met with TfNSW on 13 March and 7 May 2025 to discuss TfNSW’s objections to the planning proposal. <b>Council officers received an email on 26 March 2025 from TfNSW advising that TfNSW withdraw their objection to the inclusion of 21 Wentworth Street, Parramatta on the LRA Map.</b></p> <p data-bbox="1081 1026 1910 1050"><b>No changes required to the Planning Proposal as a result of this submission.</b></p>
		<p data-bbox="544 1074 1059 1169">d. TfNSW objects to the inclusion of Charles Street/Hassall Street intersection, being <b>part of 2 Charles Street, Parramatta</b> on the LRA Map</p> <p data-bbox="589 1201 1059 1297">TfNSW notes that the existing tight corner slows down turning traffic and improves safety for walking and cycling. Given the low-speed environment of the City Centre, TfNSW</p>	<p data-bbox="1081 1074 1921 1145">The proposed LRA at the Charles Street and Hassall Street intersection is to enable the widening of the existing tight corner for vehicles turning into Hassall Street from Charles Street.</p> <p data-bbox="1081 1161 1910 1289">This will improve the efficiency of the turning path (particularly for service vehicles which need more space and time to maneuver tight corners) and improve first- and last-mile connectivity for freight and servicing access to the CBD. This is demonstrated in Figure 7.A and 7.B below, which models existing conditions of the turn path that a 12.5m Heavy Rigid Vehicle would take at 10km/h.</p>

No	Submitter	Submission	Council officer response
		<p>requests Council consider moving the stop line on Hassall Street further back as an alternate option to achieve a similar outcome. This could potentially make room for a bicycle storage box for the cycle route to Parramatta Train Station.</p> <p><b>TfNSW withdrew their objection to the proposed LRA via email on 26 March 2025 confirmed this is a letter dated 9 May 2025.</b></p>  <p><b>Figure 6</b> – Proposed LRA at part of 2 Charles Street, Parramatta</p>	<p>The existing conditions of the turning path require service vehicles to cross lanes on both Charles Street and Hassall Street to navigate the tight corner (as indicated in the green line which represents the space used by the vehicle to make the turning movement) creating safety risks and making the intersection less efficient. The proposed road widening will provide enough space for heavy vehicles to safely turn without disrupting traffic flow or endangering other lanes on Charles Street and Hassall Street. This imposes significant road safety issues and reduces the efficiency of the intersection.</p>  <p><b>Figure 7.A</b> – Existing Condition: Heavy Rigid Vehicle turn path modelling at Charles and Hassall Street intersection</p>

No	Submitter	Submission	Council officer response
			 <p><b>Figure 7.B – Existing Conditions: Heavy Rigid Vehicle turn path modelling at Charles and Hassall Street intersection (detailed view)</b></p>  <p><b>Figure 8 – Proposed Condition: Heavy Rigid Vehicle turn path modelling at Charles and Hassall Street intersection, with road widened at part of 2 Charles Street</b></p>

No	Submitter	Submission	Council officer response
			<p>The road widening responds to the closure of Macquarie Street for vehicles due to the PLR, which resulted in changes to transport movements within the CBD as vehicles can no longer use Macquarie Street to enter and exit the CBD. This increased vehicle usage of this intersection. This increase in traffic volume was also forecasted in the ITP, with the installation of new traffic signals at the Hassall Street / Harris Street intersection delivered in late 2021 to cater for this.</p> <p>The landowners at 2 Charles Street, Parramatta (see Submission No. 13 at Table 3) also acknowledge the traffic issues at the intersection and the need for improvements.</p> <p>Moving the stop line further back in Hassall Street is not recommended because the intersection is too close to the turning bay at Hassall Street and William Street, and this would also not solve the issue of service vehicles needing to cross lanes and would negatively affect turning movements. If the stop line is adjusted in the future, the intersection widening enabled by the LRA would help reduce how far it needs to move. The LRA could also allow for a bicycle storage box to be added</p> <p>On 4 March 2025, Council officers emailed TfNSW with further justification for including part of 2 Charles Street, Parramatta on the LRA Map. They then met with TfNSW on 13 March and 7 May 2025 to discuss TfNSW's objections to the planning proposal. <b>Council officers received an email on 26 March 2025 from TfNSW advising that TfNSW withdraw their objection to the inclusion of 2 Charles Street, Parramatta on the LRA Map.</b></p> <p><b>No changes required to the Planning Proposal as a result of this submission.</b></p>

**Table 2 – Individual Submissions and Council Officer responses**

No	Submitter	Submission	Council officer response
2.	Individual from West Epping <i>via Participate Parramatta</i>	a. Submitter supports the planning proposal; no further comments attached to submission.	Submitter's support is noted.
3.	Individual from Brickfield Street, North Parramatta <i>via Participate Parramatta</i>	a. Submitter supports the planning proposal; no further comments attached to submission.	Submitter's support is noted.

No	Submitter	Submission	Council officer response
4.	Individual from Kendall Street, Parramatta <i>via Participate Parramatta</i>	a. Submitter supports the planning proposal; no further comments attached to submission.	Submitter's support is noted.
5.	Individual from Amicitia Circuit, Northmead <i>via Participate Parramatta</i>	a. I'm keen to see Parramatta fulfil its promise of "Australia's Next Big City" and that it's an attractive place to visit and doesn't "die" after normal business hours.	These comments relate to a policy area that is not impacted by the Planning Proposal. Council supports the activation of the City as demonstrated by Council's <a href="#">Parramatta Night City Framework 2020-2024</a> which highlights Council's commitment to Parramatta Lanes, and encourages innovative business within the CBD. As part of this, Council has finalised the Late Night Trading DCP and is currently investigating the appropriateness of a Special Entertainment Precinct within the CBD (in line with Council's resolution at its <a href="#">8 July 2024 Council Meeting</a> – refer to Item 13.3).
		b. Ensure Parramatta Lanes are safe, and can attract performers and entertainers and an active after-hours vibe.	
		c. Active encouragement of innovative enterprises within CBD.	This comment relates to a policy area that is not impacted by the Planning Proposal. Council supports innovation in the City as demonstrated by the <a href="#">Smart City &amp; Innovation Strategy</a> , which was endorsed by Council on 8 July 2024. Priority 5 of this Strategy outlines Council's commitment to fostering a thriving innovation ecosystem to position Parramatta as a hub of technological advancement and economic growth. Objective 5.2 of the strategy supports this priority, and seeks to deliver and advocate for the innovation ecosystem in Parramatta.
		d. Public places that are shady and have "smart" street furniture (with Wi-Fi etc), so people can meet informally.	This comment relates to a policy area that is not impacted by the Planning Proposal. Council supports innovation in the City as demonstrated by the <a href="#">Smart City &amp; Innovation Strategy</a> , which was endorsed by Council on 8 July 2024. Priority 4 of this strategy outlines Council's commitment to transformative urban technology, with Objectives 4.1 and 4.2 detailing the inclusion of smart infrastructure in precinct planning and enhancing places with smart city solutions.
		e. Design of Civic Link should be so there is a clear direct pedestrian path from Parramatta Square, under the new Powerhouse Museum to the riverbank.	This comment relates to a policy area that is not impacted by the Planning Proposal. The relationship between the Powerhouse Parramatta, Civic Link, and Parramatta River is detailed in Block 4 / City West Block of the City River Special Area (refer to Section 9.5.1 – City River of PDCP 2023). This is to be delivered by the NSW Government as part of the <a href="#">Powerhouse Parramatta project</a> , which is expected to be completed in 2024/5
		f. Set up a space along the riverbank for outdoor events.	

No	Submitter	Submission	Council officer response
			<p><a href="#">webpage</a> for further information. For further information on the progress of Civic Link, please see Council's <a href="#">Civic Link webpage</a>.</p> <p>Similarly, the <a href="#">Parramatta River Vision 2024</a> sets the strategic framework to transform Parramatta River into a sustainable, vibrant and accessible asset. This strategy aligns environmental, cultural and social objectives to create a cohesive plan for the river's long-term revitalisation and integration into Parramatta's urban development.</p>
		<p>g. Ensure new buildings along Church Street generally and especially in North Parramatta precinct have set-backs to create broad "boulevard" type walkways.</p>	<p>This comment relates to a policy area that is not impacted by the Planning Proposal.</p> <p>The commencement of the Parramatta Light Rail (PLR) and pedestrianisation of Church Street has largely contributed to the "boulevard" type experience of Eat Street.</p> <p>Design and development standards (including setbacks) for Church Street north of Parramatta River were finalised as part of the <a href="#">Church Street North DCP</a> in July 2024. Future developments within this precinct are required to comply with the setbacks indicated within this DCP. Refer to Section 9.5.11 – Church Street North of <a href="#">Parramatta Development Control Plan 2023</a>.</p>
6.	<p>Individual</p> <p><i>Matters raised by submitter were included in four separate emails.</i></p>	<p>a. Submitter shared a link to a YouTube video they created called 'Parrahub' that presents ideas on the future urban living.</p> <p>b. Submitter recommends that Council start a lottery for the 5,000 "Parrahub units" located in the land bound by Lansdowne, Inkerman, Boundary and Church Street, Parramatta. Parrahub depends on a lottery to purchase property, to avoid interest payments and pressure to cut corners on the flood proof and earthquake proof building designed to stand 200 years.</p>	<p>This submission relates to an area that is not impacted by the Planning Proposal.</p> <p>Council does not manage an initiative or project called 'Parrahub', and the origin of this concept is unknown. Therefore, the submitter's requests are out of scope and cannot be considered as part of this project.</p>



No	Submitter	Submission	Council officer response
		c. Submitter also recommends that height limits should not be increased for the land so as to avoid protest.	The Planning Proposal does not seek to increase height limits within the Parramatta CBD. Therefore, the submitter's request is out of scope and cannot be considered as part of this project.
		d. Submitter states that all fees (including electricity) should be covered by shops in the centre to give hope to those who consider property ownership unattainable.	This comment relates to landownerships and connection with electricity providers. Council is not involved in private utility connections or arrangements. Therefore, the submitter's request is out of scope and cannot be considered as part of this project.
		e. Submitter recommends the installation of a superconducting maglev (SCMaglev), a magnetic levitation railway system than a station at Parrahub rather than competing with "one city square" in Church Street.	The location, route, and systems of any major transport infrastructure is determined by Transport for NSW's Future Transport 2056 Strategy. This strategy contains no reference to a magnetic levitation rail route within Parramatta or towards Brisbane. Additionally, there are no plans for a 30,000 space carpark within the Parramatta City Centre.
		f. Recommends stage two of SCMaglev to Brisbane should go beneath the Parramatta River in good ground and that is why the station is at the base of the 30,000-space carpark.	
7.	Resident from Munn Place, Toongabbie <i>via Participate Parramatta</i>	a. The traffic is already absolutely rubbish at the moment. This will completely stuff everything. I think you need to do something about traffic congestion first.	The Planning Proposal does not seek to increase residential density within the Parramatta CBD or introduce any controls that would impact on the heritage significance of the CBD.  With regards to transport movement, the Planning Proposal seeks to introduce the findings of the Parramatta CBD Integrated Transport Plan (ITP). The ITP addresses the traffic and transport needs of the CBD in response to the increased densities proposed under the Parramatta CBD Planning Proposal (the proposal that preceded the Parramatta CBD Supplementary Planning Proposal). These proposed changes include:  <ul style="list-style-type: none"> <li>the introduction of parking rates to allow +0.1 spaces per unit and maximum visitor parking rates compared to the Category A rates that apply south of Victoria Road, due to its distance from the Parramatta Railway Station and commercial core (see Submission No. 1(a) for more detail); and</li> </ul>
		b. This will also wreck the world heritage of the area.	



No	Submitter	Submission	Council officer response
			<ul style="list-style-type: none"> <li>amendments to the Land Reservation Acquisition Map to improve safety, promote active transportation, and facilitate better traffic circulation and movement through the CBD.</li> </ul> <p>The Planning Proposal seeks to apply Clause 7.28 (Additional floor space ratio for office premises) to the rezoned 10-12 Darcy Street (4, 6, and 8 Parramatta Square), permitting a higher density – but not height – for office space on the site. However, this land has only recently been developed with a significant office tower development and is unlikely to redevelop to increase commercial floor space. Therefore, an increase in population and consequently traffic congestion is not anticipated as a result of the changes within the Planning Proposal.</p> <p>The above changes will assist in improving transport movement and circulation and not increase traffic volume within the CBD.</p> <p><b>No changes required to the Planning Proposal as a result of this submission.</b></p>
8.	Resident from Beghazi Road, Carlingford <i>via Participate Parramatta</i>	a. Submitter supports the planning proposal; no further comments attached to submission.	Submitter's support is noted.
9.	Individual from Pine Street, Rydalmere <i>via Participate Parramatta</i>	a. More parking should be planned	<p><i>Refer to Submission No. 1(a) of Table 1 and Submission No. 7 for further information regarding the proposed parking rates for the CBD north of Victoria Road.</i></p> <p>As part of the Parramatta CBD Supplementary Matters Planning Proposal, Council is proposing to introduce parking rates to allow +0.1 spaces per unit and maximum visitor parking rates compared to the Category A rates that apply south of Victoria Road.</p> <p>This is due to their greater distance from the metro and rail stations, necessitating the likely need for more residents to own a car for their daily needs and visitors to use cars when accessing these areas. This is in line with the findings of the Parramatta CBD Integrated Transport Plan, which recommends a higher maximum rate of on-site parking for residential dwellings for this identified area.</p> <p>As discussed in Table 1, the Category A and B parking rates are maximum rates and there is no minimum required number of spaces. The maximum car parking rates gives the market the ability to provide less car parking if considered to meet consumer demand and also encourages people to use public or active transport to reduce private vehicle reliance in the CBD. Therefore, the submitter's</p>

No	Submitter	Submission	Council officer response
			request to plan for more parking is considered to be adequately captured within the Planning Proposal. See Submission No. 1(a) for more detail. <b>No changes required to the Planning Proposal as a result of this submission.</b>
10.	Resident from Albert Street, North Parramatta <i>via Participate Parramatta</i>	a. Submitter supports the planning proposal; no further comments attached to submission.	Submitter's support is noted.
11.	Resident from Ferndale Close, Constitution Hill <i>via Participate Parramatta</i>	a. Your failure to consider on street parking in all your dealings is proof that there are too many councillors that are out of touch with the real society. 1 residence should be able to have 1 parking spot at the very least in front of their home, not 0.1 or 1 spot if they have 3 bedrooms. Most people have 1 car per person. It's time that you woke up. Give us our street parking. No resident of Parramatta should have to tolerate your woke ideology.	<i>Refer to Submissions Nos.7 and 9 for further information regarding the scope of the planning proposal and proposed parking rates.</i> <i>Refer to Submission No. 1(a) of Table 1 for further information regarding the proposed parking rates for the CBD north of Victoria Road.</i> The Parramatta CBD is well-connected to public transport options including bus, train and light rail services, as well as future metro services. The opportunity for the provision of greater car parking for units and the requirement for visitor car parking for land in the CBD north of Victoria Road is considered to adequately cater for future residents (not within the vicinity of major transport nodes and the commercial centre) who may depend on cars to perform daily activities for tasks where public transport could not reasonably be considered as an alternative mode. This will also help reduce pressure on on-street parking, and ensures that future residents' transportation needs are catered for.

**Table 3 – Organisation and owners corporation and Council Officer Responses**

No	Submitter	Submission	Council officer response
12.	Walker Corporations	a. Submitter supports the planning proposal.	Submitter's support is noted.
		b. Submitter supports the inclusion of "Creative Industries" as a permitted use within the E2 Commercial Centre zone as per their submission to the 21 May 2024 Local Planning Panel report.	Submitter's support is noted.

No	Submitter	Submission	Council officer response
13.	Owners corporation of 2 Charles Street, Parramatta	a. Does not object to the addition of part of 2 Charles Street to the LRA Map.	Submitter's support is noted.
		b. Acknowledges that the intersection of Hassall and Charles Street requires improvements.	Noted. <i>Refer to Submission No. 1(c) of Table 1 for further information regarding the intersection improvements at the Hassall and Charles Street intersection (being part of 2 Charles Street, Parramatta).</i>
		c. Requests a site inspection prior to finalisation to consider: <ul style="list-style-type: none"> <li>the location of the existing underground carpark retaining wall and building slab, and</li> <li>location of utility infrastructure.</li> </ul>	Land identified on the Land Reservation Acquisition Map may be acquired by agreement (i.e. land dedication associated with a Planning Proposal, Development Application, or Complying Development Certificate) or by compulsory process.  The consideration of existing structures and utility infrastructures within the site are to be addressed as part of the detailed design stage of any future application (wherein the identified land must be dedicated to Council).  Therefore, a site inspection of 2 Charles Street prior to the finalisation of the Planning Proposal is not required. Owners will be engaged regarding the acquisition of the land at the appropriate time as part of any of the processes outlined above.  <i>Refer to Submission No. 1(c) of Table 1 for further information regarding the intersection improvements at the Hassall and Charles Street intersection (being part of 2 Charles Street, Parramatta).</i>